

Mobridge Municipal Airport

Terminal Area Alternatives Meeting
April 29, 2025



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Agenda

- Introductions
- Preferred Airfield Alternative
- Terminal Area Alternative Options
- Open Discussion
- Next Steps



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Preferred Airfield Alternative – Primary Runway

- Keep a 1-mile visibility but lower the Runway 12 End ceiling to 300-feet
- Parallel Taxiway at 300' Centerline Separation

Weather Condition	Percentage			Days Per Year	Hours Per Year
VMC	93.53%			341.4	8,193
Usable IMC - 1 Mile Visibility	4.29%			15.7	376
557-foot Ceiling Runway 12					
292-foot Ceiling Runway 30					
Existing Usability	97.82%			357.1	8,569
Additional Capture with IMC Improvements	Rwy 12	Wind Calm	Rwy 30		
1 Mile Visibility					
300-foot Ceiling Runway 12	0.66%	0.00%	0.00%	2.4	58
292-foot Ceiling Runway 30					



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Preferred Airfield Alternative – Turf Runway

- Maintain Turf Runway
- Need clear Line of Sight (LOS) from blocking the pilot's view to intersecting runways



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Items Considered for Terminal/Hangar Alternatives

- Current Apron layout
- Group I & II T-Hangars and individual box hangars
- Large hangars on Apron for Group II aircraft
- Accommodate relocation of all North Tenants to South Area
- Fuel farm location
- Area for FBO/Maintenance Operator
- Landside access



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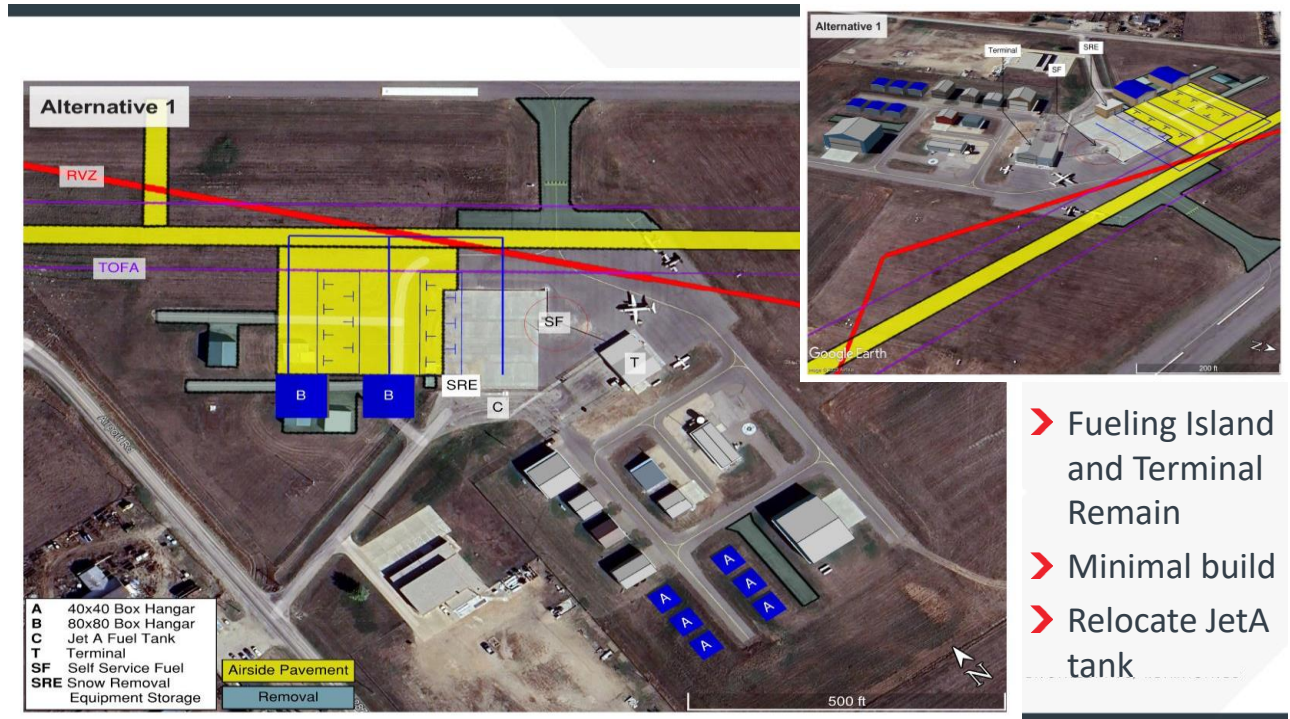
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Types of Hangars and Layout

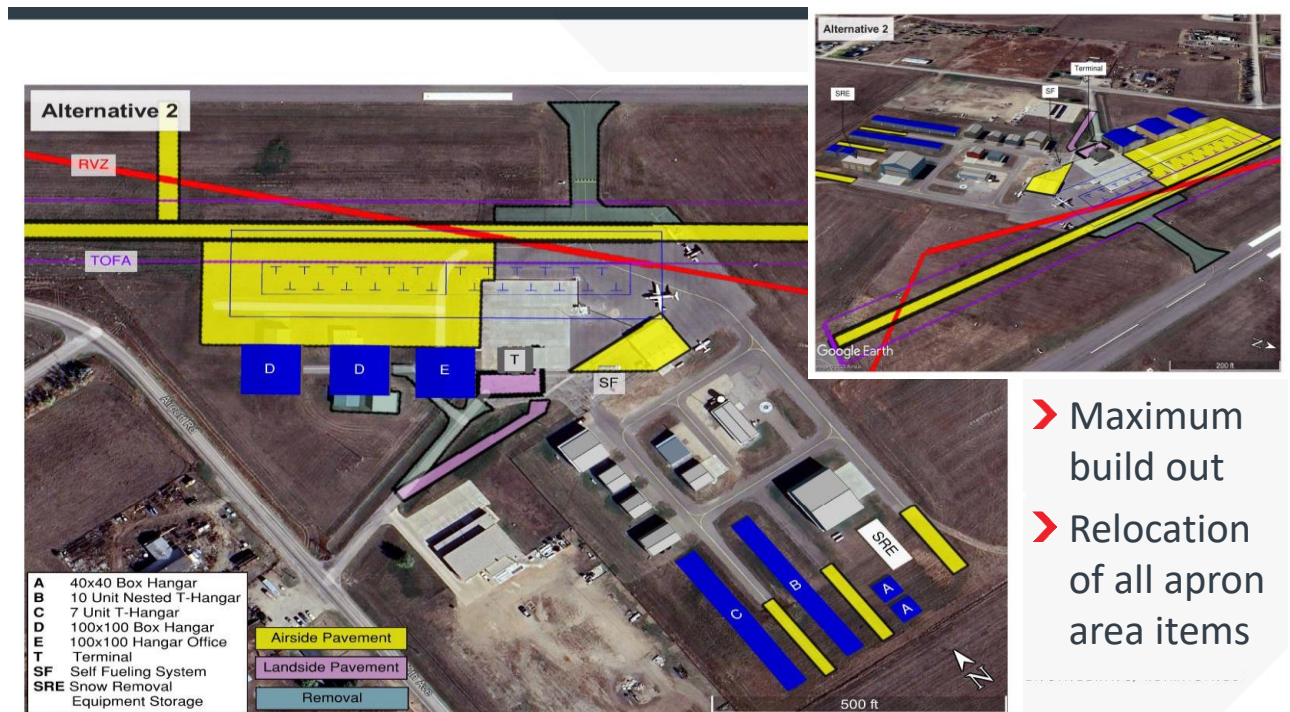
Typical Aircraft Hangar Attributes				
	T-Hangars	Small Storage Less than 6,000 sf	Large Storage More than 6,000 sf	FBO/SAFO
Photo Examples				
Dedicated Apron	None	None	Equal to depth of hangar	Equal to depth of hangar (plus apron for services)
Airport Apron Access	No	No	No	Yes
Setbacks from Taxilanes	Yes - for Design Group (I or II)	Yes - for Design Group (I or II)	Yes plus Apron - for Design Group (II+)	Yes plus Apron - for Design Group (II+)
Airside Taxi Route	Yes - for Design Group (I or II)	Yes - for Design Group (I or II)	Yes - for Design Group (II+)	Yes - for Design Group (II+)
Public Road Access/Parking	No	Yes or No *	Yes*	Yes*

* Any business/corporate hangar located on an airport should have public road access and parking for customers/passengers. Particularly those customers/passengers who are not trained in driving on an airport.

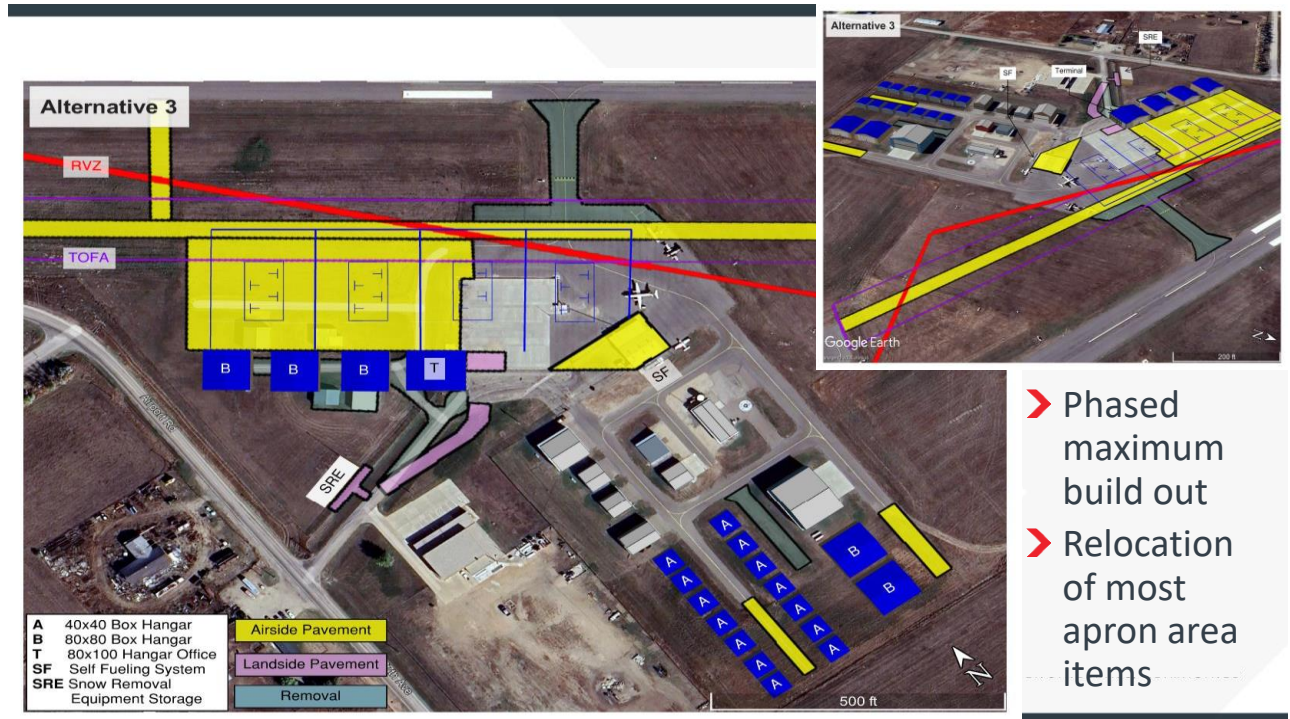
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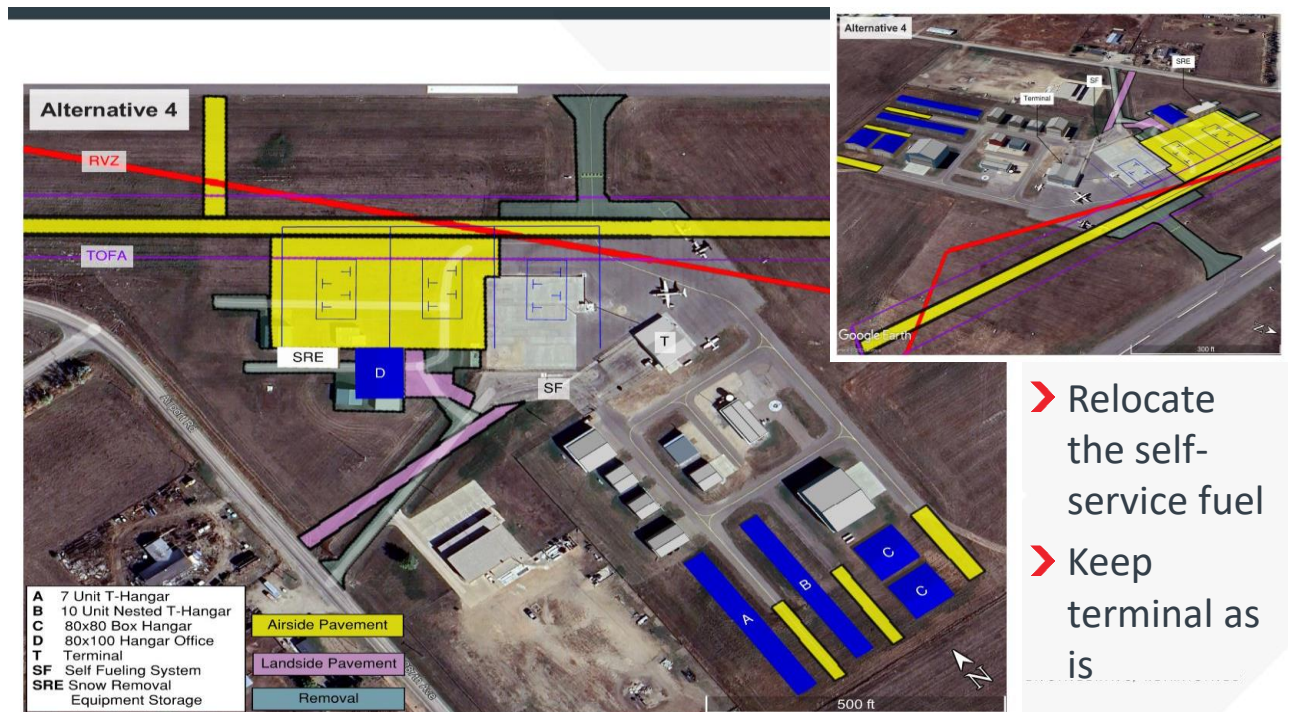
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Open Discussion



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Next Steps

- Revise & Select Terminal Area Alternative
- Prepare Airport Layout Plan
- Prepare Implementation Plan

Next Meeting: Revised Terminal Area Alternatives

Website: <https://inputcentral.com/mobridge-airport-plan>



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Questions/Comments

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