



fargo, north dakota



AIRPORT MASTER PLAN Executive Summary



Hector International Airport serves as the primary commercial service airport for southeastern North Dakota, northeastern South Dakota, and western Minnesota. Situated at the

intersection of Interstates 29 and 94, the airport is easily accessible from any direction. In a regional sense, Fargo is located 240 miles northwest of Minneapolis, 250 miles north of Sioux Falls, and 190 miles east of Bismarck. The population within a 100-mile radius of Fargo has been estimated at 576,000. Fargo is strategically located for reaching domestic and international markets. As a commercial service facility, the airport provides services to commercial airlines, air cargo companies, general aviation operators, and the North Dakota Air National Guard's 119th Fighter Wing, the "Happy Hooligans." The airport is owned and operated by the Municipal Airport Authority of the City of Fargo.

RECOMMENDED DEVELOPMENT PROGRAM

A program for the orderly development of the airport has been prepared and presented in the master plan, meeting projected needs for the next twenty years. The concept is depicted on the accompanying exhibit. A key airfield project on the north side was completed in 2001 with the extension of Runway 8-26 (and parallel taxiway) to 6,300 feet. This will allow the runway to be used by aircraft weighing up to 100,000 pounds, which includes most business jets using the facilities on the north side. Eventually, this runway is planned for 8,000 feet, with construction of a full-length parallel taxiway on the south side of the runway. To improve the airfield capacity in the future, a 4,300-foot north-south runway will be constructed on the east side of the airfield to accommodate smaller general aviation aircraft.

The terminal area can be expanded in a staged manner to provide additional aircraft gate positions, bag claim and rental car area, public parking, and rental car and employee parking. Most expansion area for additional general aviation hangar facilities is anticipated on the north side of the airfield, although additional expansion area is also provided in the southeast general aviation area.

A proposed realignment of County Road 20 is reflected on the plan. New access points from the general aviation and air cargo areas onto County Road 20 have been shown. The phased expansion of air cargo facilities will be in response to future needs of air cargo companies.

FINANCIAL PROGRAM

Cost estimates were prepared for each development item, although more detailed estimates will need to be prepared as projects are prepared for bid. Based upon the preliminary cost estimates, complete implementation of the plan will take a financial commitment of \$87 million. A high percentage of the program costs will be eligible for funding assistance through the Airport Improvement Program, a grant-in-aid program administered by the Federal Aviation Administration (FAA) which is funded with aviation ticket and fuel tax receipts. Many of the projects are also eligible for funding from a passenger facility charge (PFC), a fee which is collected on most enplaning passengers at the airport. For more detailed information on the recommendations of the study, refer to the final technical report on file in the Airport Administration's Office in the terminal building.

DEVELOPMENT ALTERNATIVES

In examining the existing and future capabilities of the airport to meet traffic demands, specific attention was paid to expansion of facilities for passenger and air cargo processing, aircraft storage, improved capacity and efficiency of the runway/taxiway system, placement of new facilities for airport services, and rehabilitation of existing pavements. In addition, several updated navigational aids will be added to the airfield in the upcoming years to provide improved visual and instrument guidance to pilots operating into the airport.

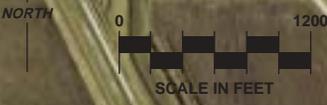
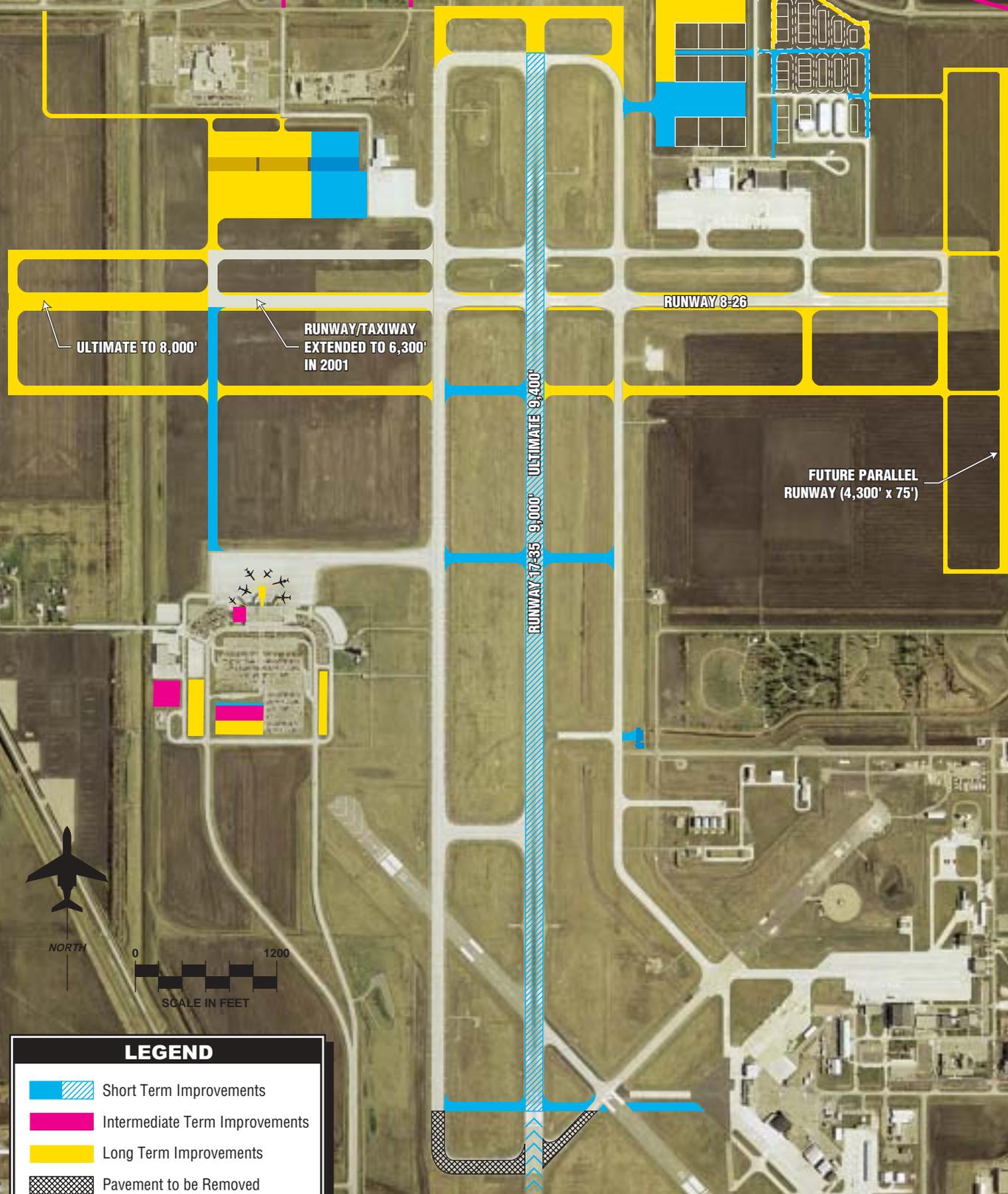


The resulting plan provides a comprehensive guide for future improvements on the airfield and in the terminal area. In defining the areas which need to be retained for potential aviation-related development, the plan has also taken into consideration areas which will be available for non-aviation related revenue support.

AIRPORT PLANS

One of the products of the master planning effort is an updated set of airport layout plan drawings. During the master planning process, new aerial photography and topographic mapping was undertaken of the airport property and runway approaches. The new drawings which were developed from the mapping depict existing and proposed facilities within the planning period, enlarged approaches to each runway, landside facilities, and recommendations for use of land on the airport.

DEVELOPMENT STAGING



LEGEND

-  Short Term Improvements
-  Intermediate Term Improvements
-  Long Term Improvements
-  Pavement to be Removed

AVIATION DEMAND FORECASTS

The Municipal Airport Authority recognizes the need to maintain, develop, and operate the airport for the public benefit. Therefore, the ability of the existing facility to meet changing demands must be examined by first preparing reasonable estimates of future aviation demand. Forecasts were prepared for several indicators, including passenger enplanements (boardings), annual operations

(takeoffs and landings), annual instrument approaches, and the total numbers and types of aircraft based at the airport. While serving as the basis for the evaluation of facility needs, the forecasts also are used to assess noise exposure impacts. The following table summarizes the forecasts which were completed for the master planning process.

AVIATION FORECAST SUMMARY					
	2000	FORECASTS			
		2005	2010	2015	2020
Passenger Enplanements	230,969	258,520	293,390	330,840	368,340
Annual Operations (Total)	97,173	117,685	136,830	156,992	177,267
Air Carrier	8,766	13,895	15,410	16,952	18,437
Air Taxi	10,737	14,890	17,670	20,990	24,930
General Aviation (Total)	70,363	81,900	96,750	112,050	126,900
Itinerant	37,017	42,590	50,310	58,270	65,990
Local	33,346	39,310	46,440	53,780	60,910
Military (Total)	7,307	7,000	7,000	7,000	7,000
Itinerant	4,345	4,000	4,000	4,000	4,000
Local	2,962	3,000	3,000	3,000	3,000
Air Cargo Landed Weight (tons)	54,740	95,170	133,590	172,010	210,440
Based Aircraft	163	202	235	268	302

PLAN IMPLEMENTATION

The master plan was a cooperative effort between the Municipal Airport Authority and Coffman Associates, the airport consultant, with assistance from Ulteig Engineers, the airport engineer. Aerial photography and topographic mapping was undertaken by Aerial Data Services. Successful implementation of the plan will require that airport management remain flexible to respond to unforeseen demands, while continuing to satisfy safety and design standards imposed by the Federal Aviation Administration. New mapping and capital programming will provide a viable platform for future updates, which is a necessity when receiving federal grants on an annual basis.

In summary, the planning process requires that the Municipal Airport Authority continually monitor the need for new or rehabilitated facilities, since applications (for federally eligible projects) must be submitted with the FAA each year. The short-term (5-year) program included in the master plan will need to be updated each year to reflect the highest priority projects under consideration for funding. The master plan itself may need to be updated in the five-to-ten year time frame, depending on development trends, aviation activity, or other determining factors.

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