Fairmont Municipal Airport (FRM)

Airport Master Plan Terminal Area Alternatives

April 15, 2025

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Agenda

- Review of Forecast
- Runway Threshold Location
- Obstacles and Zoning
- Terminal Area Alternatives
- Drainage
- Open Discussion



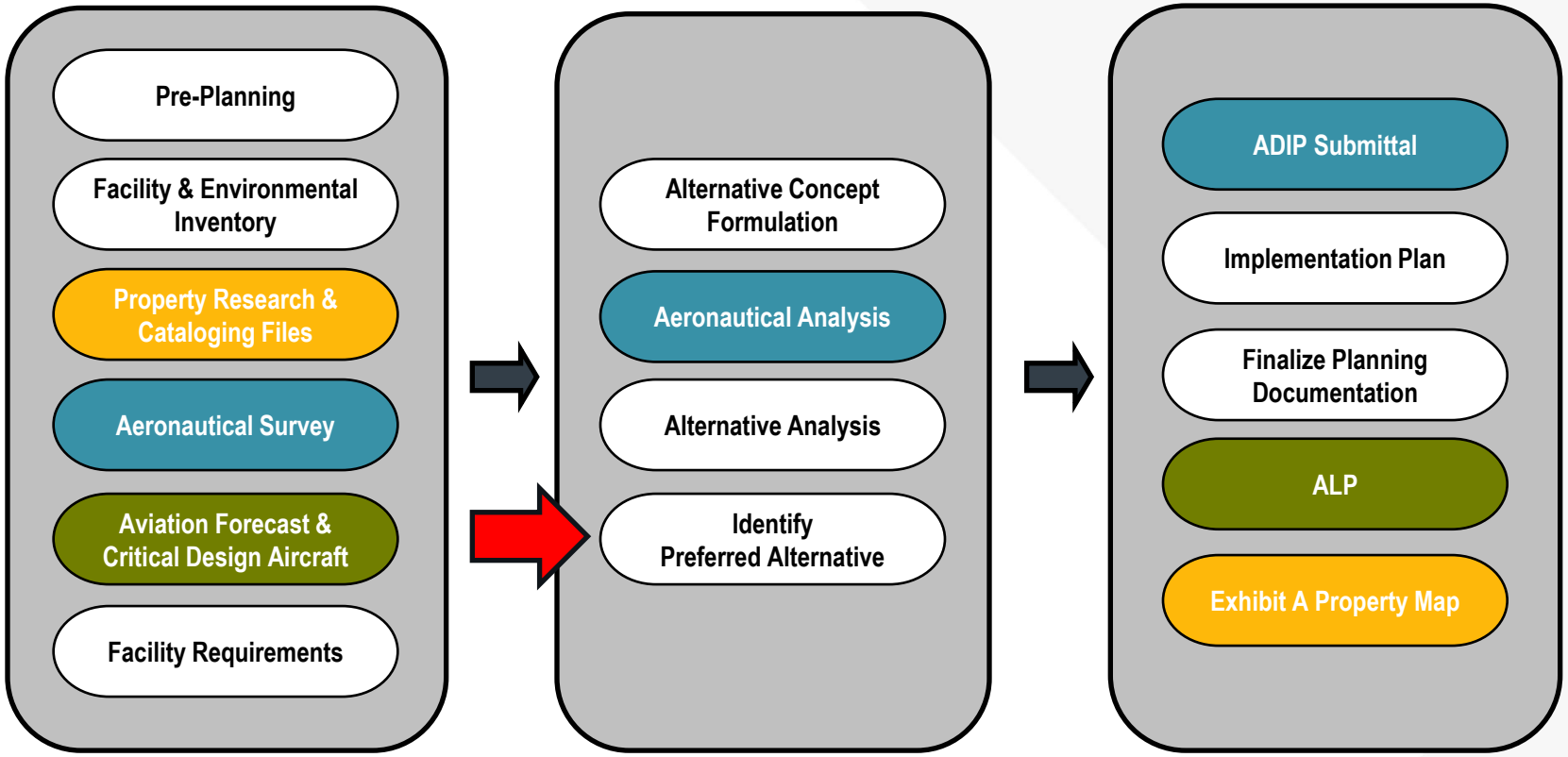




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Project Workflow



Public Involvement

FAA Approval Point | ADIP Components | Exhibit A Components

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Forecasting Summary



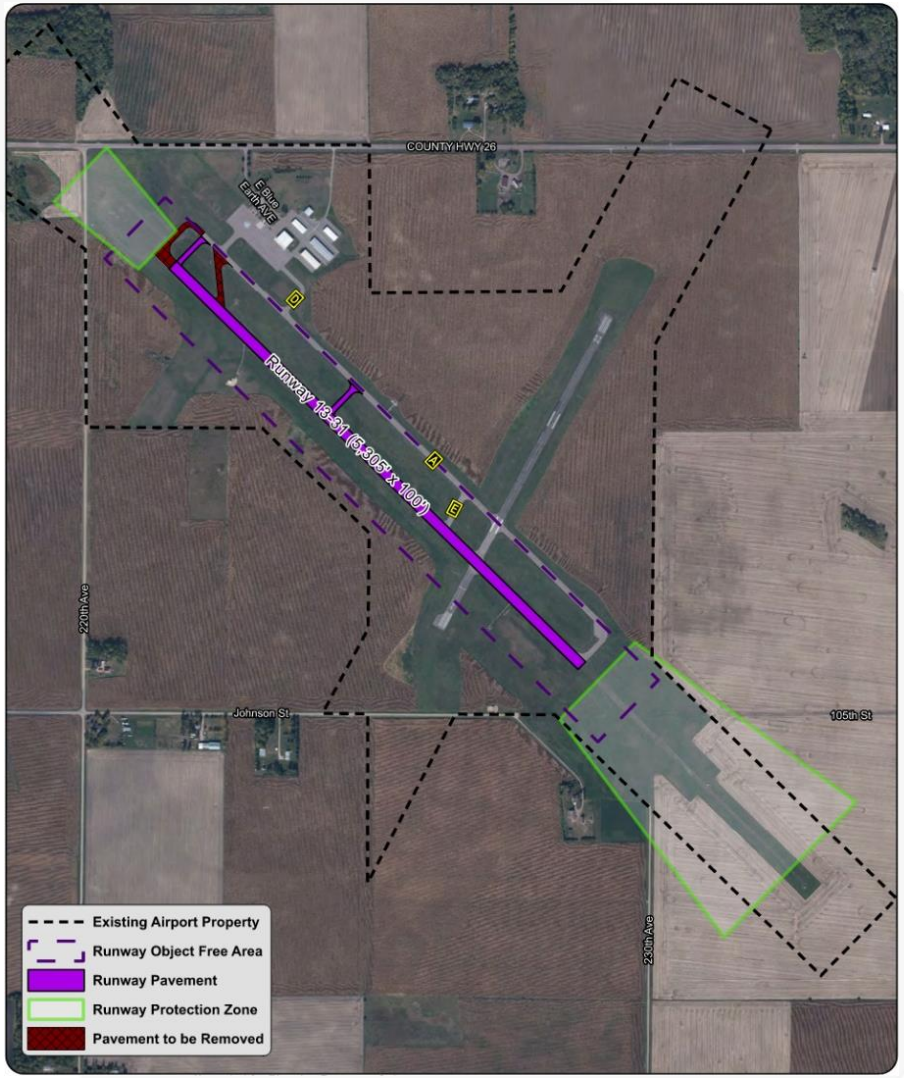
- Existing Critical Design Aircraft
  - AAC-A/B
  - ADG-II
  - TDG 1-B
  - Small (MTOW less than or equal to 12,500 lbs)
- Future Critical Design Aircraft
  - AAC-A/B
  - ADG-II
  - TDG 1-B **but plan for TDG-2A**
  - **Large** (MTOW greater than 12,500 lbs)
  - Based on aircraft like **Air Tractor AT-802**

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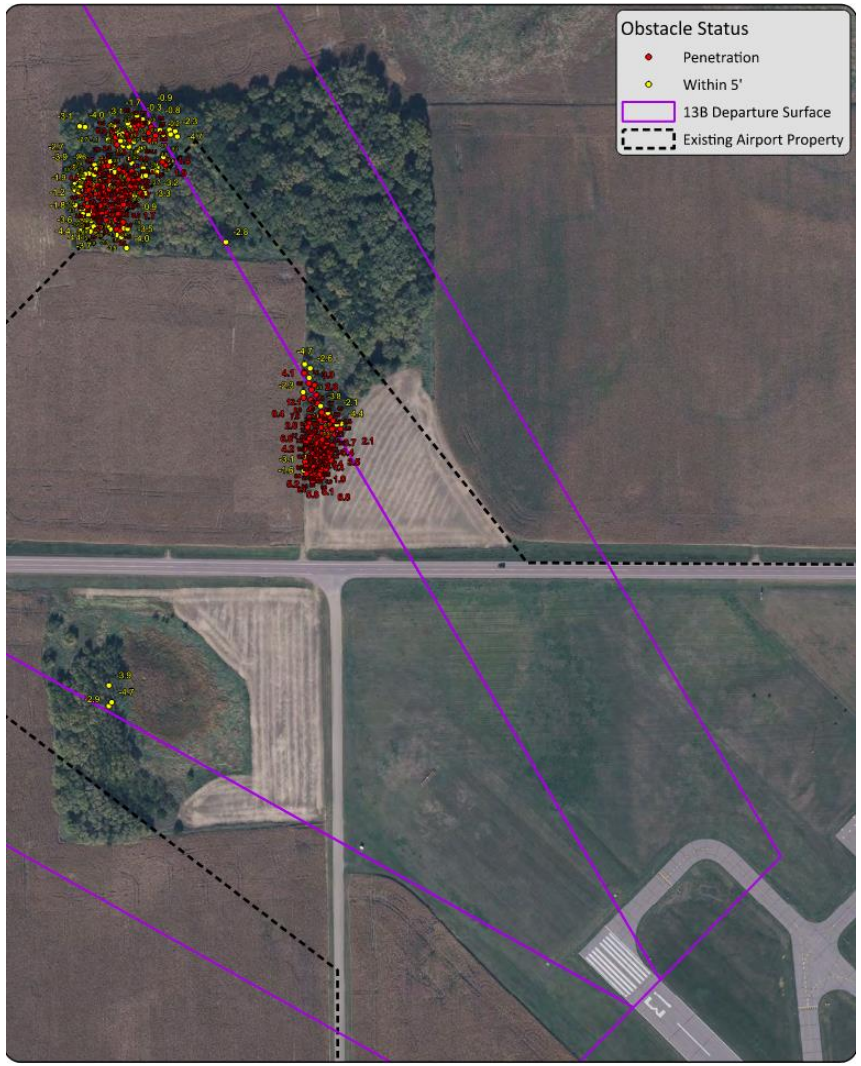
Runway 13 Threshold Location

- Option 2 - Preferred
  - Shifts Threshold 200’
    - 5,305’ Remaining
  - RPZ clear of county highway, remains on 220th Ave
  - ROFA on airport property
  - Part 77 clear – No longer needs MnDOT License Waiver
  - Meets future runway length needs

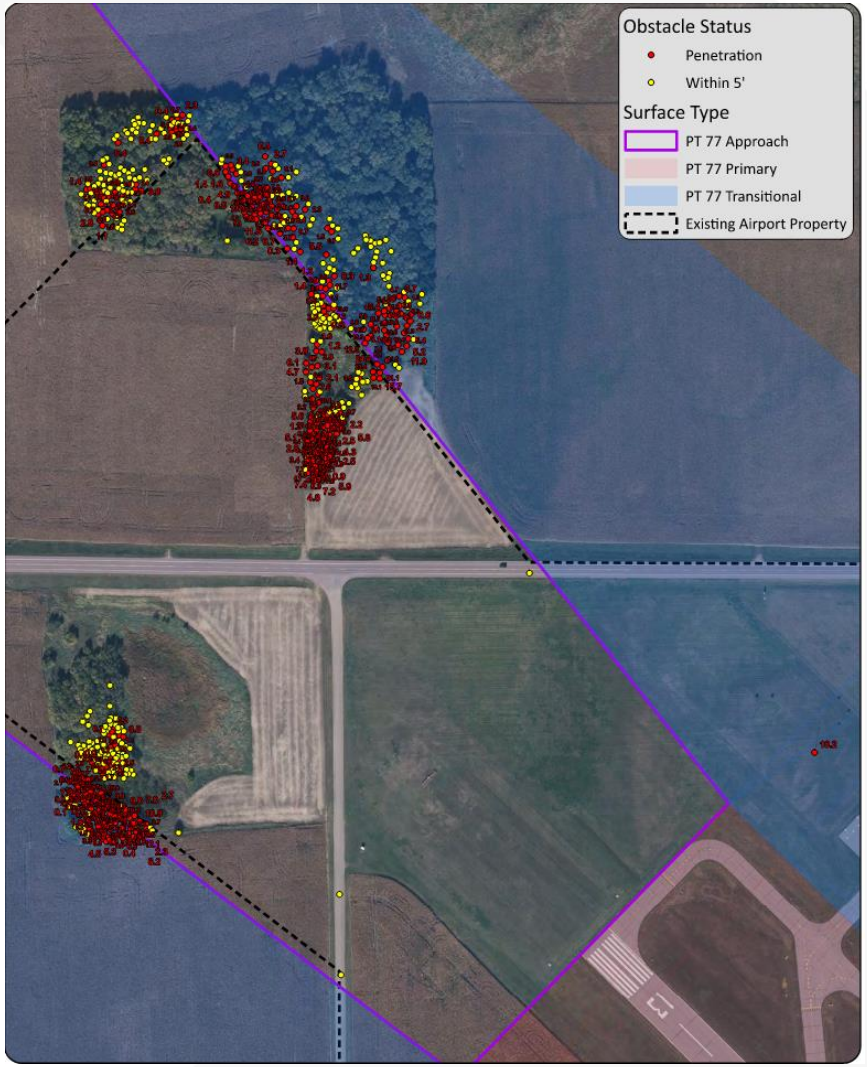


Runway Obstacles (Option 2)

Departure Surface



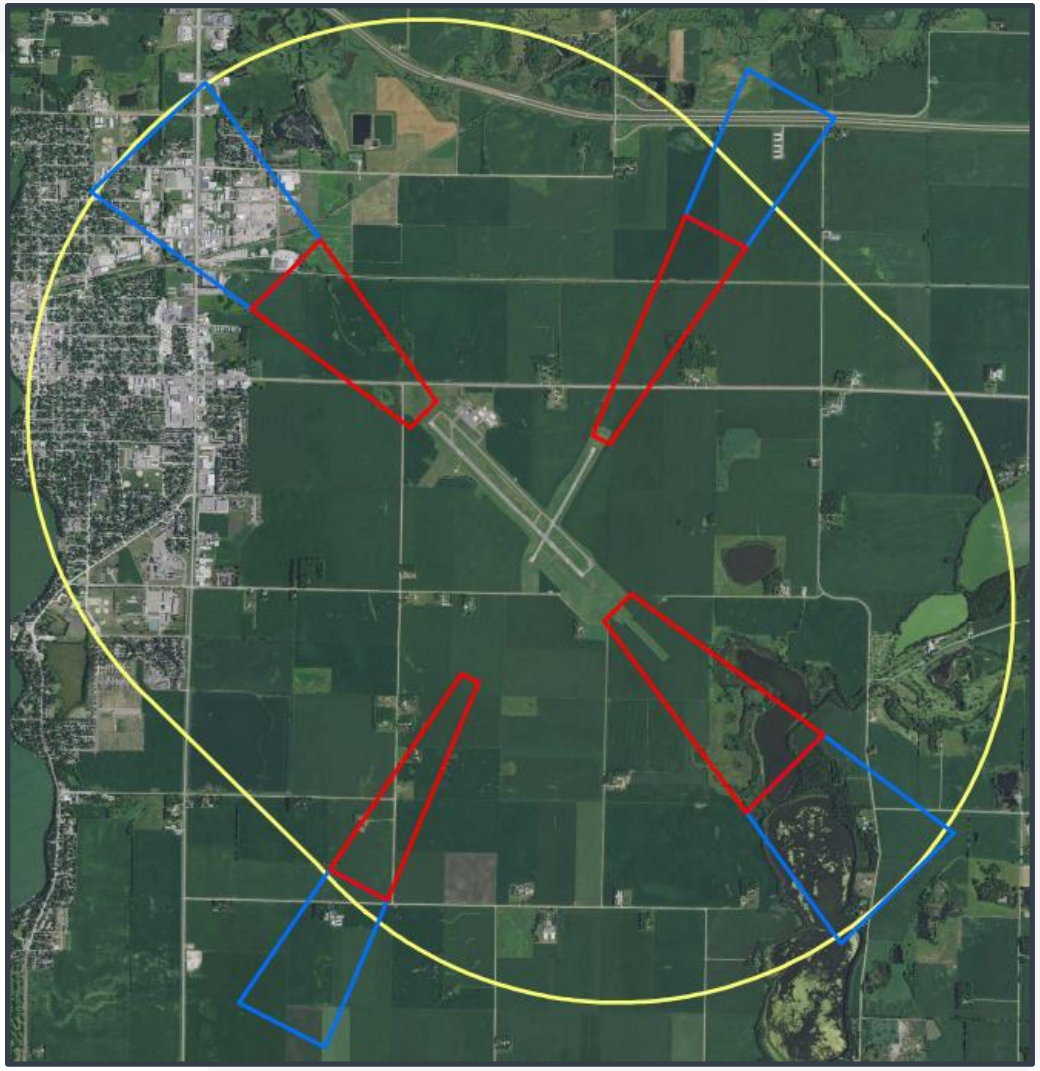
Part 77 Approach Surface



Zoning

- Trees on property are expected to be mitigated
- Zoning ordinance in place to protect airspace off property
- Evaluate whether rezoning is appropriate following Master Plan study

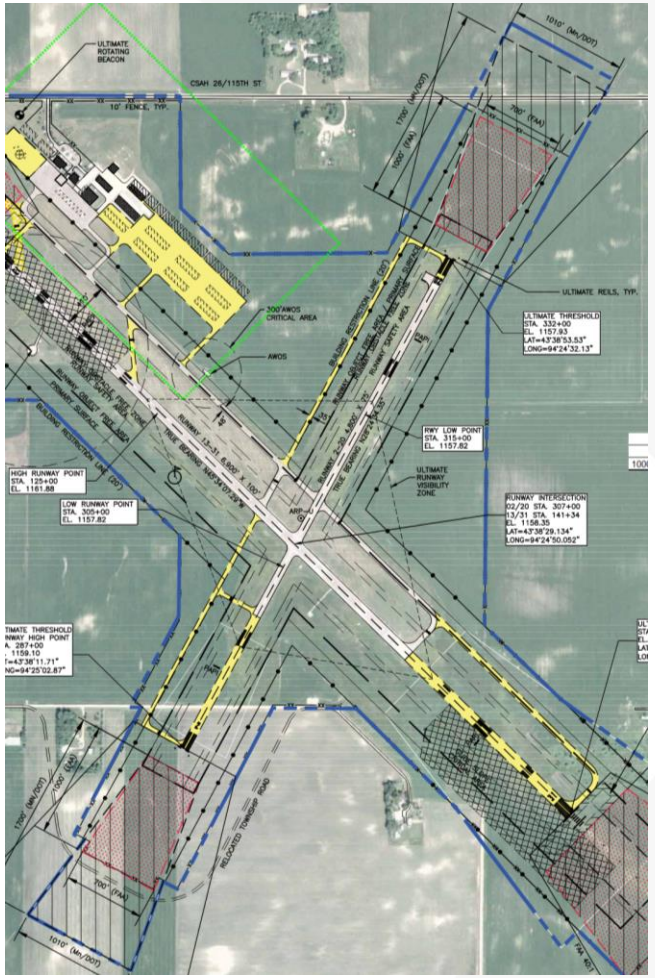
B. HEIGHT RESTRICTIONS: Except as otherwise provided in this Ordinance, and except as necessary and incidental to airport operations, no structure or tree shall be constructed, altered, maintained, or allowed to grow in any airspace zone created in Sub Section IV A so as to project above any of the imaginary airspace surfaces described in said Sub Section IV A hereof. Where an area is covered by more than one height limitation, the more restrictive limitations shall prevail.



Source: MnDOT Aeronautics, Zoning Information Warehouse

Crosswind Runway

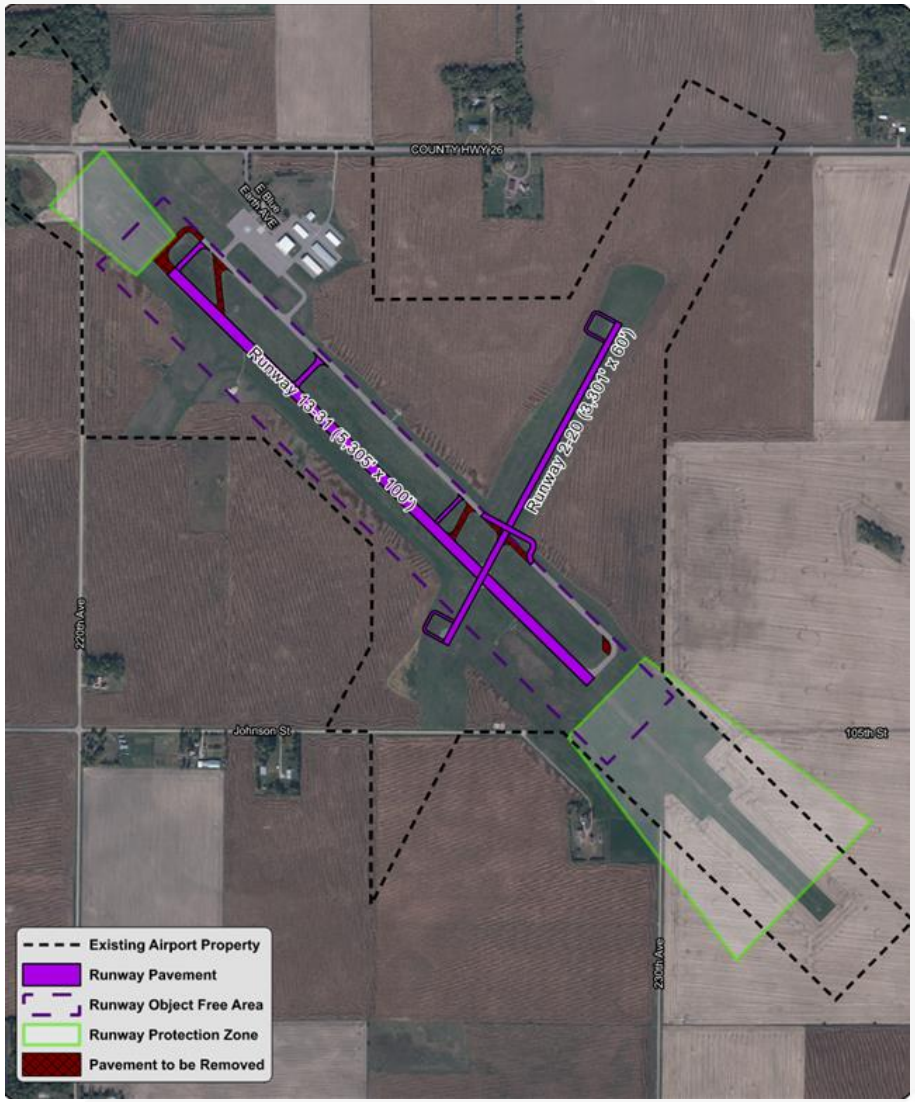
- A/B-I (Small)
- 60 width
- Runway Length less than previous ALP
- Parallel taxiway remove?





Taxiways

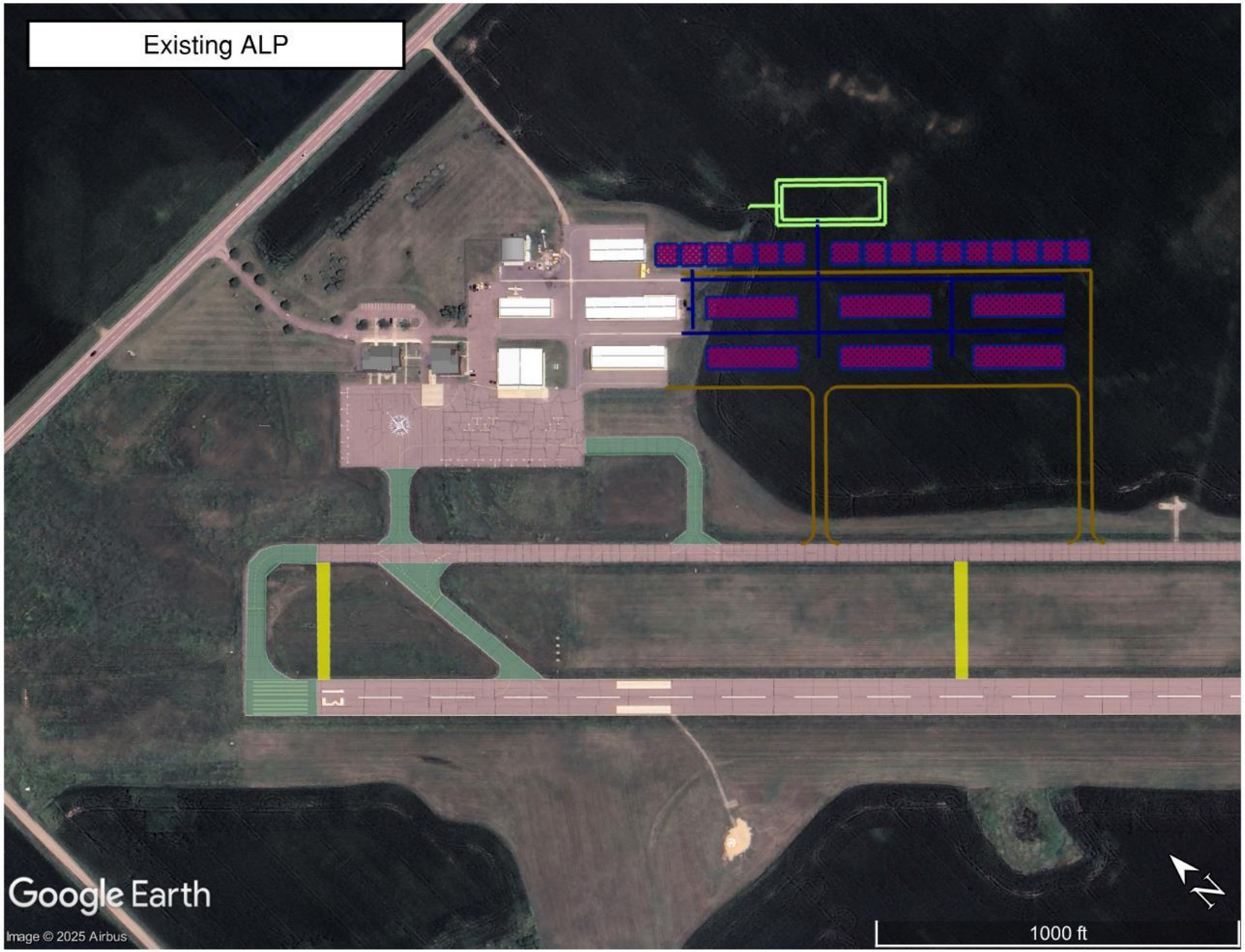
- Taxiway Width and Filet
  - Critical Design Aircraft TDG-1B (25’)
  - Recommend TDG-2A (35’) with selective TDG-2B filets for larger aircraft
  - MnDOT has historically support 40’ width for Key System Airports
- Connector and Exit Taxiways
- 90-degree Parallel Taxiway to Runway Intersection
- Crosswind Runway Turnarounds

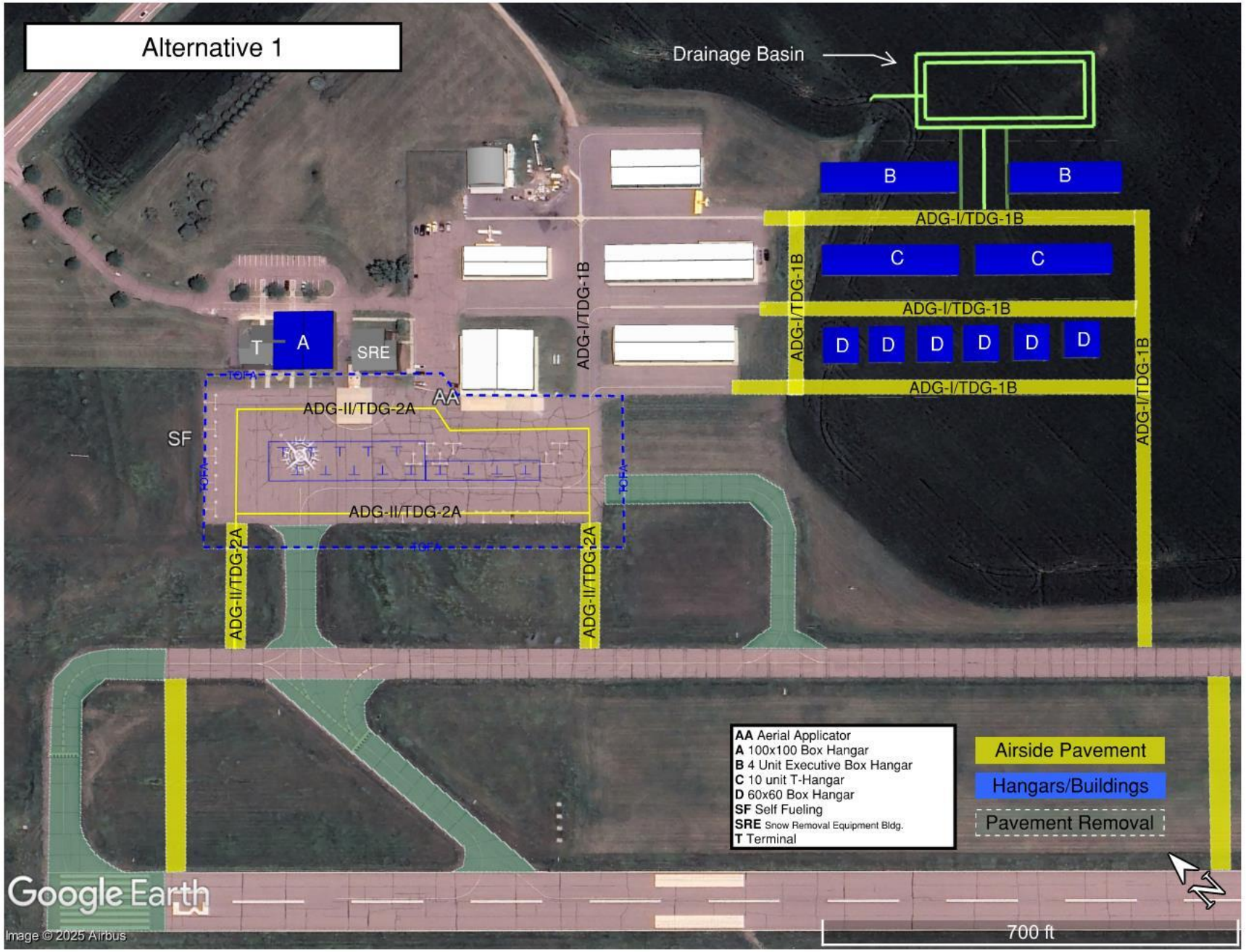


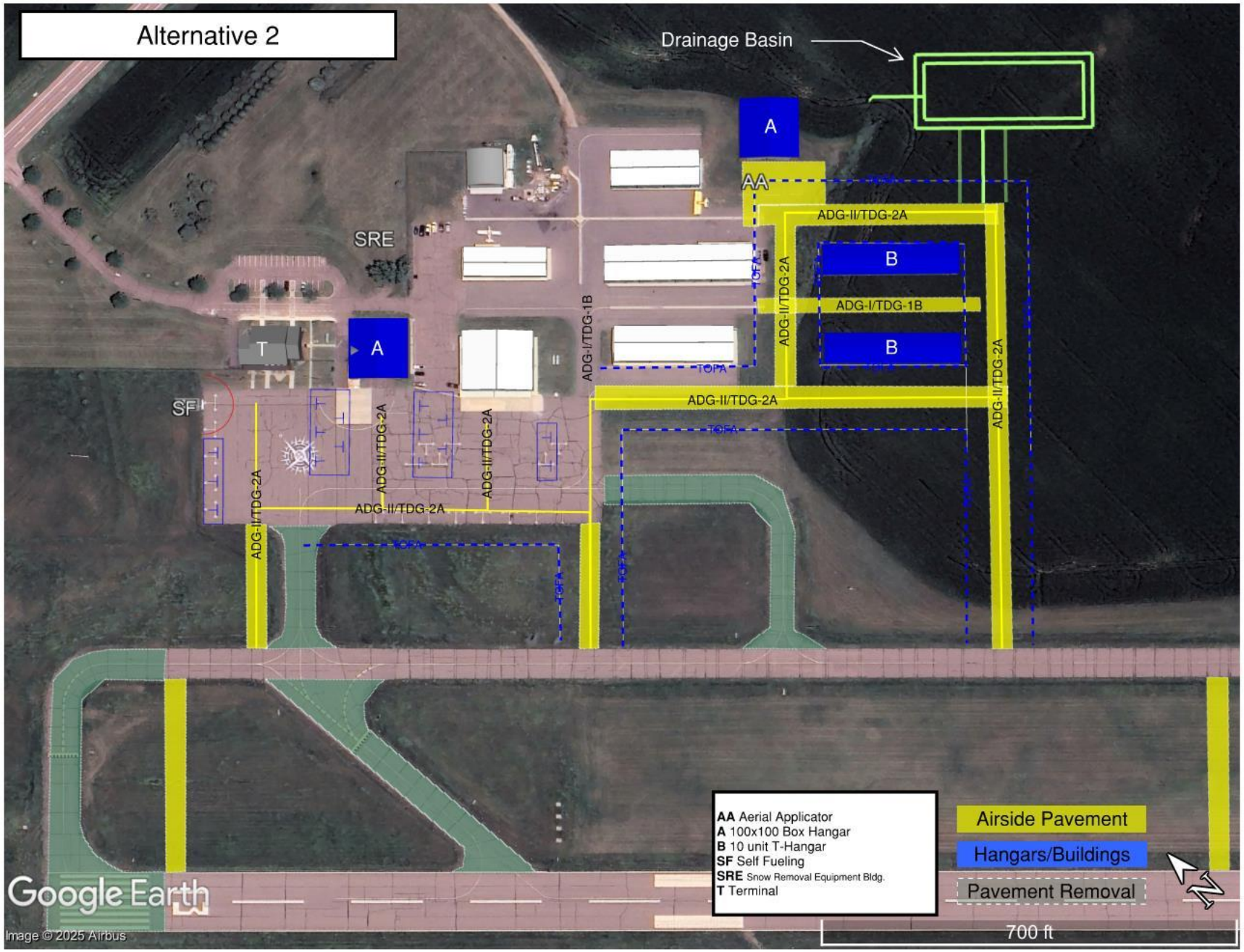
Considerations for Terminal Alternatives

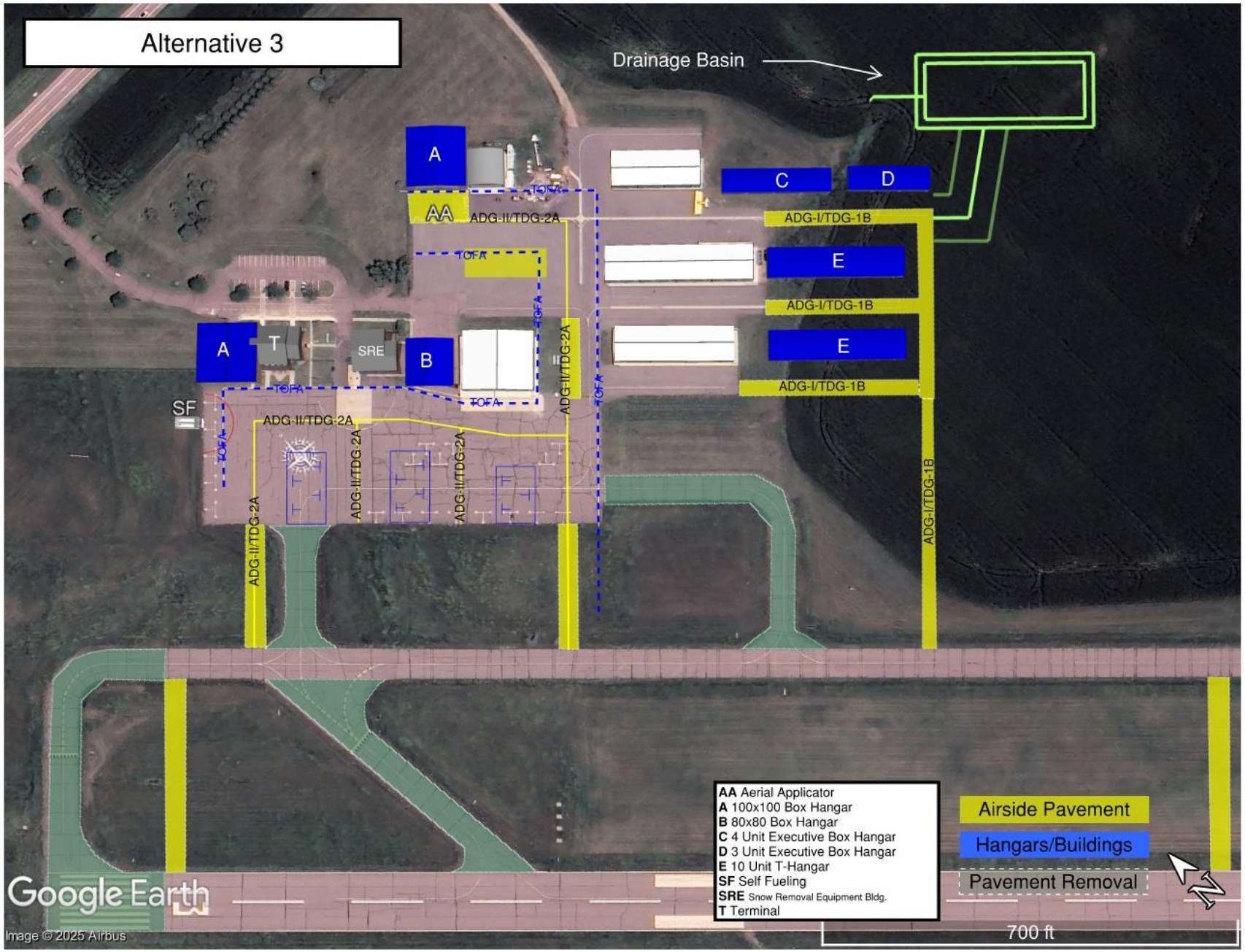
- Maneuvering for ADG-II and TDG-2A aircraft on apron
- Remove runway direct access
- Drainage
- Aerial Applicator location
- Large/Transient aircraft storage

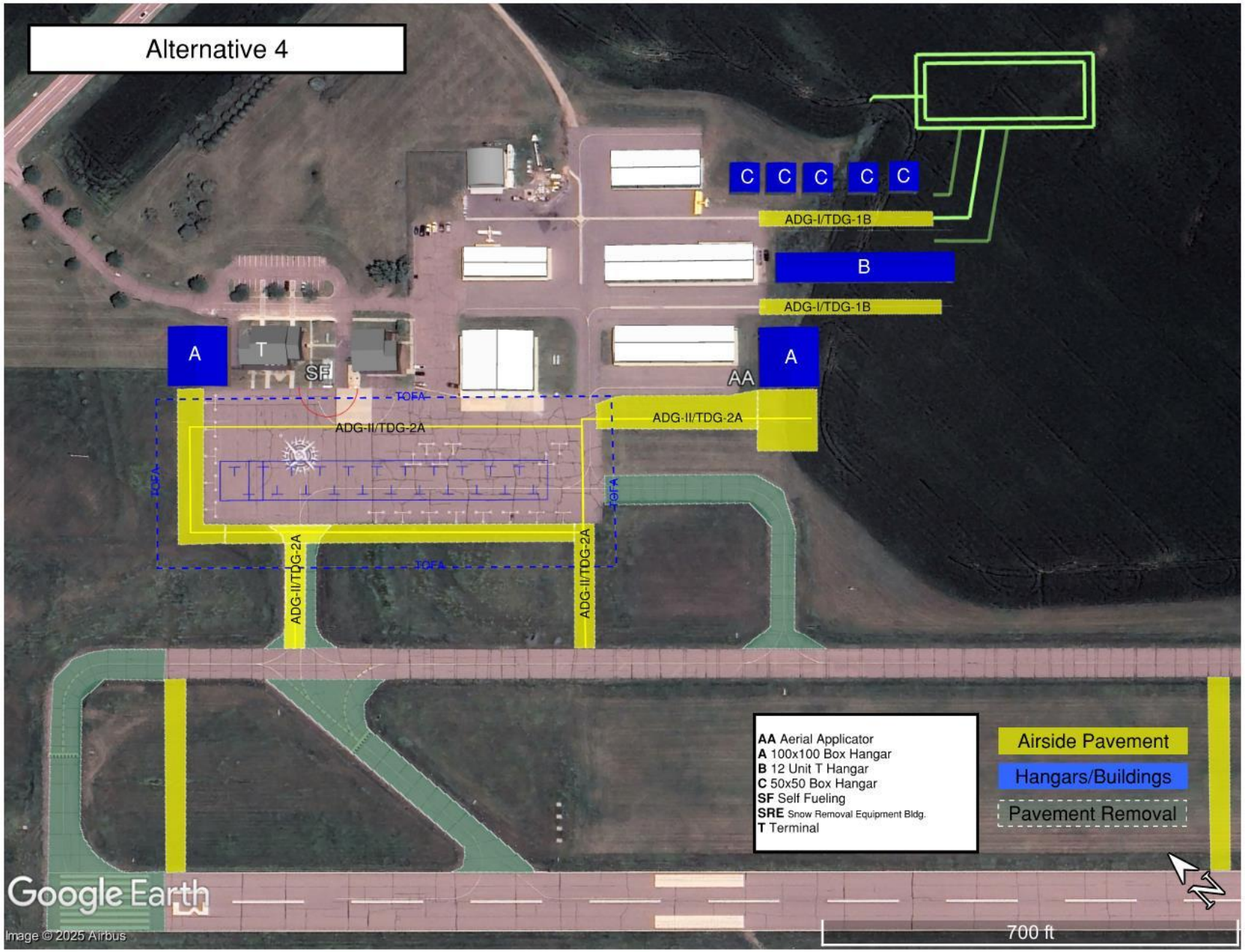



Existing ALP
Google Earth
Image © 2025 Airbus
1000 ft
N


Alternative 1
Drainage Basin
B
B
ADG-I/TDG-1B
C
C
ADG-I/TDG-1B
D
D
D
D
D
D
ADG-I/TDG-1B
T
A
SRE
ADG-I/TDG-1B
AA
ADG-II/TDG-2A
SF
TOFA
ADG-II/TDG-2A
ADG-II/TDG-2A
ADG-II/TDG-2A
AA Aerial Applicator
A 100x100 Box Hangar
B 4 Unit Executive Box Hangar
C 10 unit T-Hangar
D 60x60 Box Hangar
SF Self Fueling
SRE Snow Removal Equipment Bldg.
T Terminal
Airside Pavement
Hangars/Buildings
Pavement Removal
Google Earth
Image © 2025 Airbus
700 ft


Alternative 2
Drainage Basin
A
AA
ADG-II/TDG-2A
SRE
B
ADG-I/TDG-1B
T
A
ADG-I/TDG-1B
TOFA
SF
ADG-II/TDG-2A
AA Aerial Applicator
A 100x100 Box Hangar
B 10 unit T-Hangar
SF Self Fueling
SRE Snow Removal Equipment Bldg.
T Terminal
Airside Pavement
Hangars/Buildings
Pavement Removal
700 ft
Google Earth
Image © 2025 Airbus


Alternative 3
Drainage Basin
A
AA
ADG-II/TDG-2A
TOFA
C
D
ADG-I/TDG-1B
E
E
A
T
SRE
B
SF
ADG-II/TDG-2A
ADG-I/TDG-1B
AA Aerial Applicator
A 100x100 Box Hangar
B 80x80 Box Hangar
C 4 Unit Executive Box Hangar
D 3 Unit Executive Box Hangar
E 10 Unit T-Hangar
SF Self Fueling
SRE Snow Removal Equipment Bldg.
T Terminal
Airside Pavement
Hangars/Buildings
Pavement Removal
N
700 ft
Google Earth
Image © 2025 Airbus


Alternative 4
C
C
C
C
C
ADG-I/TDG-1B
B
ADG-I/TDG-1B
A
T
SF
AA
A
TOFA
ADG-II/TDG-2A
ADG-II/TDG-2A
TOFA
TOFA
TOFA
ADG-II/TDG-2A
ADG-II/TDG-2A
AA Aerial Applicator
A 100x100 Box Hangar
B 12 Unit T Hangar
C 50x50 Box Hangar
SF Self Fueling
SRE Snow Removal Equipment Bldg.
T Terminal
Airside Pavement
Hangars/Buildings
Pavement Removal
Google Earth
Image © 2025 Airbus
700 ft

Next Steps

- Final Alternatives PAC Meeting: June 2025
- Public Open House: June 2025
- Submit revised Forecast and Facility Requirements Chapter
- Finalize Alternatives Chapter documenting decisions

- Website: https://inputcentral.com/fairmont-airport-plan

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Drainage/Land

- Proposed drainage basin would require land acquisition (Fee)
  - Approximately 3 Acres
  - Potential Environmental Assessment
  - Landswap feasible – Release would be needed
- Alternate Drainage Basin location being developed
  - Disrupts logical apron expansion

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Questions/Comments

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