

Executive Summary

The City of Fremont contracted with Airport Development Group, Inc. in November 2013 to engage in a two-part planning project that would result in an updated Airport Layout Plan (ALP) and a Terminal Area Plan with three suggested alternatives and cost estimates to relocate the terminal facility and reorganize the airfield to more easily accommodate the growing mix of larger business jets utilizing the airport.

In late 2013, a conference call with representatives of the City of Fremont, Airport Development Group, Inc., Nebraska Dept. of Aeronautics and the Federal Aviation Administration (FAA) was convened to discuss available resources and challenges to a reconfiguration of the airfield. The current Fremont Municipal Airport (FET) Capital Improvement Plan (CIP) identifies approximately \$2 million toward this reconfiguration.

The City last completed formal airport planning in 2003. The City, FAA and the Nebraska Department of Aeronautics (NDA) determined that a terminal area plan update would be beneficial given current activity, on-airport land use concerns and economic conditions. The City of Fremont consulted with FAA and NDA and the planning consultant to consider current potential issues and craft a work plan which addresses resolution.

Another change to the airport environment was proposed during this conversation. It was suggested that Runway 1-19 be closed for several non-conformance issues and lack of state or federal funding to keep it operational. It could be salvaged for use as a local taxiway, and the City would be financially responsible for its upkeep.

On March 18, 2014, the ADG project team made a presentation of five alternative layout designs and their estimated costs to the City Council in a special hearing along with an architectural report on the existing terminal's physical stability and cost effectiveness to rehabilitate vs. build a new facility.

After limited discussion and some suggestions to the alternatives presented during this March meeting, the ADG project team was given direction to reduce the number of alternatives to three locations.

Highlights of the alternatives are:

Alternative No. 1 - \$4.46 million development located on the site of the existing terminal with closure of Runway 1/19, expansion of aircraft parking aprons, realignment of the vehicular parking due to the constraints of the new road overpass on W 23rd St.

Alternative No. 2 - \$3.96 million creates a new airport gateway off Airport Road. Due to property constraints to the south, the ability to expand and develop additional aeronautical use buildings are limited.

Alternative No. 3 - \$4.86 million development on the west edge of the airport. This configuration offers the greatest flexibility to handle a larger mix of aircraft and have a great opportunity to watch the entire airfield.

Terminal Building – the present terminal building is operating beyond its designed life span; is not in compliance with the Americans with Disabilities Acts (ADA); and is energy inefficient. The configuration of the present layout does not lends operations for privacy, meeting space, flight instruction or even the ability of the Fixed Base Operator to monitor flight operations on the airport.

It is more cost efficient to design and construct a new building dedicated to 21st Century aeronautical activities than invest in deteriorating structure.

As the project team concludes its work on a comprehensive planning 'vision' for the Fremont Municipal Airport, it is critical that decisions, and consensus, are reached that best utilize the accrued FAA funds of \$600,000 by the City of Fremont along with other available funds from the FAA, NDA and the City of Fremont to enhance a growing economic engine for the city.