



**FREMONT MUNICIPAL AIRPORT
SERVICES AND FACILITIES**

The City owns and operates the Fremont Municipal Airport (FMA) located just one and one-half miles southwest of the City. The airport has seen continued growth in facilities, services and usage. Over fifty aircraft are based at the airport, which was recently the home of the Gerber Products Company Aviation Department. Business aircraft that use the airport, including corporate jets, have the ability to connect from Fremont to the rest of this Hemisphere and the world.

AIRPORT FACILITIES MASTER PLAN

In November 1995, the City completed the development of a long-range master plan for the airport. **The proposed 2007-2011 Five-Year Development Plan within that master plan is summarized in the**

**FIVE YEAR DEVELOPMENT PLAN
2007 - 2011**

Fremont Municipal Airport
Fremont, Michigan

Prepared by: **MEAD & HUNT**

YEAR	DEVELOPMENT ITEMS	FEDERAL	STATE	LOCAL	TOTAL
2007	EA for paralel taxiway	\$60,000	\$13,125	\$1,875	\$75,000
	Year Total	\$60,000	\$13,125	\$1,875	\$75,000
2008	Design Runway 18/36 Parallel Taxiway	\$88,000	\$19,250	\$2,750	\$110,000
	Land for RWY 18/36 - ILS & Parallel Taxiway	\$240,000	\$52,500	\$7,500	\$300,000
	Year Total	\$328,000	\$71,750	\$10,250	\$410,000
2009	Construct Parallel Taxiway to RWY 18/36 including MITL	\$1,376,000	\$301,000	\$43,000	\$1,720,000
	Year Total	\$1,376,000	\$301,000	\$43,000	\$1,720,000
2010	EA for New 9/27	\$60,000	\$13,125	\$1,875	\$75,000
	Design for New Runway 9/27	\$80,000	\$17,500	\$2,500	\$100,000
	Land Acquisition for New 9/27	\$240,000	\$52,500	\$7,500	\$300,000
	Instal ILS on Runway 13/36	\$800,000	\$175,000	\$25,000	\$1,000,000
	Year Total	\$1,180,000	\$258,125	\$36,875	\$1,475,000
2011	Construct New Runway 9/27 and Convert Existing Runway to Parallel Taxiway	\$1,440,000	\$315,000	\$45,000	\$1,800,000
	Construct T-Hangars	\$180,000	\$39,375	\$5,625	\$225,000
	Year Total	\$1,620,000	\$354,375	\$50,625	\$2,025,000
GRAND TOTAL (FIVE YEARS)		\$4,564,000	\$998,375	\$142,625	\$5,705,000

Revised 7/3/06

table below.

Each of the planned general improvements noted on the table on the previous page is described in more detail below:

- Installation of an Automated Weather Observation Station (AWOS), Data Dissemination System and a Weather Briefing System in order to enhance aviation safety and efficiency. The FY 06/07 State Grant has already been awarded and installation is scheduled for spring '07.
- Construction of a lighted parallel taxiway located east of the current north/south runway (18/36), tentatively scheduled for '09. This project will allow for safer taxiing to and from the terminal, hangar, maintenance and fueling facilities. That portion of the taxiway north of the east/west runway was constructed as a part of the '97 north/south runway extension noted on the next page. The preparation of the Environmental Assessment for the taxiway would be done in '07 and any needed land acquisition/easements would be obtained in '08.
- Construction of a new 4,000-foot east/west crosswind runway (9/27) south of and parallel to the existing runway, including the installation of new runway and taxiway lighting, to meet the C-II FAA design standard for this runway. This would allow for the existing runway to be resurfaced and used as a taxiway for access to the terminal, hangar, maintenance and fueling facilities. Preparation of the Environmental Assessment, acquisition of needed land/easements and design of the new runway is planned for 2010; construction is scheduled for 2011. The extension of the existing east/west runway, which would become the parallel taxiway, from 3,500 feet to 4,000 feet, would be done at the same time.
- Installation of an ILS (Instrument Landing System) or a GPS (Geographic Positioning System) precision approach for the north/south runway (tent. scheduled for 2010.)
- Additional T-hangars for storage of general aviation aircraft is a possibility in 2011.

The City has already completed the following projects from the original '95 FMA Master Plan:

- Rebuilt the primary north/south runway (18/36), with associated replacement of the runway and taxiway lighting. This project was completed in the fall of 1997 at a cost of approximately \$1.34 million.
- Rebuilt the crosswind east/west runway (9/27), with associated replacement of the runway and taxiway lighting. This project was completed as a part of the north/south runway extension noted below in the fall of 2004.
- Extended the north/south runway, including lighting, from 5,826 feet to 6,500 feet to better accommodate the jet traffic and meet safety standards for the FAA C-II design aircraft. This extension required the closure of 60th Street between Comstock and the airport terminal. The \$70,000 environmental assessment for the closure of 60th and the mitigation of a small pocket wetland north of the overrun area of the runway is now complete. The State programmed \$1,719,000 for construction of the project in its State Block Grant program, of which the City was responsible for \$90,950 as a local match. Construction of the extension was completed in 2004. Reconstruction of 56th Street, the closure & cul-de-sac of 60th Street and the construction of the mitigation wetland were completed in the fall of 2003.
- Resurfaced the entire terminal apron in '06 at a total development cost of approximately \$328,000.
- Installed 10'-high animal control fencing around airport perimeter in '06 at a total development cost of approximately \$330,000.
- Installed 4-light Precision Approach Path Indicator lights (PAPI's) on left of Runway 9.
- Expanded the existing aircraft short- & long-term tie-down parking and access apron. These projects were completed concurrently with the runway project in the fall of 1997.
- Removed three, 30-year old underground fuel storage tanks replacing them with three new 5,000-gallon aboveground tanks to continue fuel availability for the airport. Fuels include 80-octane, 100LL and Jet-A fuel. The new tanks were operational in early 2000. Cost of the removal and replacement of the three tanks was approximately \$152,000.
- Constructed additional T-hangar space for the indoor storage of aircraft. The City financed the construction of a new \$150,000, 10-unit hangar that opened in 1997, bringing total leaseable T-hangar spaces to 40 (38 single-prop & 2 twin-prop aircraft.)
- Security fencing was installed over the winter of 02/03 along the property line of 60th Street for the fuel farm and T-hangar complex. A new asphalt drive from 60th to the T-hangar taxiways was also installed.
- Developed a 7.5-acre "Airpark," which allows individuals and businesses the opportunity to lease land for erecting their own airplane hangars and buildings. These could be for either private or business use related to aviation. The City Council gave final approval to the lease agreements and rental rates and Sheridan Charter Township approved the site plan for the development. Two of the first four lots leased have now been leased.

The first private hangar building was completed in '05; the second in '06. The City installed all utilities, parking, taxiways and access drives for the Airpark.

The above planned runway/taxiway/lighting projects have a combined cost estimate of over **\$5.7 million**. Cost for the already completed projects is over **\$5.4 million**. Eligible federal projects can receive up to 95% grant funding through the State Aviation Block Grant program. The State and City then split the remaining 5% match, contributing 2.5% each. The fuel tank replacement project plus the expansion of the T-hangars and the development of the Airpark involve 100% local costs. Thus, the City is making a very large commitment to the continued viability and success of the airport, which is one of the few remaining general aviation airports with capacity to serve corporate needs in the region. The airport is certainly a major asset to this community for both the services it provides to area residents and businesses and its potential as a marketing tool for expanding and/or relocating industries to the Industrial Park and greater Newaygo County.

CURRENT AIRPORT SERVICES

The State Bureau of Aeronautics classifies the airport as a General Utility Airport. As such, it must maintain a minimal level of services on a regular basis. **Services now available at the airport include:**

- Fuel farm with 80-octane, 100LL and Jet-A fuels available
- T-hangar and apron tie-down parking areas for permanent and transient aircraft parking
- Former Gerber Corporate hangar (now owned by the City & leased to Avcraft, Ltd., the airport's Fixed-Base Operator [FBO]) with additional areas designated for future corporate hangar and apron space
- Dusk-to-dawn attendant services
- Terminal building with restrooms, offices, lounge and other amenities
- Major airframe and powerplant repairs in the maintenance hangar
- Full service on piston singles & twins, turbo props, jets & piston/turbine helicopters
- Charter, instructional and rental services
- Skydiving club
- Experimental Aircraft Association
- "Young Eagles" flights for all Fremont area 6th Graders
- Navigational aids such as rotating white/green beacon, lighted wind cone and segmented circle
- Unicom frequency of 123.0; all lighting systems activated by radio CTAF 123.0
- Runway End Identification Lights (REIL's) on 18/36
- Visual Slope Indicator systems:
 - 4-light Precision Approach Path Indicator lights (PAPI's) on left of Runway 18
 - 2-box Visual Approach Slope Indicator lights (VASI's) on left of Runway 36
- Medium Intensity Runway Lights (MIRL's) on both 9/27 & 18/36
- Runway and taxiway snow removal



The City has adopted a set of "Minimum Standards for FBO's and Providers of Specialty Services" at the FMA. The intent of these standards is to provide stability to the FMA, safeguard the public's interest and ensure longevity of the economic investment in the airport. These standards were developed in conformance with the Federal Advisory Circular AC 150/5190-5 (6/10/02) and with the advice and review of the State Bureau of Aeronautics. The use of reasonable standards, while safeguarding the public interest, has the additional effect of preserving the stability of an established business. Proper standards discourage the unqualified for the protection of both the established operator and the public. The Minimum Standards and the FMA's Rules & Regulations for Airport Operations can be viewed on the City's website at the following link:

<http://www.cityoffremont.net/web/airport.htm>

AIRPORT OPERATIONS

The City contracts with Mr. John Grasley as its Airport Manager. Mr. Grasley also provides services to airport patrons as the airport's Fixed-Base Operator (FBO), through his corporation, AvCraft, Ltd. He can be reached as follows:

Mr. John Grasley, Airport Manager/FBO

Fremont Municipal Airport

7756 West 60th Street

Fremont, MI 49412

Dusk-Dawn Phone at Airport: 231-924-7080

Service After-Hours Phone: 231-821-0494

Airport Fax Number: 231-924-7082

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