



Statement of Qualifications for
Airport Consultant Services
at **Southwest Minnesota Regional Airport (MML)**

Submitted to

City of Marshall

January 31, 2025

Daniel Sherer, PE

Project Manager

daniel.sherer@tkda.com

651.219.2224

444 Cedar Street, Suite 1500
Saint Paul, MN 55101



January 31, 2025

Jason Anderson, PE
Public Works Director/City Engineer
City of Marshall
344 West Main Street
Marshall, Minnesota 56258

RE: Statement of Qualifications for Airport Consultant Services at Southwest Minnesota Regional Airport

Dear Mr. Anderson:

We are grateful for the opportunity to present our qualifications for professional airport consulting services at the Southwest Minnesota Regional Airport (MML). TKDA has provided engineering and planning services for MML since 1992. We are proud of what we have accomplished at the airport over the past 33 years, which is highlighted within this proposal. TKDA's extensive knowledge of your airport, along with our long history of providing quality services to airports in Minnesota, provides you with the best team to accomplish your goals.

TKDA has worked closely with the City to design and manage capital projects, including runway extensions, airfield lighting and signage, instrument landing systems, aircraft hangars, and storage facilities that have positioned MML as one of the premier General Aviation airports in the region. TKDA has utilized its strong relationships with the agencies to secure State and Federal funding for those projects and will continue advocating on your behalf to capitalize on all future funding opportunities.

TKDA has continually operated the Aviation Division since 1943 and provides the largest staff of aviation professionals in the State of Minnesota. TKDA's aviation staff is 100% focused on airport projects, which generate efficiencies and reduce your project costs. TKDA is committed to responsive, effective, and flexible services that provide the best value to you. TKDA brings the right capabilities and experience, with key team members that are familiar with your airport and whom you can trust.

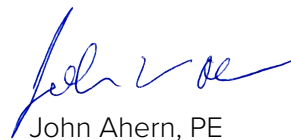
- **Experience Working on Your Airport: Daniel Sherer, PE**, will continue to be your primary point of contact as your trusted advisor, leading the delivery of engineering design and construction projects, managing grant administration and overseeing your overall capital program. He provides a dedicated extension of your staff with a keen understanding of your airport. **Dillon Petrowitz, CM**, will continue leading TKDA airport planning tasks for MML.
- **Full Service Aviation Team:** TKDA's experienced staff of 44 aviation engineers, planners, and specialists are based together in Saint Paul, where we collaborate to ensure project success. We also have access to more than 300 other in-house resources for your projects, including architects and airport electrical engineers.
- **Client Service:** We are committed to providing you with outstanding client service. This includes being responsive to your needs; providing experienced aviation professionals for planning, engineering, and construction services; and attending monthly airport commission meetings to provide airport project status updates.

We are excited about the opportunity to continue serving the City of Marshall. Our experience and knowledge of MML gives us unique insight into how to best execute the future improvements needed for MML to continue meeting the needs of the community. Please do not hesitate to reach out if you have any questions.

Sincerely,

A blue ink signature of Dan Sherer, written in a cursive style.

Dan Sherer, PE
Project Manager
daniel.sherer@tkda.com

A blue ink signature of John Ahern, written in a cursive style.

John Ahern, PE
Vice President
john.ahern@tkda.com

Our Story

Since its inception in 1910 as the Toltz Engineering Company, TKDA has maintained a strong commitment to improving communities, helping businesses and industries grow, and building long-term client relationships. We help our clients realize their vision while meeting critical timetables and budgets and making best efforts to include the voices of those who work, live, and play there. We accomplish this with our talented staff, teaming with excellent subconsultants who are deeply connected to the community, and examining project issues from all perspectives to create context-sensitive solutions. We are confident in our teams' ability to provide expert-level insight, whether it is among our staff or through our thoughtfully chosen subconsultants.

TKDA is an engineering, architecture, and planning firm committed to improving communities, helping businesses and industries grow, and building long-term client relationships. Headquartered in Saint Paul, MN, we have offices across the country. We provide effective design solutions for the aviation, rail, surface transportation, industrial and manufacturing, buildings and sites, and water markets.

Our inspired solutions and experience result in projects being completed right the first time, a key factor in clients coming back to TKDA.

TKDA is a 100% employee-owned firm. Our staff is motivated to provide our clients with excellent service. Our collaborative culture allows new employees to learn from experienced professionals, and share fresh ideas and perspectives to create innovative design solutions.



Dan Sherer, PE, working with contractors during construction



Dan Sherer, PE, will be your Project Manager and primary contact person.



651.219.2224



daniel.sherer@tkda.com



444 Cedar Street, Suite 1500
Saint Paul, MN 55101

We are a firm of multi-disciplinary experts known for curating long-standing client relationships by providing high-quality, specialized work products and superior client service. **Our team believes wonderful things happen due to our commitment to quality, strong design principles, and deeply collaborative nature.** Our aviation resume illustrates our technical skills, but we know technical competence alone is not enough to fully meet our client's expectations.

We go above and beyond to demonstrate the feasibility of concepts and research an array of applications while putting a positive client/consultant relationship at the forefront. We, along with our partners, understand the thoughtful collaboration between constituents and consultants ensures design consensus and the ability to deliver a successful project outcome.

Providing Exceptional Service to Minnesota Airports

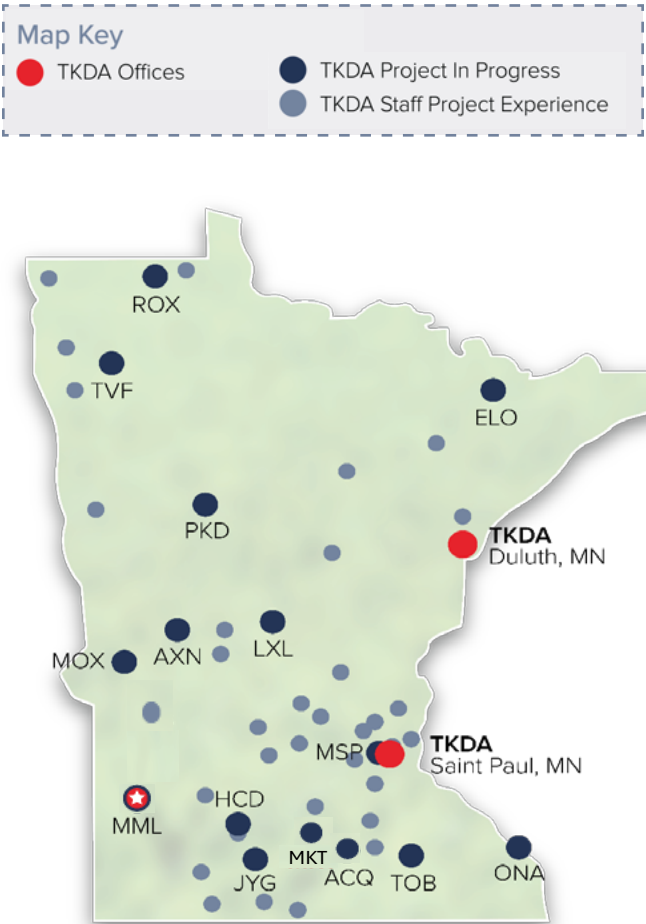
TKDA has operated a dedicated aviation division since 1943, with a talented team of airport professionals solely focused on airport planning, design, and construction services. Today this team is comprised of nearly 50 full-time employees dedicated to the needs of our aviation clients. Additionally, our aviation team is supported by TKDA in-house electrical, mechanical, and structural engineering, along with architecture, interior design, hydrology, and Geographic Information Systems (GIS) services. All these resources within TKDA provide a single-source solution meeting nearly all your airport needs.

Our employees are passionate about aviation and dedicated to delivering the highest standards of excellence to our general, commercial, and military aviation clients.

We perform a wide range of services for our clients, including:

Feasibility studies	Surveying
Master planning	Final design
Preliminary design	Construction observation
Cost estimating	Grant administration

Minnesota Airport Experience



We serve as the airport engineering and/or planning consultant for over 20 general aviation airports across Minnesota and Wisconsin. We are proud to have continually served as the airfield engineer of record for the Minneapolis-St. Paul International Airport for over 75 years. This client portfolio demonstrates our expertise in various airports and our commitment to long-standing client relationships.

Each airport has a unique set of issues: geographic location, soil conditions, property boundaries, airspace restrictions, wetlands, and utility crossings, to name a few. In each case, these unique issues must be reconciled with MnDOT, the Federal Aviation Administration (FAA), adjacent landowners, environmental agencies, utility companies, and concerned citizens. TKDA recognizes the importance of addressing these issues early and throughout the project so they can be successfully resolved. We can draw from a range of technical disciplines to address virtually any issue that may arise.



Robert Rapp, PE performing level survey verification of concrete paving forms

Effective Project Planning

TKDA is a leader in airport planning at general aviation airports in the upper Midwest and has completed focused and comprehensive airport master planning studies. These valuable projects allow airport owners to make informed decisions about the future of their facility and secure project funding.

Comprehensive airport planning provides the framework for successful airport development projects. Our airport planners are experts in tailoring studies to meet the needs of your airport following FAA advisory circulars. We develop realistic solutions for your airport to serve the needs of your community. We first work with your airport to identify your specific needs. Then we develop project justification, development options, and utilize our expertise of the industry and regulatory environment to develop a realistic Capital Improvement Plan (CIP).

Throughout the process, we integrate a public involvement program to inform and collect feedback from stakeholders before decisions are made. Ultimately, effective project planning supports airport owners, MnDOT, and the FAA to secure funding for priority airport improvements, allowing projects to move forward successfully. Our airport planning services help you construct the right airport project at the right time.



MML Runway 30

Maximize Grants and Funding

Successful projects depend upon the availability of funding to execute them. TKDA will continue to champion MML's airport development needs by collaborating with you, airport users, the general public, local entities, elected government officials, and agencies to support the airport's role within the system.

TKDA's experience, knowledge of regulations, and long-standing relationships with FAA and MnDOT representatives will result in a unique and financially-feasible plan that meets your airport's specific needs.

TKDA will advocate on behalf of MML with the FAA and MnDOT Aeronautics so you are well positioned for federal and state funding to support the projects that are a local priority. We understand the local share is often some of the hardest funding to obtain, so maximizing the federal and state shares is critical to getting your projects completed. We also serve as an open resource to guide you through the myriad of federal and state regulations.

The BIL program of 2021 set aside an unprecedented \$25B for funding at airports in the United States. TKDA is motivated to help the City secure funding via this program, prepare the necessary applications, and advocate on your behalf. Funds under this program are being made available through the Federal Fiscal year (FFY) 2026 and must be fully obligated by 2029.

TKDA has worked with the FAA Airport Improvement Program, MnDOT Aeronautics Airport Development/Hangar Loan Programs, and other federal, state, and regional specialty funding programs to secure airport project funds for our clients. Our staff has a strong working knowledge of the FAA and MnDOT grant administration processes, requirements, and deadlines.

Our team has a strong track record of obtaining funding for airport development projects, securing more than \$38M in federal discretionary funding for our Minnesota general aviation airport clients in the past ten years.

Quality Construction Services

TKDA will continue to provide MML with dedicated, quality construction observation. We know that by having projects built as designed, MML can be confident their projects will be closed out and funded as planned. For each project, we will incorporate construction services into the project scope, define the level of construction services required, and assign qualified personnel. We only use trained aviation staff for airport construction inspection. Our personnel understand FAA regulations and requirements and will guide your projects to a safe and successful outcome. Our field representatives are also involved in grant closeouts, so they know the importance of following all the required policies and procedures of MnDOT and the FAA. This ensures a timely closeout and proper funding of your projects.

Comprehensive Project Support from Start to Finish

Finally, at TKDA, we do not consider the project to be successful until the final closeout documentation is approved by MnDOT and the FAA. This is important because it allows your final grant payment and withholding amount to be released. We prioritize grant closeout procedures as soon as practicable after all project costs have been incurred, and shepherd the paperwork through the agency approval process.

We believe our experience, our reputation as airport engineers, and our collaborative approach to problem solving provide our clients with the information and the credibility needed for a successful outcome.

TKDA supports its airport clients in all aspects of airport development, from project start-up to project closeout.

TKDA has a history of successfully implementing aviation projects similar in nature to those listed on the MML CIP. For over 80 years, TKDA has assisted clients in developing and maintaining their airport as a critical link to the aviation system and as an engine for economic development. We want to continue doing the same for you.

Our success on recent projects, as shown on the following pages, is a testament to strong project management and our integrated engineering, architecture, and planning services. These collaborative, multidisciplinary resources enable TKDA to efficiently design and deliver projects. Collaboration is in our DNA. As an employee-owned firm, TKDA's day-to-day work is an acknowledged team effort. We work together to learn from each other's experiences, share knowledge, and complete quality control checks to ensure we are collectively providing consistent, detailed, and accurate contract documents.



Mankato Regional Airport new General Aviation Apron

TKDA Project Experience at MML

TKDA is proud to have been providing planning, architectural, and engineering services for the City of Marshall at Southwest Minnesota Regional Airport since 1992. TKDA's consistent delivery of successful projects for MML results from a partnership built on shared values that prioritize collaboration, stewardship of financial resources, and drive for continuous improvement. A summary of some of the completed and in-progress projects and achievements are outlined below.

Snow Removal Equipment (SRE) and Aircraft Rescue Fire Fighting (ARFF) Facility

The City needed an equipment storage and maintenance facility to replace the aging and undersized maintenance shop. A future ARFF and Firefighting Facility has been desired both to provide airfield firefighting and rescue services to meet FAA Part 139 requirements and enhance municipal firefighting capabilities. Through the Airport Master Plan process, a location for a facility was identified in the East Building Area which could accommodate both an SRE facility and future ARFF / Fire Station in the same location.

The SRE Facility will accommodate current airport snow removal equipment, mowing equipment, maintenance vehicles, and sand/salt storage. Also included will be airport maintenance staff offices, break room, and restrooms. The SRE Facility was designed such that it can be expanded for the future ARFF / Fire Station Facility and be able to utilize common elements such as break rooms and restrooms. Development of a joint ARFF / Fire Station Facility would allow for shared resources and utilization of existing City owned land at the airport.

A pre-design report was prepared in 2021 and Federal and State grants were secured to fund design and construction of the facility. National Environmental Protection Act reviews were conducted and a Categorical Exclusion obtained.



SRE Facility Architectural Rendering

Design of the new facility commenced in 2022 and construction documents were issued for bid in 2023. Total construction cost is \$3.3M and over 80% of the project is funded through a combination of FAA Airport Improvement Program (AIP), Airport Infrastructure Grant (AIG) / Bipartisan Infrastructure Law, and MnDOT Aeronautics grants. The facility is currently under construction, with completion anticipated in the summer of 2025.



SRE Facility Steel Framing (September 2024)

Airport Master Plan and Airport Layout Plan Update

In 2015, TKDA began preparing a new Master Plan and Airport Layout Plan, to prepare for the future of the airport for the next 20-years. The resulting long-term recommendations of the master plan include a future extension of crosswind Runway 2/20 by 799 feet to 4,798 feet, and building area expansion that best utilizes the existing infrastructure for both aeronautical and airport related businesses. This necessary planning document ensures that future airport projects remain eligible for federal funding.

Runway 2/20 Mill and Overlay

TKDA completed the 2018 mill and overlay of bituminous paved Runway 2/20. This project was accelerated on the CIP and design efforts expedited to take advantage of federal discretionary dollars that had freed up within the state. Working with the city, we were able to secure those funds and get the project completed a year earlier than planned. TKDA worked closely with the Contractor to minimize disruption to airport operations, and the project

was completed within 6 days.

Airpark East Hangar Site Design

TKDA provided site design and utility layout for the new 80' x 80' aircraft hangar constructed by a tenant in Airpark East. A site assessment was performed, and site design, surface grading, pavement details, and utility service layout were developed for the project. TKDA also obtained the FAA 7460-1 airspace permit and performed a topographical survey for the FAA Airport Layout Plan update.



New 80' x 80' Hangar in Airpark East

East Building Area – Marshall Airpark

TKDA completed the \$4.3M development of a bridge, entrance roadway, building area, airfield apron, and taxiways to support future commercial development at the airport. Planning efforts for this development included Environmental Assessments to support all future expansion and updates to the Airport Layout Plan. Future plans include areas for corporate aircraft hangars, a commercial service terminal building, auto parking, and an airport maintenance/ARFF facility. Funding from the MnDOT Aeronautics Development Program was utilized to provide over 70 percent of the funds for this building area expansion.

Runway 12/30 Extension

Primary Runway 12/30 was extended from 5,010 feet to 7,220 feet to accommodate overseas corporate jet operations, as well as potential commercial air service or scheduled charter operations. Included in this project

were land acquisition, relocation of township roadways, and major earthwork for the extended runway, taxiway and associated safety areas. The extended pavements were paved with a high-performance bituminous mixture, and the existing runway and taxiway were provided with a bituminous overlay to support larger aircraft.

The \$14.0M program for the extension of both runways was accomplished almost entirely with Federal discretionary funds, and completed in a very short three-year timeline from planning to construction.

Runway 2/20 Extension

TKDA completed paving and lighting of the extended runway and parallel taxiway in 2008. Runway 2/20 was extended from 3,200 feet to 4,000 feet to minimize disruption to normal aircraft traffic during subsequent planned construction closures of primary Runway 12/30 and to improve the operational safety for arriving aircraft during periods of high crosswinds. Additional surface and subsurface drainage were also included in this project.

Terminal Area Improvements

In 2001-2002, TKDA assisted the City of Marshall in redevelopment of the existing South Building Area, and investment of approximately \$8.0M. This terminal area improvement program provided for new and relocated buildings, aircraft apron areas, auto parking, access roadways, landscaping, and city utilities. Innovative approaches were taken to maintain regular airport operations while completing major construction of a new terminal area. Existing T-Hangar buildings were salvaged and relocated to a new apron area along Highway 19. An existing electrical distribution facility was relocated to a new hangar building. TKDA worked diligently with State and Federal officials to ensure strong justification was provided in order to obtain the highest State and Federal funding rates possible.

Airfield Development, 1995-1996

In 1995-1996, a \$6.5M airfield development program was completed, providing upgraded apron pavements, safety areas, runway lighting and guidance signs, navigational aids, partial Taxiway B, and a full length parallel Taxiway A. These improvements formed the foundation for future enhancements and extensions to the airport.

Instrumented Landing System and Approach Lighting Systems

TKDA provided the design of the Instrumented Landing System (ILS) for Runway 12. This included the Medium Intensity Approach Lighting System, Localizer, Glide Slope Antenna and associated equipment shelters and electrical distribution equipment. Our experience with

EXPERIENCE OF FIRM - PROJECT EXPERIENCE AT MML

the design and construction of the system was valuable in the relocation of the ILS equipment during the runway extension later on.

Wildlife Management Plan

TKDA worked with Peterson Environmental to develop a wildlife management plan for the airport. New FAA regulations will require the airport to revisit this plan in the near future, and our previous experience will help ensure efficiency in meeting the new regulations. This wildlife management plan is still in place and will be updated to current standards with an upcoming project.

Land Acquisition Assistance

TKDA and our teaming partner, Evergreen Land Services, worked with the City to complete the Land Acquisition for the construction of the future runway extension. All land acquisition services were conducted in a manner that will ensure that federal regulations were met, and that all land acquisition will be eligible for reimbursement from the FAA at a 90 percent participation rate.

Utilities

TKDA provided the design of all sanitary sewer, storm sewer, watermain, telecommunications, natural gas, and electrical utilities for the South and East Building Areas.

Power Distribution and Navigation Aids

TKDA provided design for all the airfield electrical systems. These systems included Runway and Taxiway Edge Lights, Runway End Identifier Lights (REIL's), Precision Approach Path Indicators (PAPI's), and Lighted Windcones. TKDA's familiarity with these systems will be beneficial for any future upgrades.

Environmental Assessments

TKDA has provided Environmental Assessments for all development work on the airport since 1992. By packaging the environmental work into significant development programs, TKDA was able to obtain environmental approval without a project by project effort being required. A Finding of No Significant Impact (FONSI) was obtained for the runway extensions, and a later Environmental Assessment obtained a FONSI for the build out of the East Building Area. Those EA's helped clear the way for project approvals and funding for those significant development programs.



Southwest Minnesota Regional Airport Awards

2014 | Project of the Year (Key GA Airport) – Marshall Airpark East Building Area

Minnesota Council of Airports (MCOA)

2009 | Merit Award

Minnesota Society of Professional Engineers

2003 | City Engineers Association of Minnesota Award

City Engineers Association of Minnesota

2003 | Governor's Award

Federal Aviation Administration

2002 | League of Minnesota Cities Award

League of Minnesota Cities



TKDA Notable Aviation Awards

Southwest Minnesota Regional Airport | Marshall Airpark East Building Area

Project of the Year (Key GA Airport) (MCOA)

Minneapolis-St. Paul International Airport | Runway 4/22 Conversion to Dual-Use Taxiway

Commercial Airport Airside Project of the Year (American Association of Airport Executives Great Lakes Chapter)

Mankato Regional Airport | Taxiway Improvements and Runway Holding Bays

General Aviation Airport Project of the Year (MCOA)

Morris Municipal Airport | Airport Master Plan and Environmental Assessment

Outstanding Leadership in Airport Planning, Environment, and Strategic Initiative (MCOA)



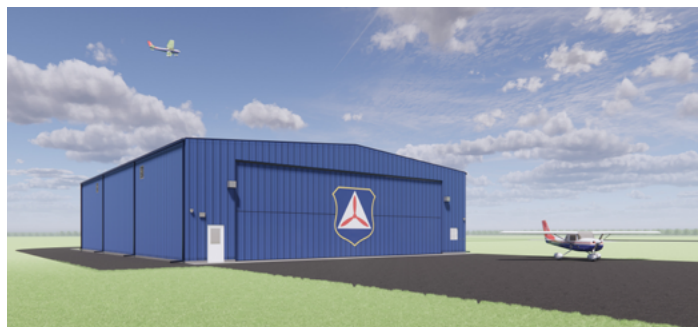
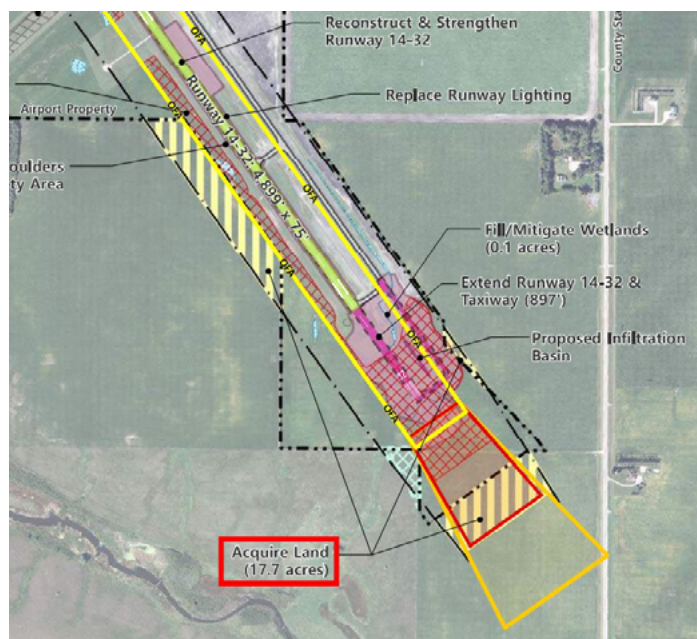
Runway 14-32 Reconstruction and Extension

Morris Municipal Airport, Morris, MN

The 2019 Master Plan study identified an urgent need for Runway 14-32 at Morris Municipal Airport to be extended to a length of 4,899 feet. This was constructed in two phases.

Construction Phase 1 of the program included importing and grading approximately 120,000 CY of material off of the Runway 32 end to prepare the site for Runway and Taxiway extensions. Construction Phase 2 provided for the full-depth reconstruction and extension of Runway 14-32, the construction of new Connector Taxiway A2, and paving of Phase 1 at the Morris Municipal Airport. Site work also included pavement removal, excavation and embankment, aggregate base construction, grading, asphalt construction, pavement marking, airfield signs, new runway electrical system with LED lights, and turf establishment.

Due to COVID relief stimulus packages, the \$6.7M program was fully funded with federal dollars. Construction needed to be complete by September 8, 2022, to align with the FAA flight procedure release date. This date was established in November 2019 and all milestones were hit to open the runway on schedule.



Camp Craig Training Facility

Minnesota Civil Air Patrol, Hutchinson, MN

The Civil Air Patrol – Minnesota Wing training campus at Hutchinson Municipal Airport (HCD), named Camp Craig, is based on the design program developed by TKDA. The program involves two structures: a 100' x 80' aircraft hangar with office, restroom, and utility room; and a 14,000 SF training facility housing classrooms, a dining room, offices, barracks, restrooms, showers, and a commercial kitchen. The two structures are set apart on a five-acre site, creating a courtyard where physical training and outdoor activities can occur. Primary user and visitor vehicle parking is located directly off Airport Drive, while additional parking capacity is located near the hangar. This is accessed by a drive lane on the north side of the site. The aircraft hangar has a concrete aircraft apron with tie-downs and is connected to the airfield through a new taxiway.

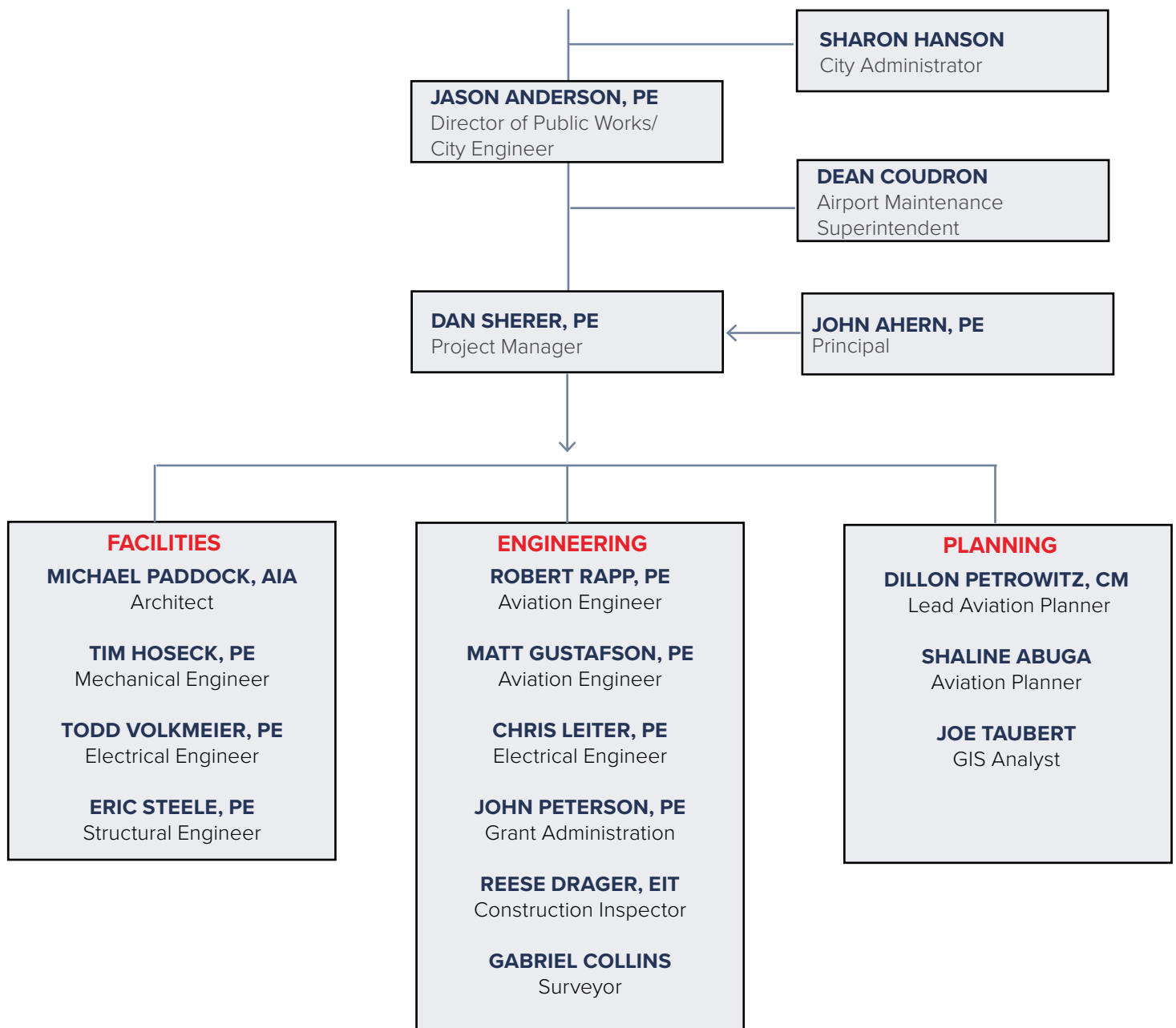
TKDA provided project formulation, design, and construction management services for the development. The project was fully funded by a state grant. TKDA worked closely with the City of Hutchinson and MnDOT Aeronautics to coordinate construction activities and administer the grant funding. Construction of Phase 1 of the project, which included the aircraft hangar, taxiway, concrete aircraft apron, site utilities, access road, and parking lot was completed in June of 2023.



PROJECT TEAM

We assembled this team because of their passion for the communities they work in and their desire to collaborate with others. We see ourselves as an extension of your team. Our work will be centered on your needs, goals, and values. As your consultant, we will continue collaborating with you to ensure your expectations are met. As your trusted partner, our expertise and experience supports your leadership role on each successful project.

Full resumes for staff are available upon request.



PROJECT TEAM



Experience:

21 Years

Education:

Bachelor of Science
Civil Engineering

North Dakota State
University

Dan Sherer, PE, ENV SP

Professional Engineer MN #54018

Project Manager

Dan will serve as your primary point of contact, leading the delivery of engineering design and construction projects, managing grant administration and overseeing your overall capital program. He leads design efforts from programming and concept generation through final documentation and construction, carefully coordinating with design team members, City staff, airport stakeholders, and contractors. His experience includes several runway and taxiway rehabilitations and expansions, apron expansion, and airside infrastructure projects throughout the country. Dan is proud of leading the ongoing SRE Facility and Runway 12 Instrument Landing System projects and looks forward to a continued partnership on upcoming projects.

Project Manager, Runway 12 Instrument Landing System Replacement | Southwest Minnesota Regional Airport, Marshall, MN

Dan is the project manager for design and construction of a new Instrument Landing System for MML Regional Airport. The project involved conducting a siting review of the existing ILS system and designing access roads, safety area grading improvements, electrical service and communications, equipment shelters, and structural foundations for new glide slope and localizer antennas.

Project Manager, Mankato Fueling Facility | City of Mankato, Mankato, MN

Dan was the project manager for design and construction of a new, modern fueling facility. The project included a new 2,300 SY concrete aircraft apron, a fuel truck load/unload access road, and aircraft fueling system with 20,000-gallon jet-fuel tank, 20,000-gallon aviation-gas tank, new fuel building, and self-serve card reader.

Project Engineer, Camp Craig Training Facility and Hangar | Minnesota Civil Air Patrol, Hutchinson, MN

Dan was the lead civil engineer for design and construction of a new 15,000 SF Training Facility and 80-foot by 100-foot aircraft hangar for the Minnesota Wing of the Civil Air Patrol (CAP). The new steel-framed hangar has a restroom, office, and capability to store up to three aircraft. The new training facility provides space for up to 120 cadets with a commercial kitchen, bathrooms, and office/training space.



Experience:

33 years

Education:

Bachelor of Civil
Engineering

University of
Minnesota

John Ahern, PE

Professional Engineer MN #23151

Principal

John will serve as principal in charge, allocating division resources, performing quality control, and overseeing airport planning and engineering efforts. His experience includes working at various airports, from small general to large international airports. His expertise includes airport layout plans, airspace obstruction analysis, wetland mitigation, airport zoning, utility improvements, and a wide variety of pavement and building projects.

Project Principal, East Building Area Development | Southwest Minnesota Regional Airport, Marshall, MN

Planning and design for development of a new quadrant of the airport to accommodate expansion of maintenance facilities, future commercial air service terminal facilities, corporate aircraft hangars, and aviation related industrial facilities.

Project Principal, Master Plan Phases I and II/Enhanced Master Plan and Security Fence | City of Mankato, Mankato, MN

The Enhanced Master Plan process includes all components of a traditional master plan plus incorporates new sustainability, safety and business planning principles to provide a complete package for future airport development.

PROJECT TEAM



Experience:

10 Years

Education:

Master of Arts, Urban Planning

Bachelor of Science, Urban and Regional Studies

Minnesota State University, Mankato

Dillon Petrowitz, CM

Certified Member of the American Association of Airport Executives

Lead Aviation Planner

Dillon leads TKDA's aviation planning group and will serve as your lead aviation planner. He has over 10 years of experience in aviation planning and 18 years in the aviation industry. Dillon is experienced in ALPs, AMPs, Environmental Assessments, Airport Improvement Program Grant Management, categorical exclusion, airspace reviews, aviation forecasting and operations, airport management, client management, and stakeholder engagement. Dillon will lead and manage all project scopes, fees, schedules, milestones, and reviews of updating the ALP for projects listed in the CIP. He will also ensure that all projects in the CIP are planning complete and have FAA concurrence prior to receiving funding.

Aviation Planner, Zoning Ordinance Update | Southwest Minnesota Regional Airport, Marshall, MN

TKDA has been providing engineering and planning services to the Southwest Minnesota Regional Airport in Marshall, MN for the past few years.

Lead Aviation Planner, Airport Layout Plan/AGIS Survey (2022) | Metropolitan Airports Commission, Saint Paul, MN

Dillon served as the lead planner to produce ALP sheets, internal QA/QC reviews, external draft ALP review workshops, and coordination with the MAC and FAA on project status.

Aviation Planner, Enhanced Master Plan and ALP Update | Mankato Regional Airport, Mankato, MN

TKDA assisted the Mankato Regional Airport with an air traffic control tower siting study.



Experience:

6 Years

Education:

Bachelor of Science, Civil Engineering

North Dakota State University

Robert Rapp, PE

Professional Engineer MN #63583

Aviation Engineer

Robert will serve as your Aviation Engineer for airfield projects and provide inspection and oversight on construction. He has over six years of experience working on projects for general aviation and commercial airports. He is a skilled communicator able to meet deadlines and work efficiently in a fast-paced environment. He is passionate about serving the characteristic needs of every individual airport by listening to tenants and local stakeholders to better understand the unique challenges each airport faces. Robert is skilled in developing site grading plans, conducting construction administration, preparing design reports, leading meetings, and ensuring projects adhere to FAA, state, and local standards.

Project Engineer, Snow Removal Equipment Facility | Southwest Minnesota Regional Airport, Marshall, MN

Robert was the project civil engineer and has been a construction inspector for the new SRE Facility in the East Building Area at MML. Robert developed civil site, access road, storm sewer drainage, and apron pavement design for the new facility, which will accommodate airport snow removal equipment and maintenance vehicles. The facility also includes offices, break room, and restrooms for maintenance staff.

Resident Project Representative, Assistant Civil Engineer, General Aviation Aircraft Apron | City of Mankato, Mankato, MN

Robert served as assistant civil engineer for design and resident project representative for construction of the new General Aviation Apron at MKT Regional Airport.

Resident Project Representative, Runway 4 Holding Bay | City of Mankato, Mankato, MN

Robert served as the resident project representative for construction of the Runway 4 holding bay at MKT.



Matthew Gustafson, PE

Professional Engineer MN #53656

Aviation Engineer

Matthew is a registered engineer with 13 years of engineering and design experience on airport projects including apron expansions and rehabilitation, aircraft hangars, taxiways, pavement reconstruction, airfield utility, drainage, project phasing, and pavement design. Matthew works closely with the FAA and MnDOT on grant assistance and DBE program development. He is versed in autoCAD, Civil 3D, and modeling aircraft movements using AviPLAN.

Experience:

13 Years

Education:

Bachelor of Civil
Engineering

University of
Minnesota

Project Engineer, Marshall Airpark East Building Area Development | Southwest Minnesota Regional Airport, Marshall, MN

Planning and design for development of a new quadrant of the airport to accommodate expansion of maintenance facilities, future commercial air service terminal facilities, corporate aircraft hangars, and aviation related industrial facilities

Project Engineer, 2022 Airfield Improvements Design | City of Mankato, Mankato, MN

Matthew was the lead civil engineer for the design of the concrete general aviation apron. Design included grading and drainage modeling, storm sewer design, geometric layout, marking and tie down layout, concrete pavement structure design, project phasing, and traffic control.

Project Engineer, 2022 G Concourse Reconstruction | Metropolitan Airports Commission, Saint Paul, MN

Matthew was the assistant civil engineer for the design of the reconstruction of the G Concourse concrete apron. Design included grading and drainage modeling, concrete pavement structure design, concrete jointing design, and project phasing.



Chris Leiter, PE

Professional Engineer MN #47889

Electrical Engineer

Chris designs lighting, communication, signal, and power distribution systems and will be your lead electrical engineer on building and airfield lighting projects. Chris's projects include those for aviation, corporate/industrial, and rail clients. He prepares cost estimates, construction drawings, and equipment and installation specifications. Chris has extensive experience in the design and construction management of aviation facilities. He is knowledgeable in the design of series lighting circuits, airfield signage, sponsor and FAA navigational aids, control systems, and power distribution for commercial and industrial buildings.

Experience:

21 Years

Education:

Bachelor of Electrical
Engineering

University of
Minnesota

Electrical Engineer, Municipal Airport Improvements | Southwest Minnesota Regional Airport, Marshall, MN

Planning, design, and construction engineering services for runway overlays, new runway and taxiway edge lighting, approach lights, terminal area taxiways, safety area grading, electrical distribution upgrades, and drainage improvements.

Electrical Engineer, Passenger Boarding Bridge Replacement, Metropolitan Airports Commission, Saint Paul, MN

TKDA is responsible for the structural, mechanical, electrical, and civil design to support and replace the existing passenger boarding bridges with the new and modified versions.

Electrical Engineer, Morris MNDOT AWOS Replacement | Morris Municipal Airport, Morris, MN

Replacement of the Automated Weather Observation System (AWOS) at the Morris Municipal Airport, working with the Minnesota Department of Transportation Office of Aeronautics (MnDOT Aeronautics) and the City of Morris.

Understanding and Approach to Upcoming Projects at MML

TKDA team members have a tremendous wealth of airport engineering expertise, including all the technical experience needed to ensure compliance with the regulations and requirements associated with your upcoming projects. MML deserves an airport consultant that provides consistent and reliable service. The City of Marshall staff know that a call or email to Dan Sherer or Dillon Petrowitz will be quickly prioritized and directed for resolution.

TKDA has worked closely with Jason Anderson, PE, Dean Coudron, Andy Meulebroeck, and the Airport Commission to develop and maintain a comprehensive Airport Capital Improvement Program. Key upcoming projects over the next five years include the following:

- Runway 12 Instrument Landing System Replacement
- WPA Hangar and Taxilane Pavement Reconstruction
- Fuel Farm Relocation / Replacement
- Property Acquisition
- Equipment Acquisition
- Airfield Pavement Rehabilitation
- Wildlife Management Plan
- Corporate Hangar
- ARFF Facility
- Runway Redesignation
- Perimeter Fencing
- Runway 2/20 Extension

Runway 12 Instrument Landing System Replacement

The existing Instrument Landing System (ILS) for Runway 12, which includes the glide slope antenna, localizer antenna, and associated shelters, were identified by MnDOT Aeronautics to be due for replacement. This equipment provides critical information to pilots flying at night or during inclement weather conditions during which time specialized instrumentation is required. The MALSF shelter, which houses equipment for the runway approach lighting system, will also be replaced and relocated as part of the project to conform with new FAA standards pertaining to navigational aid locations. MnDOT supplied new antennas and shelters to MML and provided a grant with total cost of \$97,400 for engineering design and bidding of the project. TKDA designed the project

in 2024 and issued construction documents for bid. Construction phase of the project is currently pending a grant offer from the state and is anticipated to be completed in summer 2025.



Runway 12 Localizer Antenna

WPA Hangar Apron & Taxilane Pavement Reconstruction

The existing apron and taxilane asphalt pavements near the WPA Hangar are approximately 30 years old and have reached the end of their useful life. The project will reconstruct the hangar apron, Taxilane D, and Taxilane H pavement and improve drainage and pavement markings in accordance with current FAA standards. TKDA submitted a grant pre-application to the FAA in 2024 to utilize Airport Improvement Program (AIP) funds to fund 95% of the project. The project is currently being designed and has an estimated total cost of \$750,000 with construction expected in 2025-2026.

Fuel Farm Relocation and Replacement

The existing underground fuel tanks are approaching 30 years old and due for replacement. Manufacturer warranties on tanks typically expire after 30 years, which increases liability risk in the event of a leak. TKDA has been working closely with the City to determine potential options for relocation of the fuel farm to the west side of the airport. A project to relocate the fuel farm and replace

PROJECT APPROACH

tanks and equipment is on the capital improvement program for 2026. Upon receiving a state grant offer, TKDA will complete a planning study for FAA approval. The FAA does not typically consider fuel farms eligible for funding because they are revenue generating facilities, but since the existing fuel farm was purchased and has been maintained by the Fixed Base Operator, TKDA will explore if federal funding eligibility is possible to remove and relocate the existing tanks and equipment.



MKT Airport New Aircraft Fueling Facility

Acquire Snow Removal Equipment

Snow removal equipment identified on your CIP includes a self-propelled snow blower and attachments for a front-end loader. TKDA will advise you and provide project formulation to apply for funding for necessary equipment for use on the airport, including snow removal equipment. TKDA often prepares equipment sizing and justification studies to ensure the equipment acquired is eligible for federal or state funding.

Airfield Pavement Rehabilitation

TKDA will work with you to monitor pavement conditions annually to ensure the timing of maintenance and rehabilitation aligns with actual field conditions and is strategically programmed in the CIP. TKDA design and construction staff are experienced in the full range of concrete and bituminous pavement rehabilitation techniques. From crack sealing and seal coats to patching and spall repairs, TKDA has assisted clients in maximizing the useful life of airfield pavements.

Wildlife Hazard Management Plan Update

USDA Wildlife Services completed a new wildlife hazard site assessment as part of the Airport Master Plan. The result of that assessment was a recommendation to update the airport's Wildlife Hazard Management Plan (WHMP). TKDA will partner with wildlife biologists to prepare these WHMP's. The WHMP will be funded through a future FAA entitlement grant.

Property Acquisition Assistance

The City has long desired to acquire land within the approach to Runway 30, including the Helena Chemical Property, and a gas facility. TKDA has assisted the City in project formulation necessary to obtain state or federal funding for the property acquisitions of land within the approach to Runway 30. The Helena Chemical Property and gas facility are both within the Runway Protection Zone and MnDOT Clear Zone. TKDA will facilitate land acquisition assistance with negotiations and appraisals and ensure compliance with the Uniform Relocation Assistance and Real Property Acquisition Act of 1970 which is necessary for federal funding eligibility. These acquisitions are programmed to occur in 2027 and 2028.

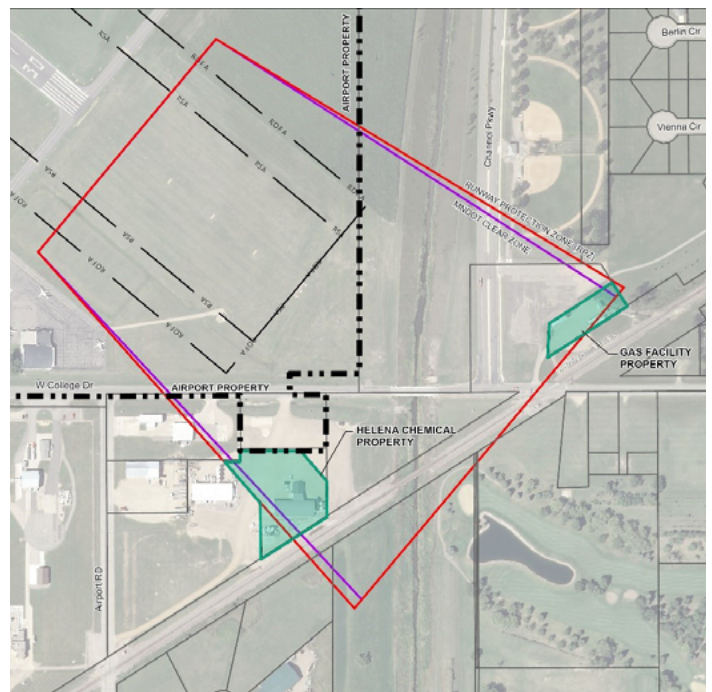


Image showing Helena Chemical Property and Gas Facility Property areas

Design and Construct Corporate Hangar Facility

TKDA brings a full-service facilities engineering team to implement all types of vertical infrastructure projects. We will provide project formulation, design, and construction

PROJECT APPROACH

services for development of a corporate style box hangar building. TKDA will advocate on behalf of the City with the agencies to find any possible funding sources, including the future bonding program for which MnDOT Aeronautics is currently exploring with the legislature

Design and Construction of ARFF Facility

The City desires to construct an ARFF Facility to provide firefighting capabilities to support both future FAR Part 139 aircraft operations, as well as provide fire fighting for the City to the west of the railroad. Through the master plan process, a facility was sighted that can accommodate all of these functions in one location. TKDA facilities staff are well versed in designing municipal and airport fire stations.

Runway Redesignation – Magnetic Declination Change

Due to changes in the Earth's magnetic fields, runway designations, which coincide with compass headings, can change over time. Such is the case for both runways at MML. Runway 12/30 would be redesignated as Runway 13/31, and Runway 2/20 would become Runway 3/21. By coordinating with the FAA, it was determined that this would best be completed during the next major runway construction project. The project would include pavement markings, signage replacement, as well as updating the aeronautical charts and airport records.

Install Airport Perimeter Fencing and Access Gates

Perimeter fencing is required for improved security of the airport, as well as reducing any wildlife incursions within the airport environment. TKDA has recent experience with security and wildlife fencing at airports of all sizes, including Mankato Regional Airport and Minneapolis-St. Paul International Airport.

Conduct Environmental Studies for Runway and Taxiway Extensions

When aircraft operations justify the extension of the secondary runway, TKDA staff will be able to perform the necessary environmental evaluations to comply with state and federal regulations. Through the Airport Master Plan prepared by TKDA, the runway extension was determined to be justified at a time when the design critical aircraft is nearing 500 operations a year. TKDA will collaborate with you and airport users to determine when to start that process, and then expedite the project to get it completed in a timely manner.

Runway 2/20 Extension and Taxiway B Extension

TKDA has recent experience with runway and taxiway extensions at Morris Municipal Airport, along with our previous experience extending the two runways in Marshall. Once the environmental studies are complete for the Runway 2/20 project, TKDA will work with the City to formulate a funding plan that maximizes federal discretionary dollars and completes the extensions in an expedited manner.



REFERENCES

At TKDA, we dedicate the necessary time and resources of our experienced professionals to build relationships and oversee the details of the services we provide. We offer you the following references and welcome you to contact them regarding the quality of our services:



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OTHER SUPPORTING DATA: FAMILIARITY WITH SOUTHWEST MINNESOTA REGIONAL AIRPORT



TKDA has worked with many airports, including the Southwest Minnesota Regional Airport, to maintain their existing facilities in excellent condition while developing new facilities to accommodate both existing and potential airport users, including airfield development, hangar improvements, and building areas.

TKDA's airport master planning process evaluates short- and long-term issues and opportunities, works with airport stakeholders to identify facility requirements, and presents flexible development options and recommendations. TKDA will continue to assist you in producing a 5-, 10-, and 20-year Capital Improvements Program (CIP) and economic analysis to provide airport management with a roadmap for future growth. One of the requirements for receiving funding is for projects to be included in your Airport Layout Plan (ALP). We confirm any changes to your plans are reflected on your ALP and, thus, eligible for state and federal funding.



TKDA Has a Great History With the Southwest Minnesota Regional Airport

It has been TKDA's pleasure to serve as the consultant for the Southwest Minnesota Regional Airport since our selection by the City in 1992. We are eager to continue our collaboration with the City to maintain and enhance the airport for years to come. Our extensive experience working alongside City staff, the Airport Commission, and airport users has given us a strong understanding of the airport's significance to the community and local businesses.

Significant projects of note during our time as Airport Consultant:

- Airport Master Plan
- Airport Layout Plan Update
- Runway 2/20 Mill and Overlay
- East Building Area - Marshall Airpark
- Runway 12/30 Extension
- Runway 2/20 Extension
- Terminal Area Improvements
- Instrumented Landing System and Approach Lighting Systems
- Environmental Assessments



 **TKDA**