# AIRPORT LAYOUT PLAN

FOR

# *RAPID CITY REGIONAL AIRPORT*

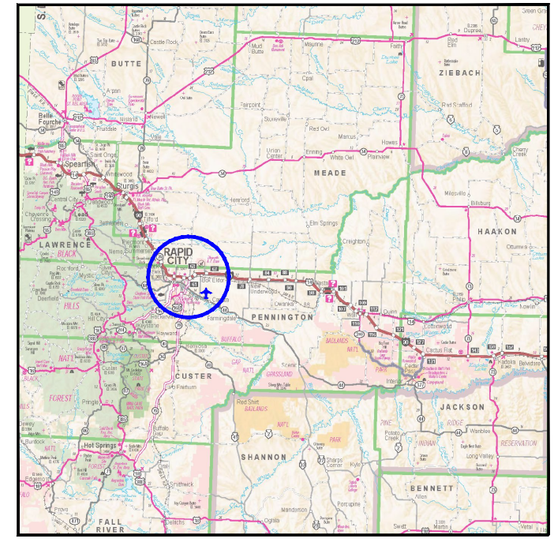
## RAPID CITY, PENNINGTON COUNTY, SOUTH DAKOTA

CITY OF RAPID CITY (OWNER)

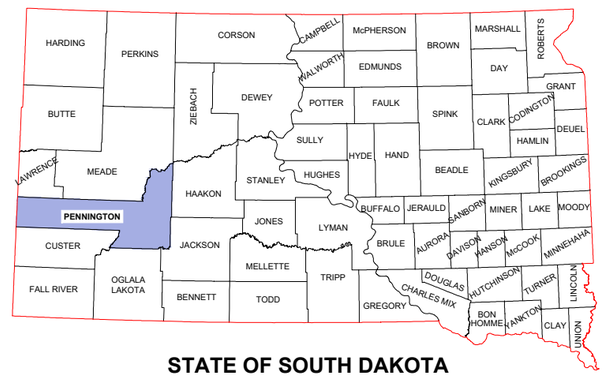
## January 2022

### LOCATION MAP

### VICINITY MAP




ON BEHALF OF THE CITY OF RAPID CITY SOUTH DAKOTA, THIS AIRPORT LAYOUT PLAN (ALP) WAS PREPARED BY KLJ ACCORDING TO THE APPLICABLE ADVISORY CIRCULARS AT THE TIME OF SCOPING THE PROJECT, THE CURRENT VERSION OF THE (CHECKLIST USED) ALP CHECKLIST, AND ACCURATELY DEPICTS THE PROPOSED USE OF AIRSPACE AT THE TIME OF DATA COLLECTION. THE ALP CONFORMS WITH FAA DESIGN STANDARDS, EXCEPT AS NOTED.




STATE OF SOUTH DAKOTA

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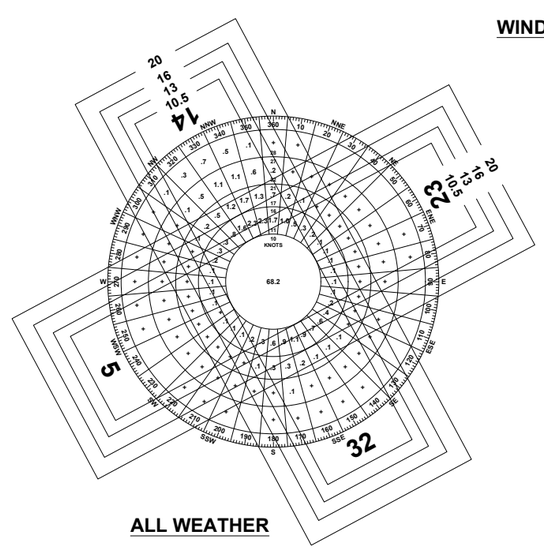
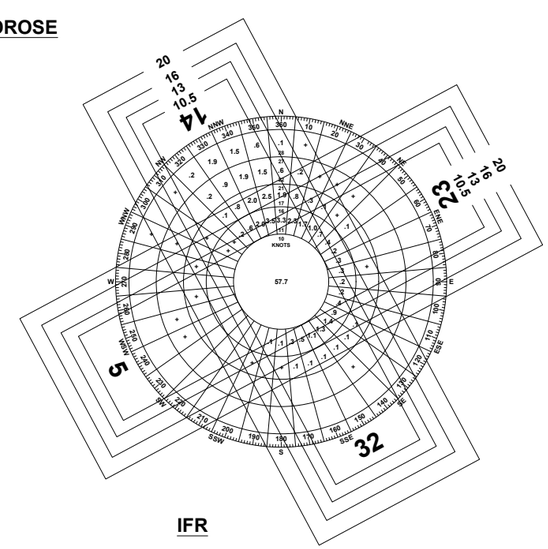
### WINDROSE




ALL WEATHER




IFR

| ALL-WEATHER WIND COVERAGE | | | | |
|---|---|---|---|---|
| CONFIGURATION | CROSSWIND COMPONENT | | | |
| | 10.5 KNOTS | 13 KNOTS | 16 KNOTS | 20 KNOTS |
| RUNWAY 14-32 | 97.25% | 98.92% | 99.60% | 99.90% |
| RUNWAY 5-23 | 72.66% | 81.51% | - | - |
| COMBINED | 98.91% | 99.73% | 99.60% | 99.90% |

*SOURCE: KRAP ASOS (2010-2019, HOURLY) NATIONAL CLIMATIC DATA CENTER*
*87,079 TOTAL OBSERVATIONS*

| INSTRUMENT FLIGHT RULES (IFR) WIND COVERAGE | | | | |
|---|---|---|---|---|
| CONFIGURATION | CROSSWIND COMPONENT | | | |
| | 10.5 KNOTS | 13 KNOTS | 16 KNOTS | 20 KNOTS |
| RUNWAY 14-32 | 94.84% | 98.53% | 99.58% | 99.95% |
| RUNWAY 5-23 | 65.73% | 76.59% | - | - |
| COMBINED | 97.89% | 99.50% | 99.58% | 99.95% |

*SOURCE: KRAP ASOS (2010-2019, HOURLY) NATIONAL CLIMATIC DATA CENTER*
*6,254 TOTAL OBSERVATIONS*
*IFR = VISIBILITY LOWER THAN 3 MILES OR CEILING LOWER THAN 1,000 FEET*

### A.L.P. APPROVALS

FEDERAL AVIATION ADMINISTRATION

SIGNATURE:_____

NAME:_____

TITLE:_____

DATE: _____

AIRSPACE APPROVAL

A.L.P. AIRSPACE APPROVAL DATE: _____

CASE #:_____

CITY OF RAPID CITY

SIGNATURE:_____

NAME:_____

TITLE:_____

DATE: _____

Avoidance area(s) are portrayed on sheet A-4C which is held confidentially.

Site specific location information for archaeological and historic sites is protected under
SDCL (South Dakota Codified Law) 1-20-21.2.

KLJ

**RAPID CITY REGIONAL AIRPORT**
*CITY OF RAPID CITY (OWNER)*
RAPID CITY, SOUTH DAKOTA

TO BE USED AS A COMPLETE DRAWING SET FOR PLANNING PURPOSES ONLY, NOT FOR CONSTRUCTION

**TITLE SHEET**

| Rev. | Date | Description |
|---|---|---|

DRAFTED MTK
REVIEWED KLP
PROJECT NUMBER 1905-02130
SHEET A-1

©KLJ 2022

## RUNWAY DATA TABLE

| ITEM | PRIMARY RUNWAY 14/32 EXISTING (E) | | PRIMARY RUNWAY 14/32 ULTIMATE (U) | | CROSSWIND RUNWAY 5/23 EXISTING (E) | | CROSSWIND RUNWAY 5/23 ULTIMATE (U) | |
|---|---|---|---|---|---|---|---|---|
| RUNWAY DESIGNATION | 14 | 32 | 14 | 32 | 5 | 23 | 5 | 23 |
| RUNWAY DESIGN CODE (RDC) | C-III-5000 | C-III-2400 | C-III-2400 | C-III-2400 | B-I(S)-5000 | B-I(S)-5000 | B-I(S)-5000 | B-I(S)-5000 |
| APPROACH REFERENCE CODE (APRC) | D-IV-5000<br>D-V-5000 | D-IV-2400<br>D-V-2400 | D-IV-2400<br>D-V-2400 | D-IV-2400<br>D-V-2400 | B-II-5000 | B-II-5000 | B-II-5000 | B-II-5000 |
| DEPARTURE REFERENCE CODE (DPRC) | D-IV<br>D-V | D-IV<br>D-V | D-IV<br>D-V | D-IV<br>D-V | B-II | B-II | B-II | B-II |
| RUNWAY DIMENSIONS | 8701' x 150' | | 9300' x 150' | | 3601' x 75' | | 3601' x 60' | |
| RUNWAY LENGTH CRITERIA* | LARGE, <60,000 LBS (75% FLEET & 90% USEFUL LOAD) | | LARGE, <60,000 LBS (75% FLEET & 90% USEFUL LOAD) | | SMALL, <10 PX (95% FLEET) | | SMALL, <10 PX (95% FLEET) | |
| CRITICAL AIRCRAFT (TYPE) | A319 | | A319 | | Single Piston | | Single Piston | |
| CRITICAL AIRCRAFT (WINGSPAN) | 117.4' | | 117.4' | | 49' | | 49' | |
| CRITICAL AIRCRAFT (TAIL HEIGHT) | 38.6' | | 38.6' | | 20' | | 20' | |
| CRITICAL AIRCRAFT (APPROACH SPEED) | 138 (Kts.) | | 138 (Kts.) | | 91 (Kts.) | | 91 (Kts.) | |
| MAXIMUM TAKEOFF WEIGHT (MTOW) | 166000 (LBS.) | | 166000 (LBS.) | | 12500 (LBS.) | | 12500 (LBS.) | |
| RUNWAY END ELEVATION | 3191.2' | 3142.8' | 3192.7' | 3145.15' | 3173' | 3203.5' | 3173' | 3203.5' |
| TOUCHDOWN ZONE ELEVATION (TDZE) | 3191.2' | 3159.8' | 3192.7' | 3157.65' | 3199.4' | 3203.5' | 3199.4' | 3203.5' |
| RUNWAY GRADIENT | 0.556% | | 0.511% | | 0.847% | | 0.847% | |
| MAX GRADE WITHIN RUNWAY LENGTH (%) | 0.980% | | -0.880% | | 1.240% | | 1.240% | |
| RUNWAY LIGHTING | HIRL | | HIRL | | MIRL | | MIRL | |
| PAVEMENT TYPE | CONCRETE | | CONCRETE | | BITUMINOUS | | BITUMINOUS | |
| RUNWAY CATEGORY | OTHER-THAN-UTILITY | | OTHER-THAN-UTILITY | | UTILITY | | UTILITY | |
| PAVEMENT STRENGTH (WHEEL-LOAD) | 300000 LBS (DTW) | | 300000 LBS (DTW) | | 12500 LBS (SW) | | 12500 LBS (SW) | |
| PAVEMENT CLASSIFICATION NUMBER (PCN) | 65/R/C/W/T | | 65/R/C/W/T | | N/A | | N/A | |
| PAVEMENT MARKINGS | PRECISION | PRECISION | PRECISION | PRECISION | NON-PRECISION | NON-PRECISION | NON-PRECISION | NON-PRECISION |
| SURFACE TREATMENT | GROOVED | | GROOVED | | NONE | | NONE | |
| RUNWAY SAFETY AREA (RSA) ** | 10701' x 500' | | 11300' x 500' | | 4081' x 120' | | 4081' x 120' | |
| RUNWAY OBJECT FREE AREA (OFA) | 10701' x 800' | | 11300' x 800' | | 4081' x 250' | | 4081' x 250' | |
| RUNWAY OBSTACLE FREE ZONE (OFZ) | 9101' x 400' | | 9700' x 400' | | 4001' x 250' | | 4001' x 250' | |
| 14 CFR PART 77 APPROACH TYPE | NON-PRECISION | PRECISION | PRECISION | PRECISION | NON-PRECISION | NON-PRECISION | NON-PRECISION | NON-PRECISION |
| 14 CFR PART 77 APPROACH SLOPE | 34:1 | 50:1/40:1 | 50:1/40:1 | 50:1/40:1 | 20:1 | 20:1 | 20:1 | 20:1 |
| 14 CFR PART 77 APPROACH DIMENSIONS | 1000 X 3500 X 10000 | 1000 X 16000 X 50000 | 1000 X 16000 X 50000 | 1000 X 16000 X 50000 | 500 X 2000 X 5000 | 500 X 2000 X 5000 | 500 X 2000 X 5000 | 500 X 2000 X 5000 |
| VISIBILITY MINIMUMS | 1 MILE | 1/2 MILE | 1/2 MILE | 1/2 MILE | 1 MILE | 1 MILE | 1 MILE | 1 MILE |
| THRESHOLD SITING SURFACE (TSS) CATEGORY | 4 | 5 | 5 | 5 | 4 | 4 | 4 | 4 |
| THRESHOLD SITING SURFACE (TSS) SLOPE | 20:1 | 34:1 | 34:1 | 34:1 | 20:1 | 20:1 | 20:1 | 20:1 |
| THRESHOLD SITING SURFACE (TSS) DIMENSIONS | STARTS 200' FROM THRESHOLD, 400' X 3400' X 10000' | STARTS 200' FROM THRESHOLD, 800' X 3400' X 10000' | STARTS 200' FROM THRESHOLD, 800' X 3400' X 10000' | STARTS 200' FROM THRESHOLD, 800' X 3400' X 10000' | STARTS 200' FROM THRESHOLD, 400' X 3400' X 10000' | STARTS 200' FROM THRESHOLD, 400' X 3400' X 10000' | STARTS 200' FROM THRESHOLD, 400' X 3400' X 10000' | STARTS 200' FROM THRESHOLD, 400' X 3400' X 10000' |
| GLIDEPATH QUALIFICATION SURFACE (GQS) | 30:1 | 30:1 | 30:1 | 30:1 | 30:1 | 30:1 | 30:1 | 30:1 |
| GLIDEPATH QUALIFICATION SURFACE (GQS) DIMENSIONS | 350' X 1520' X 10000' | 350' X 1520' X 10000' | 350' X 1520' X 10000' | 350' X 1520' X 10000' | 275' X 1520' X 10000' | 275' X 1520' X 10000' | 260' X 1520' X 10000' | 260' X 1520' X 10000' |
| DEPARTURE SURFACE | 40:1 | 40:1 | 40:1 | 40:1 | 40:1 | 40:1 | 40:1 | 40:1 |
| DEPARTURE SURFACE DIMENSIONS | 1000' X 7512' X 12152' | 1000' X 7512' X 12152' | 1000' X 7512' X 12152' | 1000' X 7512' X 12152' | 1000' X 7512' X 12152' | 1000' X 7512' X 12152' | 1000' X 7512' X 12152' | 1000' X 7512' X 12152' |
| AERONAUTICAL SURVEY-TYPE REQUIRED | VERTICALLY-GUIDED | VERTICALLY-GUIDED | VERTICALLY-GUIDED | VERTICALLY-GUIDED | VERTICALLY-GUIDED | VERTICALLY-GUIDED | VERTICALLY-GUIDED | VERTICALLY-GUIDED |
| RUNWAY ORIENTATION (TRUE) | 152.1° | 332.1° | 152.1° | 332.1° | 61.5° | 241.5° | 61.5° | 241.5° |
| MAGNETIC DECLINATION (2022) | 7.12° (E) | 7.12° (E) | 7.12° (E) | 7.12° (E) | 7.12° (E) | 7.12° (E) | 7.12° (E) | 7.12° (E) |
| RUNWAY ORIENTATION (MAGNETIC) | 144.98° | 324.98° | 144.98° | 324.98° | 54.38° | 234.38° | 54.38° | 234.38° |
| VISUAL AND INSTRUMENT NAVAIDS (NAVAIDs) | PAPI, REIL | PAPI, MALSR, GS, LOC | PAPI, MALSR | PAPI, MALSR, GS, LOC | PAPI | PAPI | PAPI | PAPI |
| DISPLACED THRESHOLD | None | None | None | None | None | None | None | None |
| TAKEOFF RUNWAY AVAILABLE (TORA) | 8701' | 8701' | 9300' | 9300' | 3601' | 3601' | 3601' | 3601' |
| TAKEOFF DISTANCE AVAILABLE (TODA) | 8701' | 8701' | 9300' | 9300' | 3601' | 3601' | 3601' | 3601' |
| ACCELERATED STOP DISTANCE AVAILABLE (ASDA) | 8701' | 8701' | 9300' | 9300' | 3601' | 3601' | 3601' | 3601' |
| LANDING DISTANCE AVAILABLE (LDA) | 8701' | 8701' | 9300' | 9300' | 3601' | 3601' | 3601' | 3601' |
| RPZ DIMENSIONS - APPROACH | 500' X 1010' X 1700' | 1000' X 1750' X 2500' | 1000' X 1750' X 2500' | 1000' X 1750' X 2500' | 250' X 450' X 1000' | 250' X 450' X 1000' | 250' X 450' X 1000' | 250' X 450' X 1000' |
| RPZ DIMENSIONS - DEPARTURE | 500' X 1010' X 1700' | 500' X 1010' X 1700' | 500' X 1010' X 1700' | 500' X 1010' X 1700' | 250' X 450' X 1000' | 250' X 450' X 1000' | 250' X 450' X 1000' | 250' X 450' X 1000' |

NOTE: RUNWAY LENGTH CALCULATIONS FOR 14-32 WERE BASED ON BUSINESS JET ACTIVITY WHICH HAS GREATER REQUIREMENTS THAN THE CRITICAL DESIGN AIRCRAFT.

## COORDINATE SUMMARY TABLE

| Point | Elevation | Latitude (DD-MM-SS) | Longitude (DD-MM-SS) |
|---|---|---|---|
| ARP (E) | - | N 44° 02' 43.180" | W 103° 03' 26.530" |
| ARP (U) | - | N 44° 02' 42.800" | W 103° 03' 20.320" |
| Runway Intersection (E) | - | N 44° 02' 55.825" | W 103° 03' 40.688" |
| Runway Intersection (U) | - | N 44° 02' 58.389" | W 103° 03' 34.049" |
| Rwy 14 End (E) | 3191.2 | N 44° 03' 13.784" | W 103° 03' 54.024" |
| Rwy 14 TDZE (E) | 3191.2 | N 44° 03' 13.784" | W 103° 03' 54.024" |
| Rwy 14 End (U) | 3192.7 | N 44° 03' 16.348" | W 103° 03' 47.385" |
| Rwy 14 TDZE (U) | 3192.7 | N 44° 03' 16.348" | W 103° 03' 47.385" |
| Rwy 32 End (E) | 3142.8 | N 44° 01' 58.050" | W 103° 02' 57.800" |
| Rwy 32 TDZE (E) | 3159.8 | N 44° 02' 24.170" | W 103° 03' 17.186" |
| Rwy 32 End (U) | 3145.2 | N 44° 01' 55.379" | W 103° 02' 47.277" |
| Rwy 32 TDZE (U) | 3157.7 | N 44° 02' 21.499" | W 103° 02' 06.662" |
| Rwy 5 End (E & U) | 3173.0 | N 44° 02' 52.323" | W 103° 03' 49.755" |
| Rwy 5 TDZE (E & U) | 3199.4 | N 44° 03' 06.309" | W 103° 03' 13.541" |
| Rwy 23 End (E & U) | 3203.5 | N 44° 03' 09.106" | W 103° 03' 06.297" |
| Rwy 23 TDZE (E & U) | 3203.5 | N 44° 03' 09.106" | W 103° 03' 06.297" |

TDZE = Touchdown Zone Elevation ARP = Airport Reference Point APT ELEV = RWY 23 END

## TAXIWAY DATA TABLE

| | EXISTING | ULTIMATE |
|---|---|---|
| HIGHEST TAXIWAY DESIGN GROUP (TDG) | 5 | 5 |
| TAXIWAY WIDTH | 75' | 75' |
| TAXIWAY SAFETY AREA WIDTH | 118' | 118' |
| TAXIWAY OBJECT FREE AREA WIDTH | 186' | 186' |
| TAXILANE WIDTH | 75' | 75' |
| TAXILANE OBJECT FREE AREA WIDTH | 162' | 162' |
| TAXIWAY LIGHTING | MITL | MITL |
| TAXILANE LIGHTING | NONE | MITL |

## AIRPORT DATA TABLE

| ITEM | EXISTING | ULTIMATE |
|---|---|---|
| AIRPORT REFERENCE CODE (ARC) | C-III | C-III |
| AIRPORT OWNERSHIP | PUBLIC | PUBLIC |
| NPIAS SERVICE LEVEL | COMMERCIAL SERVICE - PRIMARY | COMMERCIAL SERVICE - PRIMARY |
| NPIAS ASSET CLASSIFICATION | - | - |
| STATE SYSTEM PLAN SERVICE LEVEL | Commercial | Commercial |
| AIRPORT ELEVATION (MSL) | 3203.5' | 3203.5' |
| AIRPORT REFERENCE POINT (ARP) | (N) 44° 02' 43.183"<br>(W) 103° 03' 26.531" | (N) 44° 02' 42.8"<br>(W) 103° 03' 20.32" |
| MEAN MAX TEMPERATURE (MONTH) | 87.1° (JUL.) | |
| AIRPORT NAVAIDS (FAA-OWNED) | ASOS, ILS, VORTAC, DME | ASOS, ILS, VORTAC, DME |
| AIRPORT NAVAIDS (SPONSOR-OWNED) | Airport Beacon, Lighted Windcone | Airport Beacon, Lighted Windcone |
| MISCELLANEOUS FACILITIES | - | - |
| MAGNETIC DECLINATION | 7.12° (E) | 7.12° (E) |
| MAGNETIC DECLINATION (YEAR) | 2022 | 2022 |

**NOTES:**

1. DATA USED WITHIN THIS AIRPORT LAYOUT PLAN SET IS BASED ON:
   - -AERONAUTICAL SURVEY (TOPOGRAPHIC) COMPLETED BY KLJ ON FEBRUARY 11, 2015.
   - -AERONAUTICAL SURVEY (AERIAL) FLOWN OCTOBER 15, 2014 BY FUGRO (INCLUDES CONTOUR DATA).
   - -USGS NATIONAL ELEVATION DATASET AT 1/3 ARC SECOND.
   - -NOAA NATIONAL FLIGHT DATA CENTER DIGITAL OBSTACLE FILE FROM 10/31/2021.
   - -QUADRANGLE MAPS FROM USGS.
   - (DATA IS ONLY AS ACCURATE AS THE SOURCES LISTED. ANY TOWERS, STRUCTURES, OR OBJECTS CONSTRUCTED AFTER THESE DATES ARE NOT REPRESENTED IN THIS AIRPORT LAYOUT PLAN SET.)
2. HORIZONTAL DATUM = (GRID) STATE PLANE, NAD 83/2011, SD SOUTH - FIPS 4002, U.S. SURVEY FEET
3. VERTICAL DATUM = VERTICAL DATUM = NAVD 88, U.S. SURVEY FEET
4. LATITUDE & LONGITUDE CALCULATED USING CORPSCON VERSION 6.0.1.

## MODIFICATION TO DESIGN STANDARDS

| APPROVAL DATE | AIRSPACE CASE # | LOCATION | STANDARD MODIFIED | DESCRIPTION |
|---|---|---|---|---|
| NONE REQUIRED | | | | |

| Rev. | Date | Description |
|---|---|---|

KLJ

# RAPID CITY REGIONAL AIRPORT

*CITY OF RAPID CITY (OWNER)*

RAPID CITY, SOUTH DAKOTA

TO BE USED AS A COMPLETE DRAWING SET FOR PLANNING PURPOSES ONLY, NOT FOR CONSTRUCTION

## AIRPORT DATA SHEET

DRAFTED MTK

REVIEWED KLP

PROJECT NUMBER 1905-02130

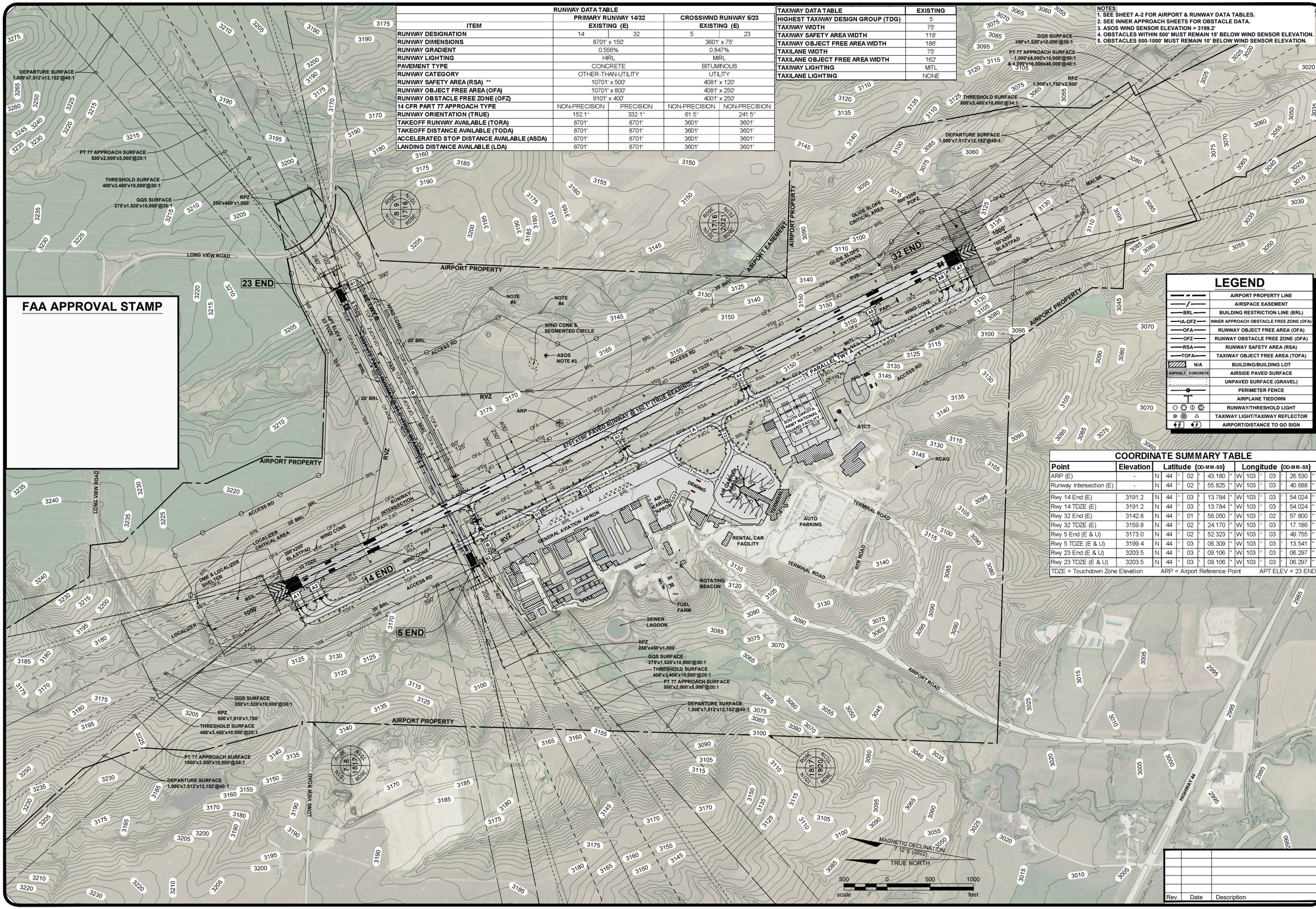
SHEET A-2

©KLJ 2022

| RUNWAY DATA TABLE | | | | |
|---|---|---|---|---|
| | PRIMARY RUNWAY 14/32 | | CROSSWIND RUNWAY 5/23 | |
| ITEM | EXISTING (E) | | EXISTING (E) | |
| RUNWAY DESIGNATION | 14 | 32 | 5 | 23 |
| RUNWAY DIMENSIONS | 8701' x 150' | | 3601' x 75' | |
| RUNWAY GRADIENT | 0.556% | | 0.847% | |
| RUNWAY LIGHTING | HIRL | | MIRL | |
| PAVEMENT TYPE | CONCRETE | | BITUMINOUS | |
| RUNWAY CATEGORY | OTHER-THAN-UTILITY | | UTILITY | |
| RUNWAY SAFETY AREA (RSA) ** | 10701' x 500' | | 4081' x 120' | |
| RUNWAY OBJECT FREE AREA (OFA) | 10701' x 800' | | 4081' x 250' | |
| RUNWAY OBSTACLE FREE ZONE (OFZ) | 9101' x 400' | | 4001' x 250' | |
| 14 CFR PART 77 APPROACH TYPE | NON-PRECISION | PRECISION | NON-PRECISION | NON-PRECISION |
| RUNWAY ORIENTATION (TRUE) | 152.1° | 332.1° | 61.5° | 241.5° |
| TAKEOFF RUNWAY AVAILABLE (TORA) | 8701' | 8701' | 3601' | 3601' |
| TAKEOFF DISTANCE AVAILABLE (TODA) | 8701' | 8701' | 3601' | 3601' |
| ACCELERATED STOP DISTANCE AVAILABLE (ASDA) | 8701' | 8701' | 3601' | 3601' |
| LANDING DISTANCE AVAILABLE (LDA) | 8701' | 8701' | 3601' | 3601' |

| TAXIWAY DATA TABLE | EXISTING |
|---|---|
| HIGHEST TAXIWAY DESIGN GROUP (TDG) | 5 |
| TAXIWAY WIDTH | 75' |
| TAXIWAY SAFETY AREA WIDTH | 118' |
| TAXIWAY OBJECT FREE AREA WIDTH | 186' |
| TAXILANE WIDTH | 75' |
| TAXILANE OBJECT FREE AREA WIDTH | 162' |
| TAXIWAY LIGHTING | MITL |
| TAXILANE LIGHTING | NONE |

NOTES:
1. SEE SHEET A-2 FOR AIRPORT & RUNWAY DATA TABLES.
2. SEE INNER APPROACH SHEETS FOR OBSTACLE DATA.
3. ASOS WIND SENSOR ELEVATION = 3199.2'
4. OBSTACLES WITHIN 500' MUST REMAIN 15' BELOW WIND SENSOR ELEVATION.
5. OBSTACLES 500-1000' MUST REMAIN 10' BELOW WIND SENSOR ELEVATION.




## FAA APPROVAL STAMP

## LEGEND

| | |
|---|---|
| | AIRPORT PROPERTY LINE |
| | AIRSPACE EASEMENT |
| BRL | BUILDING RESTRICTION LINE (BRL) |
| IA-OFZ | INNER APPROACH OBSTACLE FREE ZONE (OFA) |
| OFA | RUNWAY OBJECT FREE AREA (OFA) |
| OFZ | RUNWAY OBSTACLE FREE ZONE (OFA) |
| RSA | RUNWAY SAFETY AREA (RSA) |
| TOFA | TAXIWAY OBJECT FREE AREA (TOFA) |
| N/A | BUILDING/BUILDING LOT |
| ASPHALT CONCRETE | AIRSIDE PAVED SURFACE |
| | UNPAVED SURFACE (GRAVEL) |
| | PERIMETER FENCE |
| | AIRPLANE TIEDOWN |
| | RUNWAY/THRESHOLD LIGHT |
| | TAXIWAY LIGHT/TAXIWAY REFLECTOR |
| | AIRPORT/DISTANCE TO GO SIGN |

## COORDINATE SUMMARY TABLE

| Point | Elevation | Latitude (DD-MM-SS) | Longitude (DD-MM-SS) |
|---|---|---|---|
| ARP (E) | - | N 44° 02' 43.180" | W 103° 03' 26.530" |
| Runway Intersection (E) | - | N 44° 02' 55.825" | W 103° 03' 40.688" |
| Rwy 14 End (E) | 3191.2 | N 44° 03' 13.784" | W 103° 03' 54.024" |
| Rwy 14 TDZE (E) | 3191.2 | N 44° 03' 13.784" | W 103° 03' 54.024" |
| Rwy 32 End (E) | 3142.8 | N 44° 01' 58.050" | W 103° 02' 57.800" |
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| Rwy 5 End (E & U) | 3173.0 | N 44° 02' 52.323" | W 103° 03' 49.755" |
| Rwy 5 TDZE (E & U) | 3199.4 | N 44° 03' 06.309" | W 103° 03' 13.541" |
| Rwy 23 End (E & U) | 3203.5 | N 44° 03' 09.106" | W 103° 03' 06.297" |
| Rwy 23 TDZE (E & U) | 3203.5 | N 44° 03' 09.106" | W 103° 03' 06.297" |

TDZE = Touchdown Zone Elevation ARP = Airport Reference Point APT ELEV = 23 END

| Rev. | Date | Description |
|---|---|---|
| | | |

# RAPID CITY REGIONAL AIRPORT

*CITY OF RAPID CITY (OWNER)*

RAPID CITY, SOUTH DAKOTA

TO BE USED AS A COMPLETE DRAWING SET FOR PLANNING PURPOSES ONLY, NOT FOR CONSTRUCTION

## AIRPORT LAYOUT PLAN DRAWING (EXISTING)

DRAFTED MTK

REVIEWED KLP

PROJECT NUMBER 1905-02130

SHEET A-3

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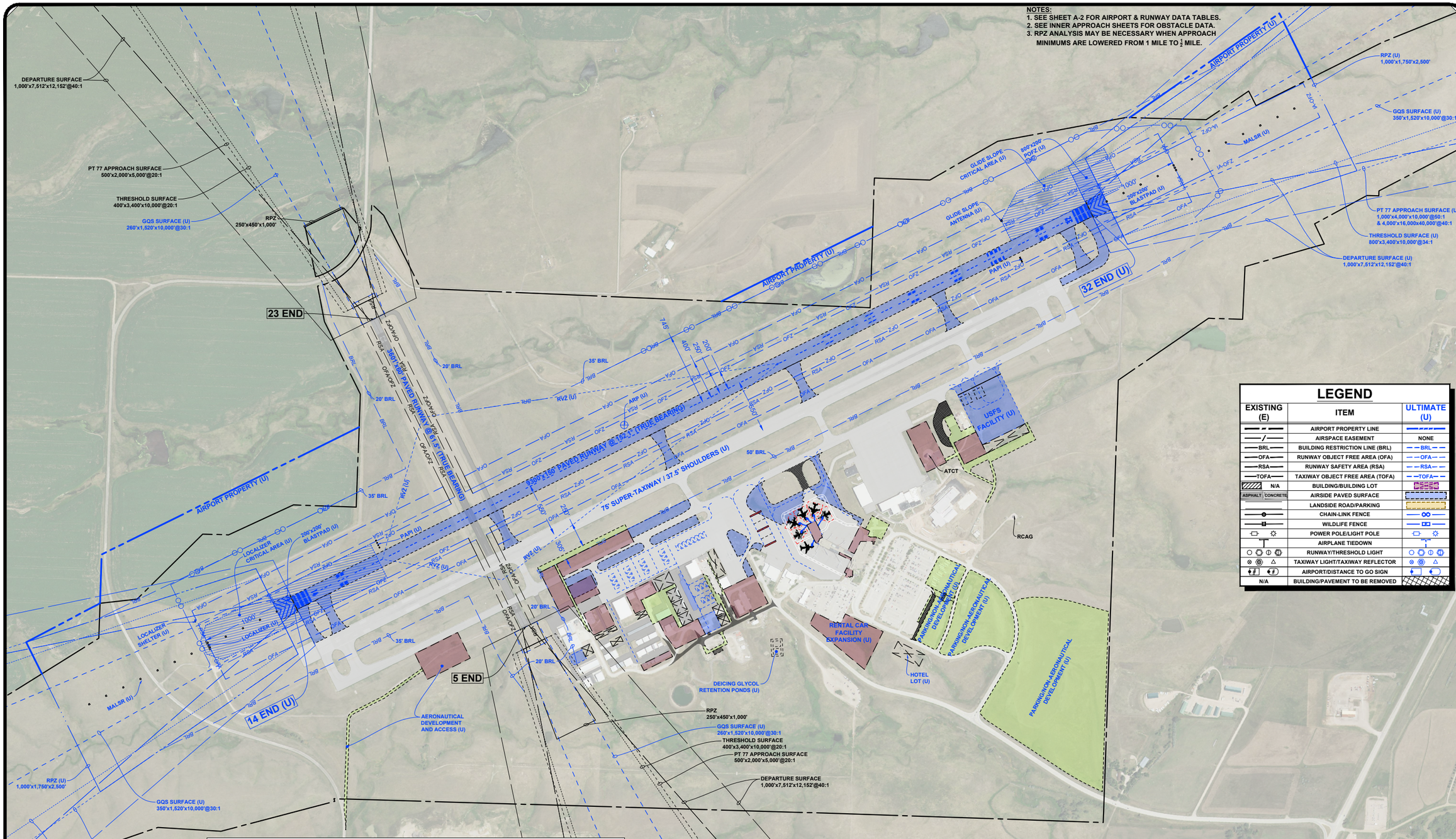
January 18, 2022 - 12:02 PM - K:\Projects\Airport\SD\RapidCity_RAP\1905_02130_AMP\CADD\ALP\1905-02130_PLAN(E).dwg (Plan (E))

NOTES:
1. SEE SHEET A-2 FOR AIRPORT & RUNWAY DATA TABLES.
2. SEE INNER APPROACH SHEETS FOR OBSTACLE DATA.
3. RPZ ANALYSIS MAY BE NECESSARY WHEN APPROACH MINIMUMS ARE LOWERED FROM 1 MILE TO ½ MILE.




## LEGEND

| EXISTING (E) | ITEM | ULTIMATE (U) |
|---|---|---|
| | AIRPORT PROPERTY LINE | |
| | AIRSPACE EASEMENT | NONE |
| BRL | BUILDING RESTRICTION LINE (BRL) | BRL |
| OFA | RUNWAY OBJECT FREE AREA (OFA) | OFA |
| RSA | RUNWAY SAFETY AREA (RSA) | RSA |
| TOFA | TAXIWAY OBJECT FREE AREA (TOFA) | TOFA |
| N/A | BUILDING/BUILDING LOT | |
| ASPHALT CONCRETE | AIRSIDE PAVED SURFACE | |
| | LANDSIDE ROAD/PARKING | |
| | CHAIN-LINK FENCE | |
| | WILDLIFE FENCE | |
| | POWER POLE/LIGHT POLE | |
| | AIRPLANE TIEDOWN | |
| | RUNWAY/THRESHOLD LIGHT | |
| | TAXIWAY LIGHT/TAXIWAY REFLECTOR | |
| | AIRPORT/DISTANCE TO GO SIGN | |
| N/A | BUILDING/PAVEMENT TO BE REMOVED | |

### RUNWAY DATA TABLE

| ITEM | ULTIMATE (U) | | ULTIMATE (U) | |
|---|---|---|---|---|
| RUNWAY DESIGNATION | 14 | 32 | 5 | 23 |
| RUNWAY DIMENSIONS | 9300' x 150' | | 3601' x 60' | |
| RUNWAY GRADIENT | 0.511% | | 0.847% | |
| RUNWAY LIGHTING | HIRL | | MIRL | |
| PAVEMENT TYPE | CONCRETE | | BITUMINOUS | |
| RUNWAY CATEGORY | OTHER-THAN-UTILITY | | UTILITY | |
| RUNWAY SAFETY AREA (RSA) ** | 11300' x 500' | | 4081' x 120' | |
| RUNWAY OBJECT FREE AREA (OFA) | 11300' x 800' | | 4081' x 250' | |
| RUNWAY OBSTACLE FREE ZONE (OFZ) | 9700' x 400' | | 4001' x 250' | |
| 14 CFR PART 77 APPROACH TYPE | PRECISION | PRECISION | NON-PRECISION | NON-PRECISION |
| RUNWAY ORIENTATION (TRUE) | 152.1° | 332.1° | 61.5° | 241.5° |
| TAKEOFF RUNWAY AVAILABLE (TORA) | 9300' | 9300' | 3601' | 3601' |
| TAKEOFF DISTANCE AVAILABLE (TODA) | 9300' | 9300' | 3601' | 3601' |
| ACCELERATED STOP DISTANCE AVAILABLE (ASDA) | 9300' | 9300' | 3601' | 3601' |
| LANDING DISTANCE AVAILABLE (LDA) | 9300' | 9300' | 3601' | 3601' |

### COORDINATE SUMMARY TABLE

| Point | Elevation | Latitude (DD-MM-SS) | Longitude (DD-MM-SS) |
|---|---|---|---|
| ARP (U) | - | N 44° 02' 42.800" | W 103° 03' 20.320" |
| Runway Intersection (U) | - | N 44° 02' 58.389" | W 103° 03' 34.049" |
| Rwy 14 End (U) | 3192.7 | N 44° 03' 16.348" | W 103° 03' 47.385" |
| Rwy 14 TDZE (U) | 3192.7 | N 44° 03' 16.348" | W 103° 03' 47.385" |
| Rwy 32 End (U) | 3145.2 | N 44° 01' 55.379" | W 103° 02' 47.277" |
| Rwy 32 TDZE (U) | 3157.7 | N 44° 02' 21.499" | W 103° 02' 06.662" |
| Rwy 5 End (E & U) | 3173.0 | N 44° 02' 52.323" | W 103° 03' 49.755" |
| Rwy 5 TDZE (E & U) | 3199.4 | N 44° 03' 06.309" | W 103° 03' 13.541" |
| Rwy 23 End (E & U) | 3203.5 | N 44° 03' 09.106" | W 103° 03' 06.297" |
| Rwy 23 TDZE (E & U) | 3203.5 | N 44° 03' 09.106" | W 103° 03' 06.297" |

TDZE = Touchdown Zone Elevation ARP = Airport Reference Point

| TAXIWAY DATA TABLE | ULTIMATE |
|---|---|
| HIGHEST TAXIWAY DESIGN GROUP (TDG) | 5 |
| TAXIWAY WIDTH | 75' |
| TAXIWAY SAFETY AREA WIDTH | 118' |
| TAXIWAY OBJECT FREE AREA WIDTH | 186' |
| TAXILANE WIDTH | 75' |
| TAXILANE OBJECT FREE AREA WIDTH | 162' |
| TAXIWAY LIGHTING | MITL |
| TAXILANE LIGHTING | MITL |

| Rev. | Date | Description |
|---|---|---|
| | | |

# RAPID CITY REGIONAL AIRPORT

*CITY OF RAPID CITY (OWNER)*

RAPID CITY, SOUTH DAKOTA

TO BE USED AS A COMPLETE DRAWING SET FOR PLANNING PURPOSES ONLY, NOT FOR CONSTRUCTION

## AIRPORT LAYOUT PLAN DRAWING (ULTIMATE)

DRAFTED MTK
REVIEWED KLP
PROJECT NUMBER 1905-02130
SHEET A-4

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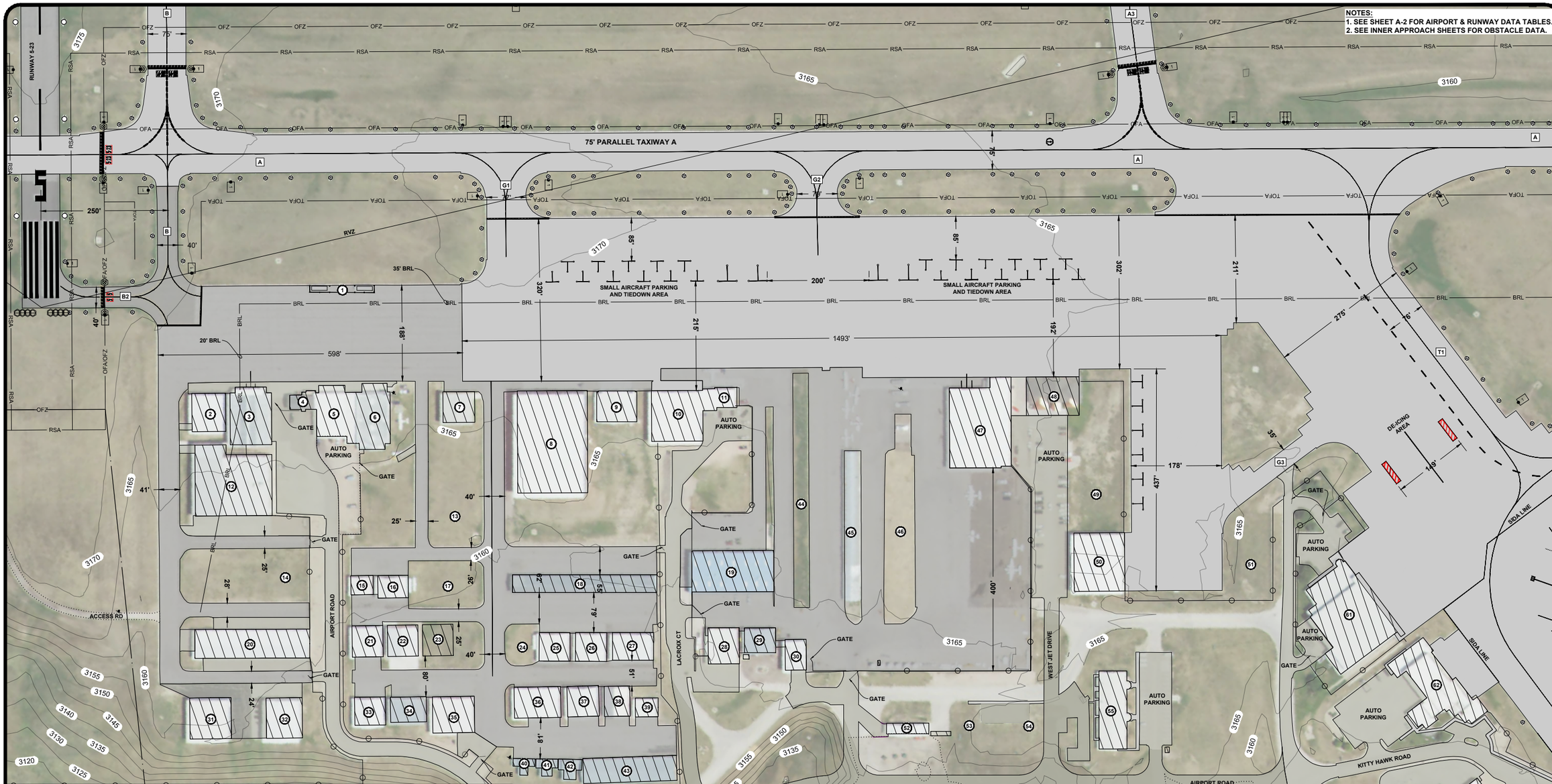
January 18, 2022 - 12:02 PM - K:\Projects\Airport\SD\RapidCity_RAP\1905_02130_AMP\CADD\ALP\1905-02130_PLAN(U).dwg (Plan (U))

NOTES:
1. SEE SHEET A-2 FOR AIRPORT & RUNWAY DATA TABLES.
2. SEE INNER APPROACH SHEETS FOR OBSTACLE DATA.




## LEGEND

| | |
|---|---|
| | AIRPORT PROPERTY LINE |
| | AIRSPACE EASEMENT |
| BRL | BUILDING RESTRICTION LINE (BRL) |
| IA-OFZ | INNER APPROACH OBSTACLE FREE ZONE (OFA) |
| OFA | RUNWAY OBJECT FREE AREA (OFA) |
| OFZ | RUNWAY OBSTACLE FREE ZONE (OFA) |
| RSA | RUNWAY SAFETY AREA (RSA) |
| TOFA | TAXIWAY OBJECT FREE AREA (TOFA) |
| | BUILDING/BUILDING LOT |
| ASPHALT / CONCRETE | AIRSIDE PAVED SURFACE |
| | UNPAVED SURFACE (GRAVEL) |
| | PERIMETER FENCE |
| | AIRPLANE TIEDOWN |
| | RUNWAY/THRESHOLD LIGHT |
| | TAXIWAY LIGHT/TAXIWAY REFLECTOR |
| # / # | AIRPORT/DISTANCE TO GO SIGN |

BUILDING IDENTIFICATION TABLE (E)

| # | DESCRIPTION | TOP ELEVATION | OBSTRUCTION LIGHTING/MARKING | DISPOSITION | # | DESCRIPTION | TOP ELEVATION | OBSTRUCTION LIGHTING/MARKING | DISPOSITION |
|---|---|---|---|---|---|---|---|---|---|
| 1 | Aviation Fuel | 3179.0 | None | To Remain | 33 | Private Hangar | 3179.7 | None | To Remain |
| 2 | Private Hangar | 3190.8 | None | To Remain | 34 | Private Hangar | 3180.8 | None | To Remain |
| 3 | Life Flight Operations Hangar | 3191.6 | None | To Remain | 35 | Private Hangar | 3177.9 | None | To Remain |
| 4 | Office/Administration | 3189.9 | None | To Remain | 36 | Aerial Photography | 3177.1 | None | To Remain |
| 5 | Life Flight Operations Hangar | 3189.9 | None | To Remain | 37 | Private Hangar | 3180.9 | None | To Remain |
| 6 | Aircraft Maintenance | 3189.9 | None | To Remain | 38 | Private Hangar | 3176.2 | None | To Remain |
| 7 | Private Hangar | 3189.2 | None | To Remain | 39 | Private Hangar | 3175.8 | None | To Remain |
| 8 | Aircraft Hangar | 3204.2 | None | To Remain | 40 | Private Hangar | 3169.1 | None | To Remain |
| 9 | Maintenance Shop | 3187.6 | None | To Remain | 41 | Private Hangar | 3168.7 | None | To Remain |
| 10 | Aircraft Hangar | 3190.8 | None | To Remain | 42 | Private Hangar | 3171.7 | None | To Remain |
| 11 | Life Flight Operations Hangar | 3190.8 | None | To Remain | 43 | Private Hangar | 3174.5 | None | To Remain |
| 12 | Hangar | 3192.1 | None | To Remain | 44 | Hanger Removed | - | - | Removed |
| 13 | Vacant | - | - | - | 45 | Hanger Removed | - | - | Removed |
| 14 | Vacant | - | - | - | 46 | Hanger Removed | - | - | Removed |
| 15 | Private Hangar | 3179.1 | None | To Remain | 47 | FBO (Fixed Base Operations) | 3190.6 | None | To Remain |
| 16 | Private Hangar | 3180.9 | None | To Remain | 48 | FBO Terminal | - | None | To Remain |
| 17 | Vacant | - | - | - | 49 | Vacant | - | - | - |
| 18 | T-Hangar | 3180.1 | None | To Remain | 50 | Plane Training | 3193.1 | None | To Remain |
| 19 | Airport Maintenance Shop | 3185.7 | None | To Remain | 51 | Vacant | - | - | - |
| 20 | T-Hangar | 3177.8 | None | To Remain | 52 | Commercial Lease Area | 3182.8 | None | To Remain |
| 21 | Aircraft Hangars | 3180.1 | None | To Remain | 53 | Vacant | - | - | - |
| 22 | Aircraft Avionics | - | - | To Remain | 54 | Vacant | - | - | - |
| 23 | Private Hangar | - | - | To Remain | 55 | Office Space | 3182.5 | None | To Remain |
| 24 | Vacant | - | - | - | 56 | Shelter and Antenna | - | - | - |
| 25 | Private Hangar | 3179.2 | None | To Remain | 57 | Electrical Vault | 3181.5 | None | To Remain |
| 26 | Private Hangar | 3179.3 | None | To Remain | 58 | Fuel Storage Tanks | 3166.0 | None | To Remain |
| 27 | Private Hangar | 3178.8 | None | To Remain | 59 | Aviation Fuel | - | - | - |
| 28 | Airport Maintenance Shop | 3177.9 | None | To Remain | 60 | Aviation Fuel | - | - | - |
| 29 | Airport Cold Storage | 3180.4 | None | To Remain | 61 | Private Hangar | 3199.0 | None | To Remain |
| 30 | Airport Sand Storage | 3187.1 | None | To Remain | 62 | Airport Fire Station 8 | 3196.2 | None | To Remain |
| 31 | Private Hangar | 3185.0 | None | To Remain | 63 | Car Wash/Detail Bays | 3182.1 | None | To Remain |
| 32 | Private Hangar | 3186.1 | None | To Remain | | | | | |

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# RAPID CITY REGIONAL AIRPORT

*CITY OF RAPID CITY (OWNER)*

RAPID CITY, SOUTH DAKOTA

TO BE USED AS A COMPLETE DRAWING SET FOR PLANNING PURPOSES ONLY, NOT FOR CONSTRUCTION

## NORTH GENERAL AVIATION (EXISTING)

DRAFTED MTK

REVIEWED KLP

PROJECT NUMBER 1905-02130

SHEET A-5

| Rev. | Date | Description |
|---|---|---|

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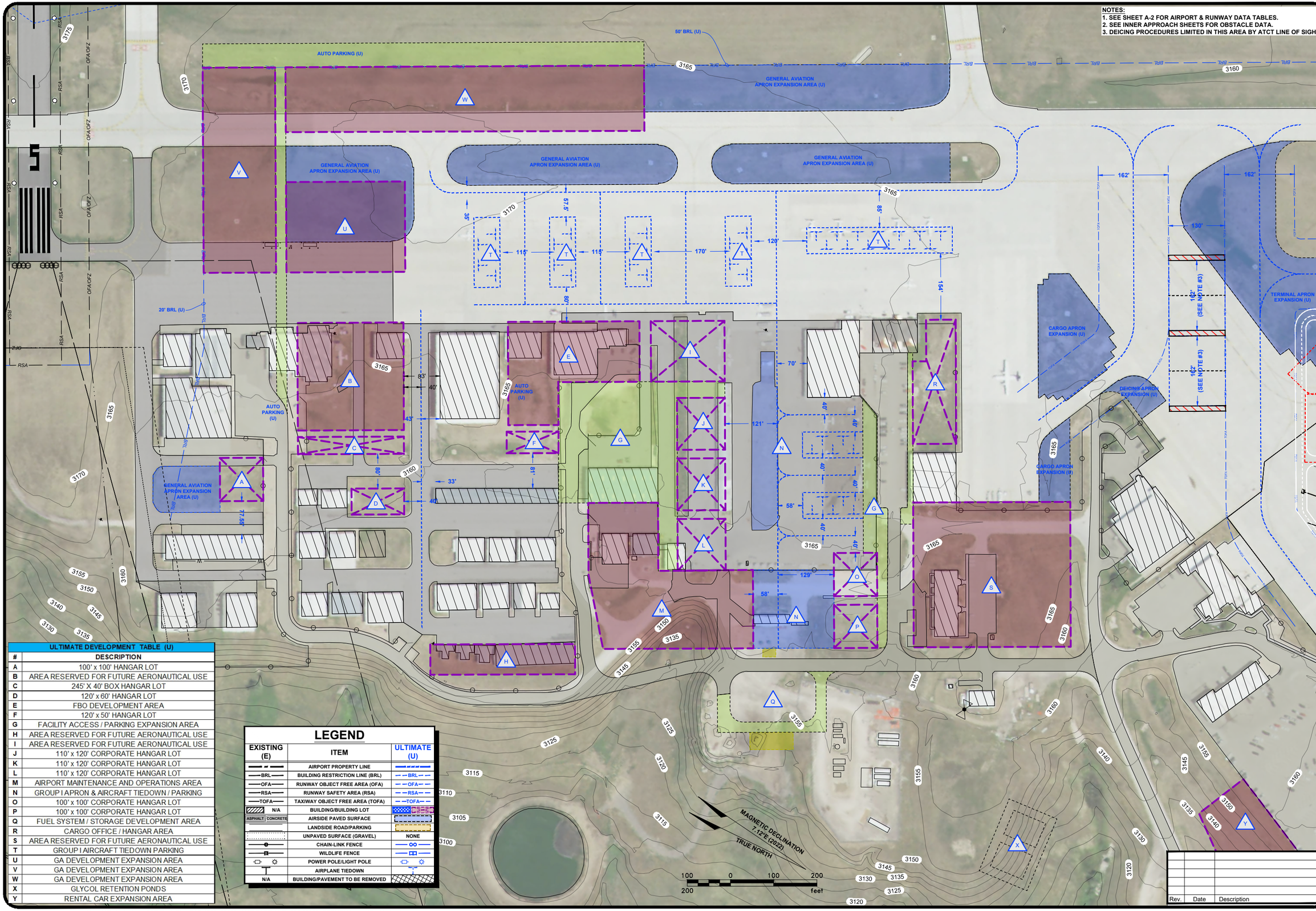
January 18, 2022 - 11:57 AM - K:\Projects\Airport\SD\RapidCity_RAP\1905_02130_AMP\CADD\ALP\1905-02130_TERMINAL.dwg (GA-North(E))

NOTES:
1. SEE SHEET A-2 FOR AIRPORT & RUNWAY DATA TABLES.
2. SEE INNER APPROACH SHEETS FOR OBSTACLE DATA.
3. DEICING PROCEDURES LIMITED IN THIS AREA BY ATCT LINE OF SIGHT.




| ULTIMATE DEVELOPMENT TABLE (U) | |
|---|---|
| # | DESCRIPTION |
| A | 100' x 100' HANGAR LOT |
| B | AREA RESERVED FOR FUTURE AERONAUTICAL USE |
| C | 245' X 40' BOX HANGAR LOT |
| D | 120' x 60' HANGAR LOT |
| E | FBO DEVELOPMENT AREA |
| F | 120' x 50' HANGAR LOT |
| G | FACILITY ACCESS / PARKING EXPANSION AREA |
| H | AREA RESERVED FOR FUTURE AERONAUTICAL USE |
| I | AREA RESERVED FOR FUTURE AERONAUTICAL USE |
| J | 110' x 120' CORPORATE HANGAR LOT |
| K | 110' x 120' CORPORATE HANGAR LOT |
| L | 110' x 120' CORPORATE HANGAR LOT |
| M | AIRPORT MAINTENANCE AND OPERATIONS AREA |
| N | GROUP I APRON & AIRCRAFT TIEDOWN / PARKING |
| O | 100' x 100' CORPORATE HANGAR LOT |
| P | 100' x 100' CORPORATE HANGAR LOT |
| Q | FUEL SYSTEM / STORAGE DEVELOPMENT AREA |
| R | CARGO OFFICE / HANGAR AREA |
| S | AREA RESERVED FOR FUTURE AERONAUTICAL USE |
| T | GROUP I AIRCRAFT TIEDOWN PARKING |
| U | GA DEVELOPMENT EXPANSION AREA |
| V | GA DEVELOPMENT EXPANSION AREA |
| W | GA DEVELOPMENT EXPANSION AREA |
| X | GLYCOL RETENTION PONDS |
| Y | RENTAL CAR EXPANSION AREA |

## LEGEND

| EXISTING (E) | ITEM | ULTIMATE (U) |
|---|---|---|
| | AIRPORT PROPERTY LINE | |
| BRL | BUILDING RESTRICTION LINE (BRL) | BRL |
| OFA | RUNWAY OBJECT FREE AREA (OFA) | OFA |
| RSA | RUNWAY SAFETY AREA (RSA) | RSA |
| TOFA | TAXIWAY OBJECT FREE AREA (TOFA) | TOFA |
| N/A | BUILDING/BUILDING LOT | |
| ASPHALT CONCRETE | AIRSIDE PAVED SURFACE | |
| | LANDSIDE ROAD/PARKING | |
| | UNPAVED SURFACE (GRAVEL) | NONE |
| | CHAIN-LINK FENCE | |
| | WILDLIFE FENCE | |
| | POWER POLE/LIGHT POLE | |
| | AIRPLANE TIEDOWN | |
| N/A | BUILDING/PAVEMENT TO BE REMOVED | |

# RAPID CITY REGIONAL AIRPORT

*CITY OF RAPID CITY (OWNER)*

RAPID CITY, SOUTH DAKOTA

TO BE USED AS A COMPLETE DRAWING SET FOR PLANNING PURPOSES ONLY, NOT FOR CONSTRUCTION

## NORTH GENERAL AVIATION (ULTIMATE)

| Rev. | Date | Description |
|---|---|---|
| | | |

DRAFTED MTK
REVIEWED KLP
PROJECT NUMBER 1905-02130

SHEET A-6

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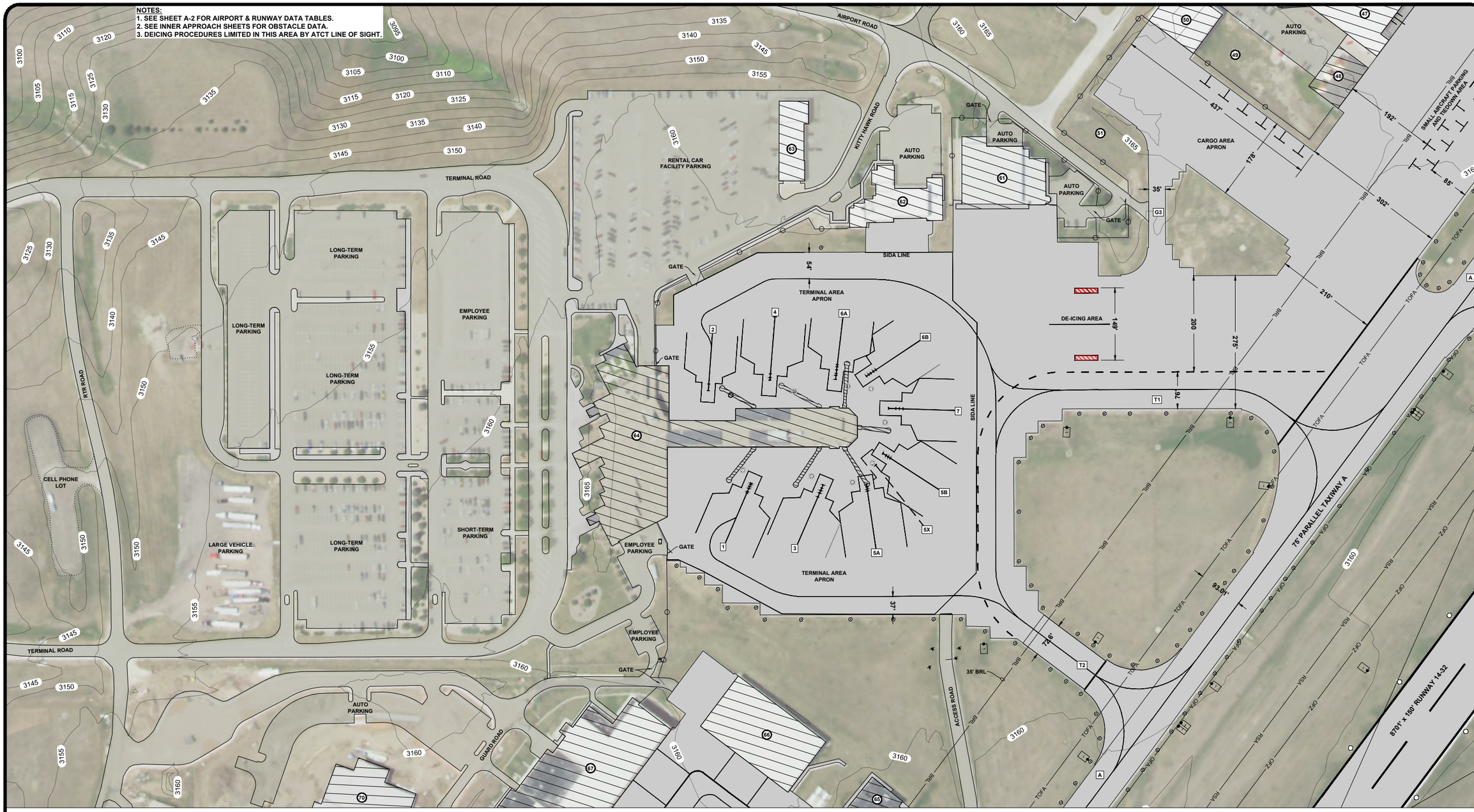
January 19, 2022 - 1:23 PM - K:\Projects\Airport\SD\RapidCity_RAP\1905_02130_AMP\CADD\ALP\1905-02130_TERMINAL.dwg (GA-North(U))

**NOTES:**
1. SEE SHEET A-2 FOR AIRPORT & RUNWAY DATA TABLES.
2. SEE INNER APPROACH SHEETS FOR OBSTACLE DATA.
3. DEICING PROCEDURES LIMITED IN THIS AREA BY ATCT LINE OF SIGHT.




## LEGEND

| | |
|---|---|
| | AIRPORT PROPERTY LINE |
| | AIRSPACE EASEMENT |
| BRL | BUILDING RESTRICTION LINE (BRL) |
| IA-OFZ | INNER APPROACH OBSTACLE FREE ZONE (OFA) |
| OFA | RUNWAY OBJECT FREE AREA (OFA) |
| OFZ | RUNWAY OBSTACLE FREE ZONE (OFA) |
| RSA | RUNWAY SAFETY AREA (RSA) |
| TOFA | TAXIWAY OBJECT FREE AREA (TOFA) |
| | BUILDING/BUILDING LOT |
| ASPHALT CONCRETE | AIRSIDE PAVED SURFACE |
| | UNPAVED SURFACE (GRAVEL) |
| | PERIMETER FENCE |
| | AIRPLANE TIEDOWN |
| | RUNWAY/THRESHOLD LIGHT |
| | TAXIWAY LIGHT/TAXIWAY REFLECTOR |
| | AIRPORT/DISTANCE TO GO SIGN |

**BUILDING IDENTIFICATION TABLE (E)**

| # | DESCRIPTION | TOP ELEV. | OBSTRUCTION LIGHTING/MARKING | DISPOSITION |
|---|---|---|---|---|
| 47 | FBO (Fixed Base Operations) | 3190.6 | None | To Remain |
| 48 | FBO Terminal | - | None | To Remain |
| 49 | Vacant | - | - | - |
| 50 | Plane Training | 3193.1 | None | To Remain |
| 61 | Private Hangar | 3199.0 | None | To Remain |
| 62 | Airport Fire Station 8 | 3196.2 | None | To Remain |
| 63 | Car Wash/Detail Bays | 3182.1 | None | To Remain |
| 64 | Airport Terminal | 3221.8 | None | To Remain |
| 65 | National Guard | 3191.4 | None | To Remain |
| 66 | National Guard | 3189.3 | None | To Remain |
| 67 | National Guard | 3206.6 | None | To Remain |
| 70 | SDARNG Building | - | None | To Remain |

TRUE NORTH
MAGNETIC DECLINATION 7.12°E (2022)

100 0 100 200
scale feet

| Rev. | Date | Description |
|---|---|---|
| | | |

KLJ

# RAPID CITY REGIONAL AIRPORT

*CITY OF RAPID CITY (OWNER)*
RAPID CITY, SOUTH DAKOTA

TO BE USED AS A COMPLETE DRAWING SET FOR PLANNING PURPOSES ONLY, NOT FOR CONSTRUCTION

## TERMINAL AREA (EXISTING)

DRAFTED MTK
REVIEWED KLP
PROJECT NUMBER 1905-02130
SHEET A-7

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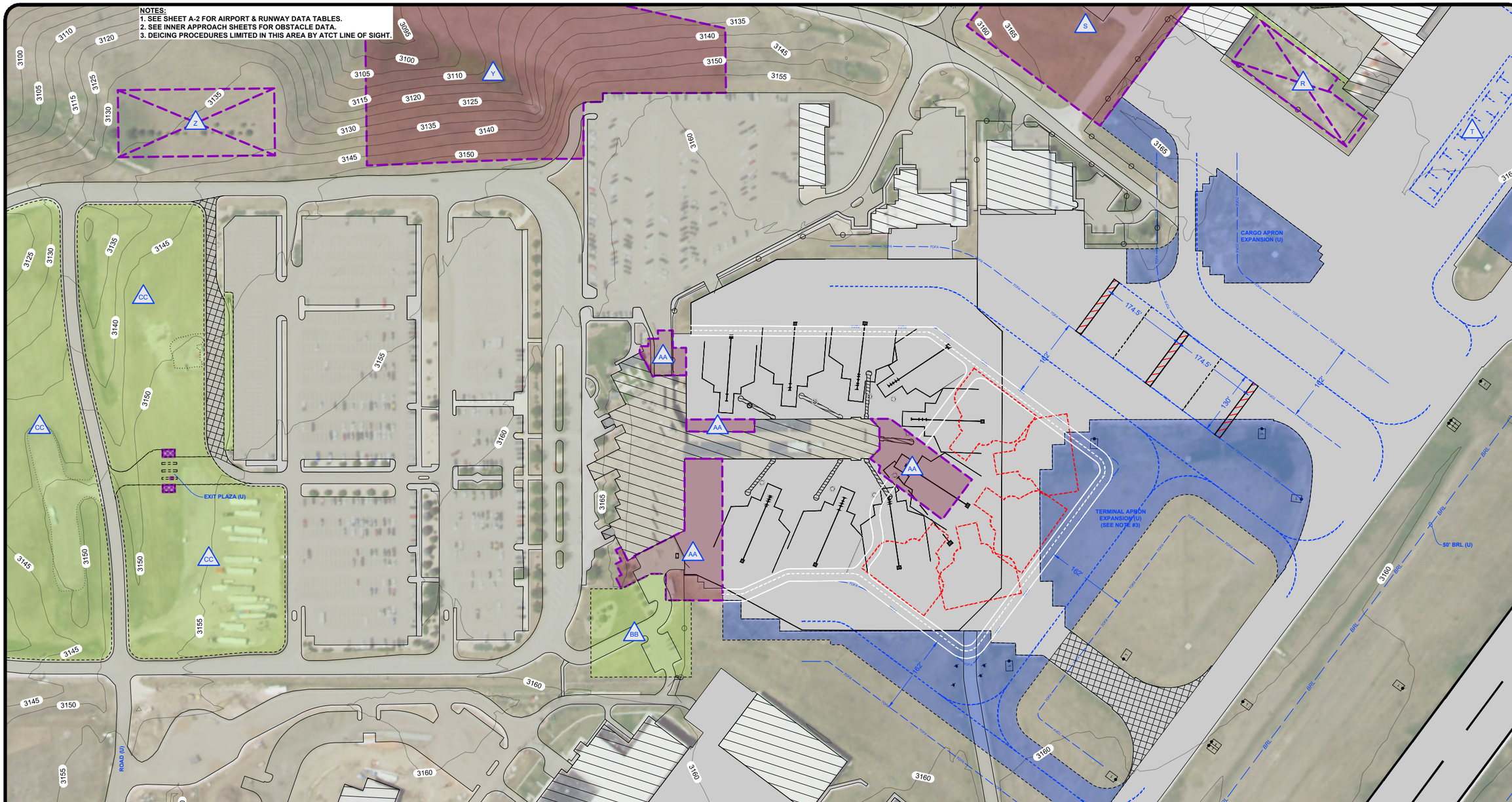
NOTES:
1. SEE SHEET A-2 FOR AIRPORT & RUNWAY DATA TABLES.
2. SEE INNER APPROACH SHEETS FOR OBSTACLE DATA.
3. DEICING PROCEDURES LIMITED IN THIS AREA BY ATCT LINE OF SIGHT.




## LEGEND

| EXISTING (E) | ITEM | ULTIMATE (U) |
|---|---|---|
| | AIRPORT PROPERTY LINE | |
| BRL | BUILDING RESTRICTION LINE (BRL) | BRL |
| OFA | RUNWAY OBJECT FREE AREA (OFA) | OFA |
| RSA | RUNWAY SAFETY AREA (RSA) | RSA |
| TOFA | TAXIWAY OBJECT FREE AREA (TOFA) | TOFA |
| N/A | BUILDING/BUILDING LOT | |
| ASPHALT CONCRETE | AIRSIDE PAVED SURFACE | |
| | LANDSIDE ROAD/PARKING | |
| | UNPAVED SURFACE (GRAVEL) | NONE |
| | CHAIN-LINK FENCE | |
| | WILDLIFE FENCE | |
| | POWER POLE/LIGHT POLE | |
| | AIRPLANE TIEDOWN | |
| N/A | BUILDING/PAVEMENT TO BE REMOVED | |

| ULTIMATE DEVELOPMENT TABLE (U) | |
|---|---|
| # | DESCRIPTION |
| R | CARGO OFFICE / HANGAR AREA |
| S | AREA RESERVED FOR FUTURE AERONAUTICAL USE |
| T | GROUP I AIRCRAFT TIEDOWN PARKING |
| Y | RENTAL CAR EXPANSION AREA |
| Z | HOTEL DEVELOPMENT AREA |
| AA | TERMINAL EXPANSION |
| BB | TERMINAL EMPLOYEE PARKING EXPANSION AREA |
| CC | PARKING / NON-AERONAUTICAL DEVELOPMENT AREA |

TRUE NORTH
MAGNETIC DECLINATION 7.12°E (2022)
100 0 100 200
scale feet

| Rev. | Date | Description |
|---|---|---|
| | | |

KLJ

# RAPID CITY REGIONAL AIRPORT

*CITY OF RAPID CITY (OWNER)*
RAPID CITY, SOUTH DAKOTA

TO BE USED AS A COMPLETE DRAWING SET FOR PLANNING PURPOSES ONLY, NOT FOR CONSTRUCTION

## TERMINAL AREA (ULTIMATE)

DRAFTED MTK
REVIEWED KLP
PROJECT NUMBER 1905-02130
SHEET A-8

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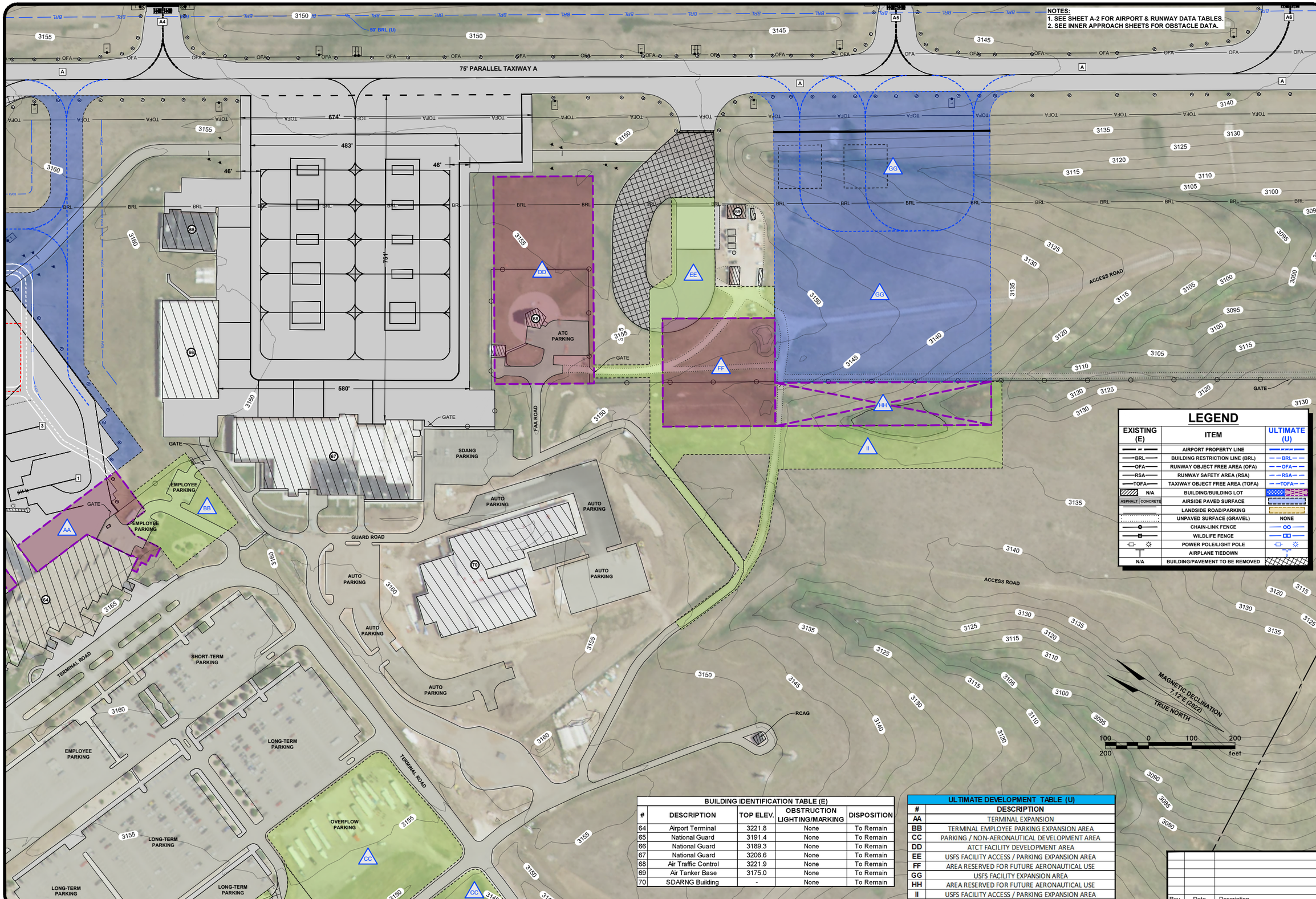
NOTES:
1. SEE SHEET A-2 FOR AIRPORT & RUNWAY DATA TABLES.
2. SEE INNER APPROACH SHEETS FOR OBSTACLE DATA.




## LEGEND

| EXISTING (E) | ITEM | ULTIMATE (U) |
|---|---|---|
| | AIRPORT PROPERTY LINE | |
| BRL | BUILDING RESTRICTION LINE (BRL) | BRL |
| OFA | RUNWAY OBJECT FREE AREA (OFA) | OFA |
| RSA | RUNWAY SAFETY AREA (RSA) | RSA |
| TOFA | TAXIWAY OBJECT FREE AREA (TOFA) | TOFA |
| N/A | BUILDING/BUILDING LOT | |
| ASPHALT / CONCRETE | AIRSIDE PAVED SURFACE | |
| | LANDSIDE ROAD/PARKING | |
| | UNPAVED SURFACE (GRAVEL) | NONE |
| | CHAIN-LINK FENCE | |
| | WILDLIFE FENCE | |
| | POWER POLE/LIGHT POLE | |
| | AIRPLANE TIEDOWN | |
| N/A | BUILDING/PAVEMENT TO BE REMOVED | |

### BUILDING IDENTIFICATION TABLE (E)

| # | DESCRIPTION | TOP ELEV. | OBSTRUCTION LIGHTING/MARKING | DISPOSITION |
|---|---|---|---|---|
| 64 | Airport Terminal | 3221.8 | None | To Remain |
| 65 | National Guard | 3191.4 | None | To Remain |
| 66 | National Guard | 3189.3 | None | To Remain |
| 67 | National Guard | 3206.6 | None | To Remain |
| 68 | Air Traffic Control | 3221.9 | None | To Remain |
| 69 | Air Tanker Base | 3175.0 | None | To Remain |
| 70 | SDARNG Building | - | None | To Remain |

### ULTIMATE DEVELOPMENT TABLE (U)

| # | DESCRIPTION |
|---|---|
| AA | TERMINAL EXPANSION |
| BB | TERMINAL EMPLOYEE PARKING EXPANSION AREA |
| CC | PARKING / NON-AERONAUTICAL DEVELOPMENT AREA |
| DD | ATCT FACILITY DEVELOPMENT AREA |
| EE | USFS FACILITY ACCESS / PARKING EXPANSION AREA |
| FF | AREA RESERVED FOR FUTURE AERONAUTICAL USE |
| GG | USFS FACILITY EXPANSION AREA |
| HH | AREA RESERVED FOR FUTURE AERONAUTICAL USE |
| II | USFS FACILITY ACCESS / PARKING EXPANSION AREA |

| Rev. | Date | Description |
|---|---|---|
| | | |

KLJ

# RAPID CITY REGIONAL AIRPORT

*CITY OF RAPID CITY (OWNER)*

RAPID CITY, SOUTH DAKOTA

TO BE USED AS A COMPLETE DRAWING SET FOR PLANNING PURPOSES ONLY, NOT FOR CONSTRUCTION

## SOUTH GENERAL AVIATION AREA

DRAFTED MTK

REVIEWED KLP

PROJECT NUMBER 1905-02130

SHEET A-9

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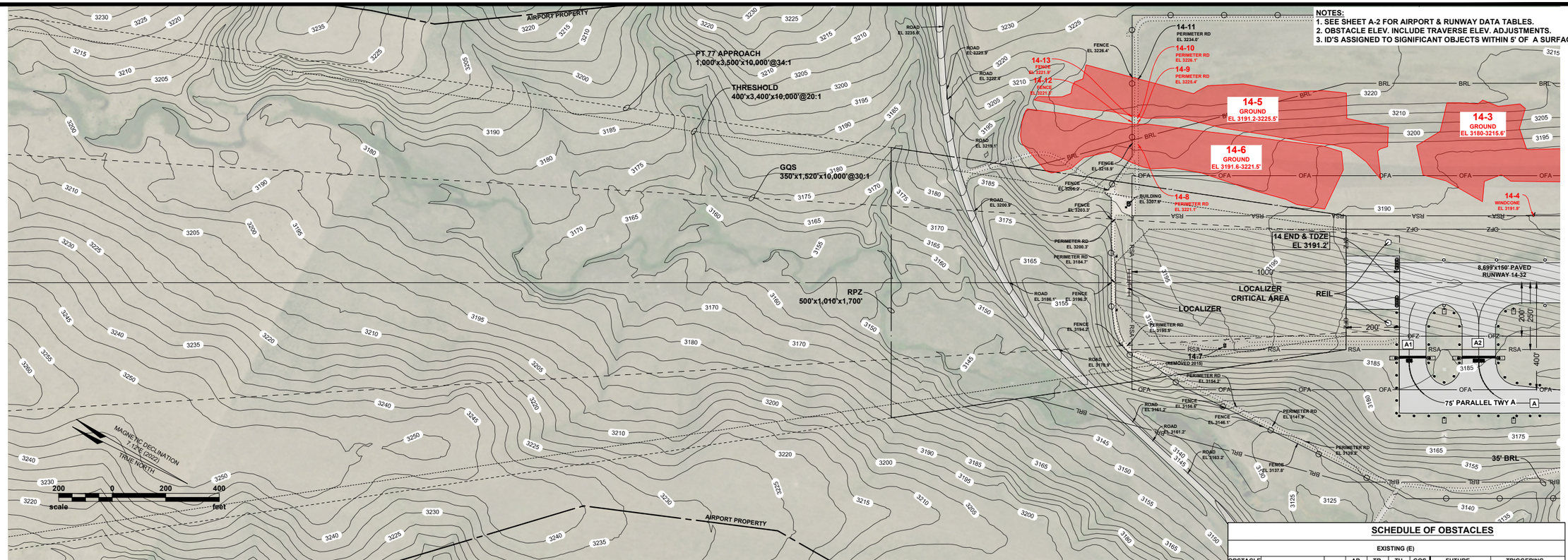
January 18, 2022 - 11:58 AM - K:\Projects\Airport\SD\RapidCity_RAP\1905_02130_AMP\CADD\ALP\1905-02130_TERMINAL.dwg (Forest(E&U))




NOTES:
1. SEE SHEET A-2 FOR AIRPORT & RUNWAY DATA TABLES.
2. OBSTACLE ELEV. INCLUDE TRAVERSE ELEV. ADJUSTMENTS.
3. ID'S ASSIGNED TO SIGNIFICANT OBJECTS WITHIN 5' OF A SURFACE.

## SCHEDULE OF OBSTACLES

EXISTING (E)

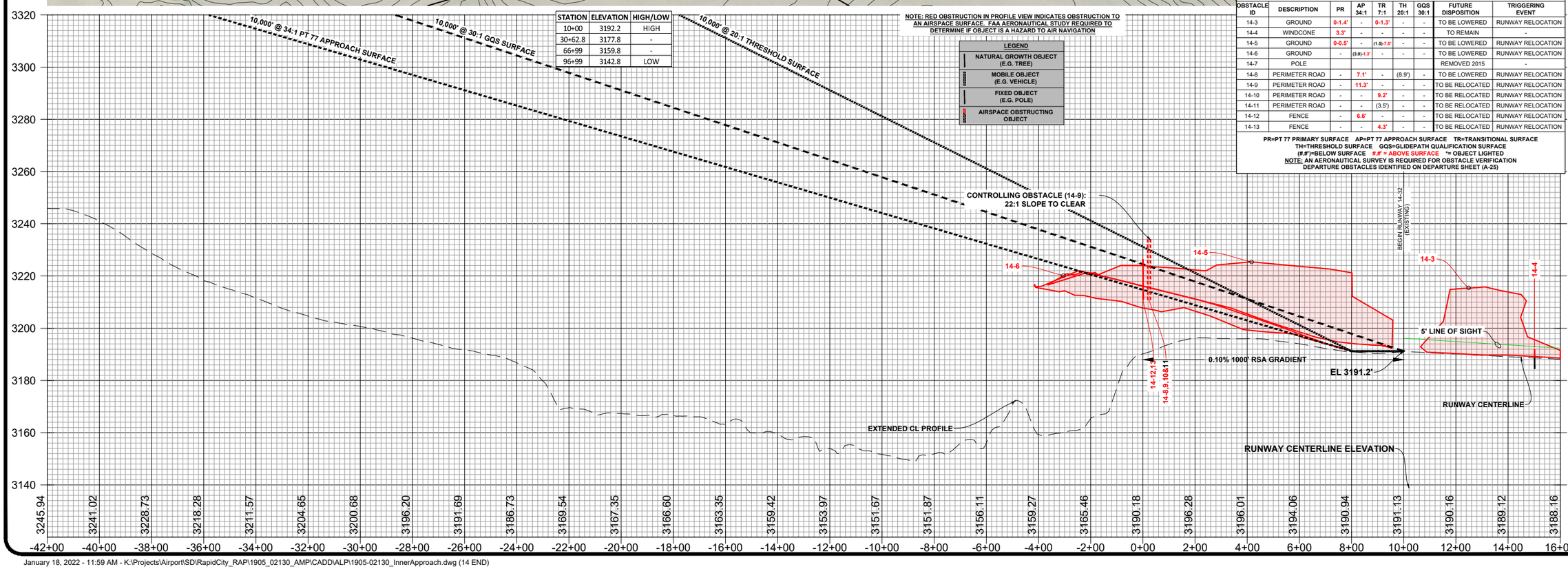
| OBSTACLE ID | DESCRIPTION | PR | AP 34:1 | TR 7:1 | TH 20:1 | GQS 30:1 | FUTURE DISPOSITION | TRIGGERING EVENT |
|---|---|---|---|---|---|---|---|---|
| 14-3 | GROUND | 0-1.4' | - | 0-1.3' | - | - | TO BE LOWERED | RUNWAY RELOCATION |
| 14-4 | WINDCONE | 3.3' | - | - | - | - | TO REMAIN | - |
| 14-5 | GROUND | 0-0.5' | - | (1.5)-7.5' | - | - | TO BE LOWERED | RUNWAY RELOCATION |
| 14-6 | GROUND | - | (3.9)-1.3' | - | - | - | TO BE LOWERED | RUNWAY RELOCATION |
| 14-7 | POLE | | | | | | REMOVED 2015 | - |
| 14-8 | PERIMETER ROAD | - | 7.1' | - | (8.9') | - | TO BE LOWERED | RUNWAY RELOCATION |
| 14-9 | PERIMETER ROAD | - | 11.3' | - | - | - | TO BE RELOCATED | RUNWAY RELOCATION |
| 14-10 | PERIMETER ROAD | - | - | 9.2' | - | - | TO BE RELOCATED | RUNWAY RELOCATION |
| 14-11 | PERIMETER ROAD | - | - | (3.5') | - | - | TO BE RELOCATED | RUNWAY RELOCATION |
| 14-12 | FENCE | - | 6.6' | - | - | - | TO BE RELOCATED | RUNWAY RELOCATION |
| 14-13 | FENCE | - | - | 4.3' | - | - | TO BE RELOCATED | RUNWAY RELOCATION |

PR=PT 77 PRIMARY SURFACE AP=PT 77 APPROACH SURFACE TR=TRANSITIONAL SURFACE
TH=THRESHOLD SURFACE GQS=GLIDEPATH QUALIFICATION SURFACE
(#.#')=BELOW SURFACE #.#' = ABOVE SURFACE *= OBJECT LIGHTED
NOTE: AN AERONAUTICAL SURVEY IS REQUIRED FOR OBSTACLE VERIFICATION
DEPARTURE OBSTACLES IDENTIFIED ON DEPARTURE SHEET (A-25)

| STATION | ELEVATION | HIGH/LOW |
|---|---|---|
| 10+00 | 3192.2 | HIGH |
| 30+62.8 | 3177.8 | - |
| 66+99 | 3159.8 | - |
| 96+99 | 3142.8 | LOW |

NOTE: RED OBSTRUCTION IN PROFILE VIEW INDICATES OBSTRUCTION TO AN AIRSPACE SURFACE. FAA AERONAUTICAL STUDY REQUIRED TO DETERMINE IF OBJECT IS A HAZARD TO AIR NAVIGATION

LEGEND
- NATURAL GROWTH OBJECT (E.G. TREE)
- MOBILE OBJECT (E.G. VEHICLE)
- FIXED OBJECT (E.G. POLE)
- AIRSPACE OBSTRUCTING OBJECT




# RAPID CITY REGIONAL AIRPORT

*CITY OF RAPID CITY (OWNER)*

RAPID CITY, SOUTH DAKOTA

TO BE USED AS A COMPLETE DRAWING SET FOR PLANNING PURPOSES ONLY, NOT FOR CONSTRUCTION

## INNER APPROACH SURFACE RUNWAY 14 END

DRAFTED TLG

REVIEWED KLP

PROJECT NUMBER 1905-02130

SHEET A-10

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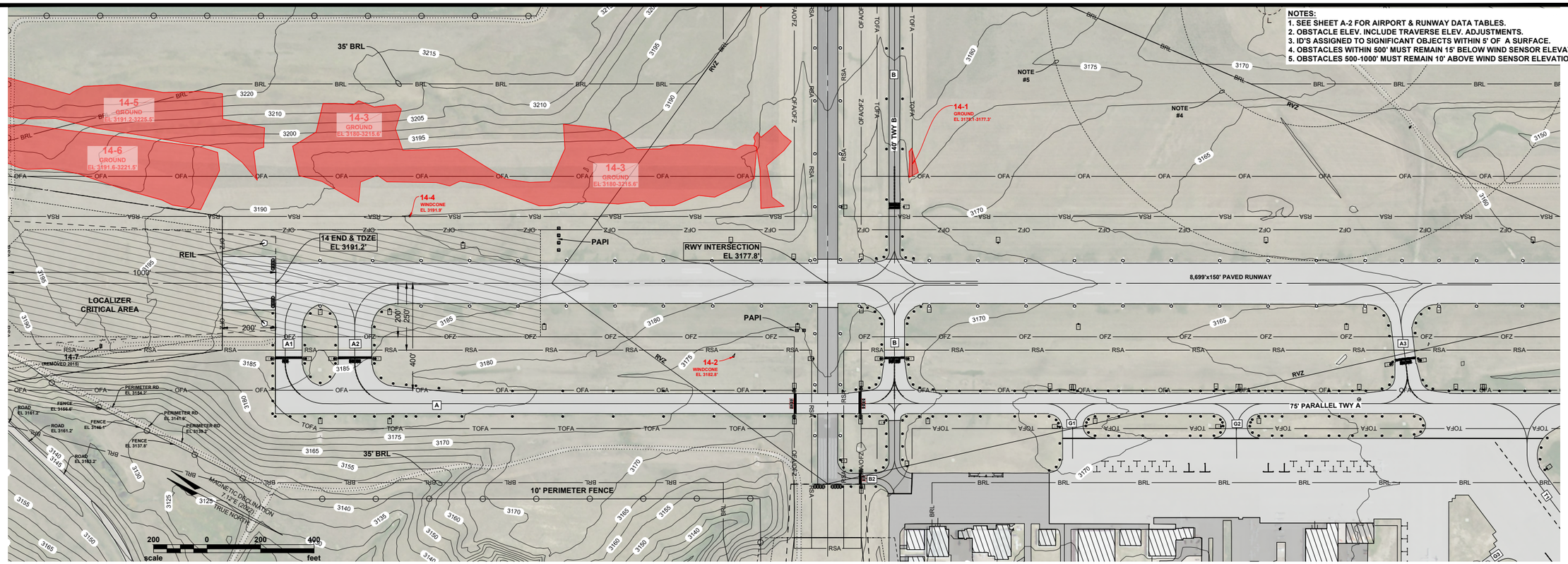
**NOTES:**
1. SEE SHEET A-2 FOR AIRPORT & RUNWAY DATA TABLES.
2. OBSTACLE ELEV. INCLUDE TRAVERSE ELEV. ADJUSTMENTS.
3. ID'S ASSIGNED TO SIGNIFICANT OBJECTS WITHIN 5' OF A SURFACE.
4. OBSTACLES WITHIN 500' MUST REMAIN 15' BELOW WIND SENSOR ELEVATION.
5. OBSTACLES 500-1000' MUST REMAIN 10' ABOVE WIND SENSOR ELEVATION.




| STATION | ELEVATION | HIGH/LOW |
|---|---|---|
| 10+00 | 3192.2 | HIGH |
| 30+62.8 | 3177.8 | - |
| 66+99 | 3159.8 | - |
| 96+99 | 3142.8 | LOW |

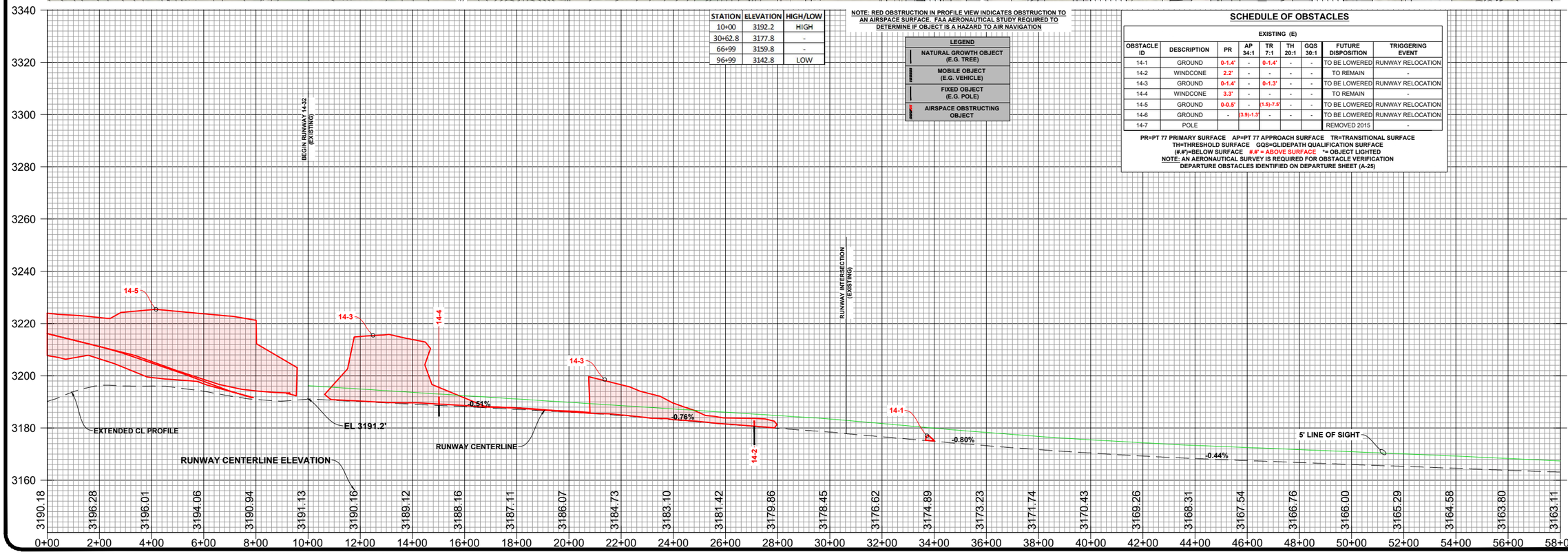
NOTE: RED OBSTRUCTION IN PROFILE VIEW INDICATES OBSTRUCTION TO AN AIRSPACE SURFACE. FAA AERONAUTICAL STUDY REQUIRED TO DETERMINE IF OBJECT IS A HAZARD TO AIR NAVIGATION

**LEGEND**
- NATURAL GROWTH OBJECT (E.G. TREE)
- MOBILE OBJECT (E.G. VEHICLE)
- FIXED OBJECT (E.G. POLE)
- AIRSPACE OBSTRUCTING OBJECT

## SCHEDULE OF OBSTACLES

| EXISTING (E) | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| OBSTACLE ID | DESCRIPTION | PR | AP 34:1 | TR 7:1 | TH 20:1 | GQS 30:1 | FUTURE DISPOSITION | TRIGGERING EVENT |
| 14-1 | GROUND | 0-1.4' | - | 0-1.4' | - | - | TO BE LOWERED | RUNWAY RELOCATION |
| 14-2 | WINDCONE | 2.2' | - | - | - | - | TO REMAIN | - |
| 14-3 | GROUND | 0-1.4' | - | 0-1.3' | - | - | TO BE LOWERED | RUNWAY RELOCATION |
| 14-4 | WINDCONE | 3.3' | - | - | - | - | TO REMAIN | - |
| 14-5 | GROUND | 0-0.5' | - | (1.5)-7.5' | - | - | TO BE LOWERED | RUNWAY RELOCATION |
| 14-6 | GROUND | - | (3.9)-1.3' | - | - | - | TO BE LOWERED | RUNWAY RELOCATION |
| 14-7 | POLE | | | | | | REMOVED 2015 | - |

PR=PT 77 PRIMARY SURFACE AP=PT 77 APPROACH SURFACE TR=TRANSITIONAL SURFACE
TH=THRESHOLD SURFACE GQS=GLIDEPATH QUALIFICATION SURFACE
(#.#')=BELOW SURFACE #.#' = ABOVE SURFACE *= OBJECT LIGHTED
NOTE: AN AERONAUTICAL SURVEY IS REQUIRED FOR OBSTACLE VERIFICATION
DEPARTURE OBSTACLES IDENTIFIED ON DEPARTURE SHEET (A-25)




# RAPID CITY REGIONAL AIRPORT
*CITY OF RAPID CITY (OWNER)*
RAPID CITY, SOUTH DAKOTA

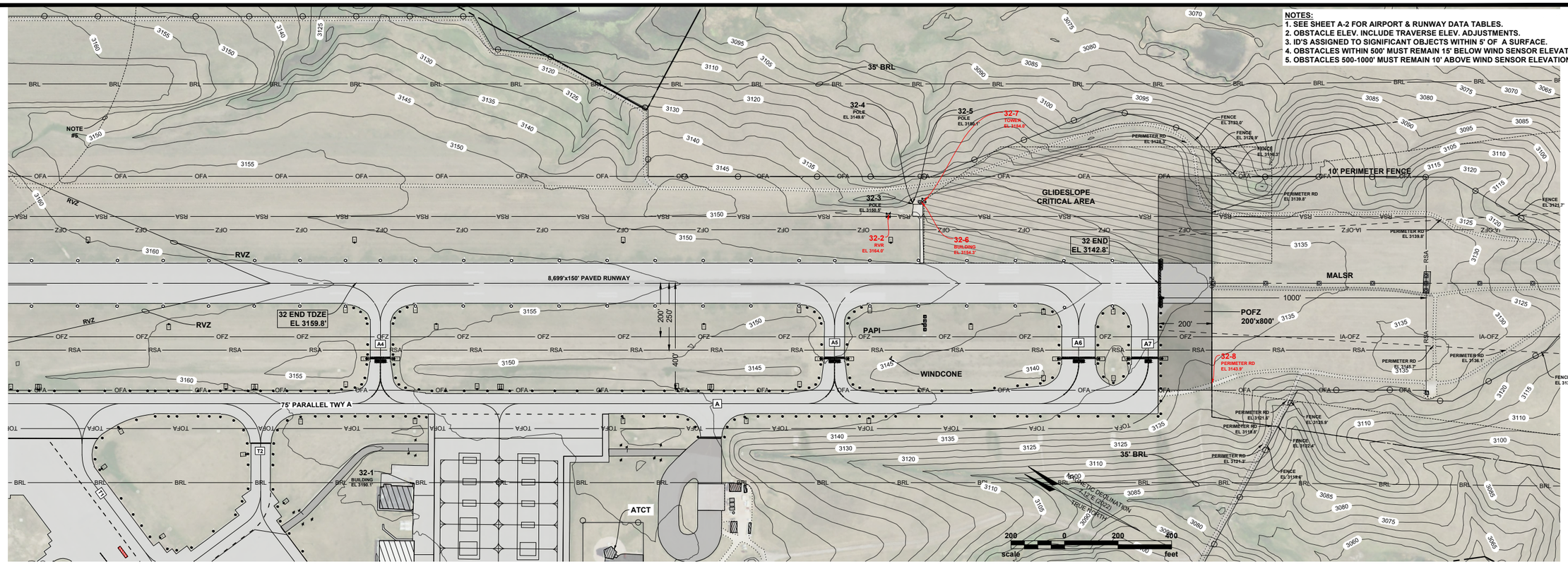
TO BE USED AS A COMPLETE DRAWING SET FOR PLANNING PURPOSES ONLY, NOT FOR CONSTRUCTION

## INNER APPROACH SURFACE RUNWAY 14-32

DRAFTED TLG
REVIEWED KLP
PROJECT NUMBER 1905-02130
SHEET A-11

©KLJ 2022

**NOTES:**
1. SEE SHEET A-2 FOR AIRPORT & RUNWAY DATA TABLES.
2. OBSTACLE ELEV. INCLUDE TRAVERSE ELEV. ADJUSTMENTS.
3. ID'S ASSIGNED TO SIGNIFICANT OBJECTS WITHIN 5' OF A SURFACE.
4. OBSTACLES WITHIN 500' MUST REMAIN 15' BELOW WIND SENSOR ELEVATION.
5. OBSTACLES 500-1000' MUST REMAIN 10' ABOVE WIND SENSOR ELEVATION.




## SCHEDULE OF OBSTACLES

EXISTING (E)

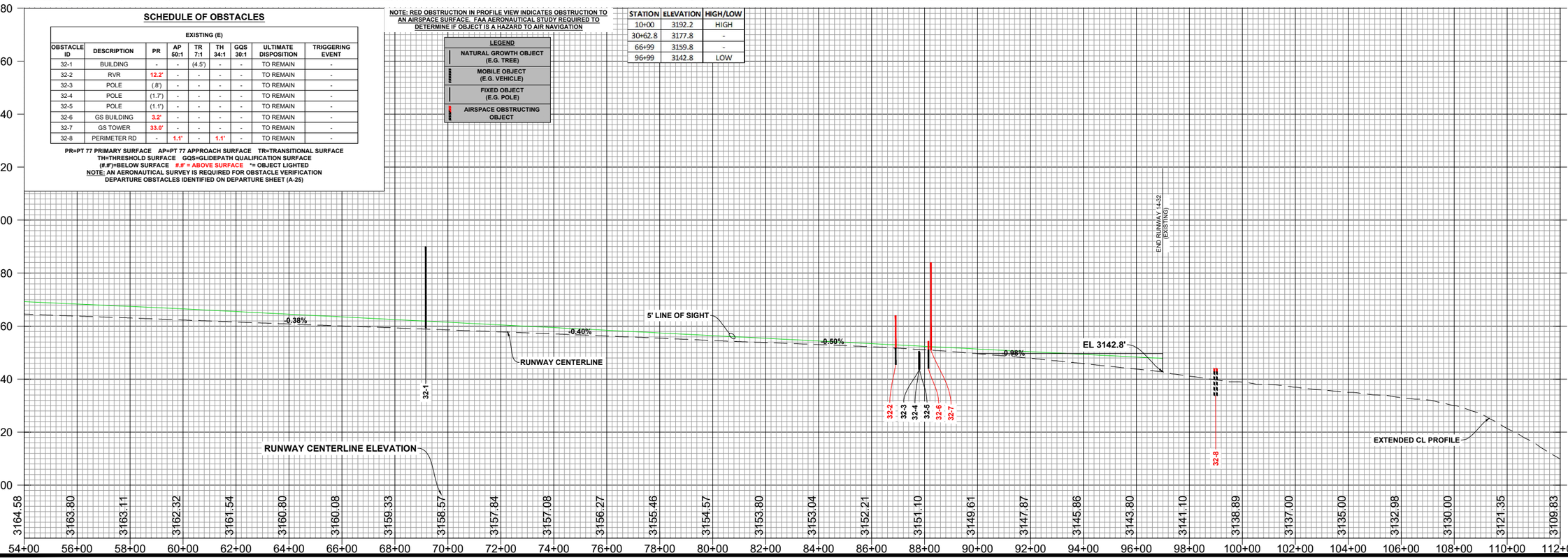
| OBSTACLE ID | DESCRIPTION | PR | AP 50:1 | TR 7:1 | TH 34:1 | GQS 30:1 | ULTIMATE DISPOSITION | TRIGGERING EVENT |
|---|---|---|---|---|---|---|---|---|
| 32-1 | BUILDING | - | - | (4.5') | - | - | TO REMAIN | - |
| 32-2 | RVR | 12.2' | - | - | - | - | TO REMAIN | - |
| 32-3 | POLE | (.8') | - | - | - | - | TO REMAIN | - |
| 32-4 | POLE | (1.7') | - | - | - | - | TO REMAIN | - |
| 32-5 | POLE | (1.1') | - | - | - | - | TO REMAIN | - |
| 32-6 | GS BUILDING | 3.2' | - | - | - | - | TO REMAIN | - |
| 32-7 | GS TOWER | 33.0' | - | - | - | - | TO REMAIN | - |
| 32-8 | PERIMETER RD | - | 1.1' | - | 1.1' | - | TO REMAIN | - |

PR=PT 77 PRIMARY SURFACE AP=PT 77 APPROACH SURFACE TR=TRANSITIONAL SURFACE
TH=THRESHOLD SURFACE GQS=GLIDEPATH QUALIFICATION SURFACE
(#.#')=BELOW SURFACE #.#' = ABOVE SURFACE *= OBJECT LIGHTED
NOTE: AN AERONAUTICAL SURVEY IS REQUIRED FOR OBSTACLE VERIFICATION
DEPARTURE OBSTACLES IDENTIFIED ON DEPARTURE SHEET (A-25)

NOTE: RED OBSTRUCTION IN PROFILE VIEW INDICATES OBSTRUCTION TO AN AIRSPACE SURFACE. FAA AERONAUTICAL STUDY REQUIRED TO DETERMINE IF OBJECT IS A HAZARD TO AIR NAVIGATION

**LEGEND**
- NATURAL GROWTH OBJECT (E.G. TREE)
- MOBILE OBJECT (E.G. VEHICLE)
- FIXED OBJECT (E.G. POLE)
- AIRSPACE OBSTRUCTING OBJECT

| STATION | ELEVATION | HIGH/LOW |
|---|---|---|
| 10+00 | 3192.2 | HIGH |
| 30+62.8 | 3177.8 | - |
| 66+99 | 3159.8 | - |
| 96+99 | 3142.8 | LOW |




# RAPID CITY REGIONAL AIRPORT
*CITY OF RAPID CITY (OWNER)*
RAPID CITY, SOUTH DAKOTA

TO BE USED AS A COMPLETE DRAWING SET FOR PLANNING PURPOSES ONLY, NOT FOR CONSTRUCTION

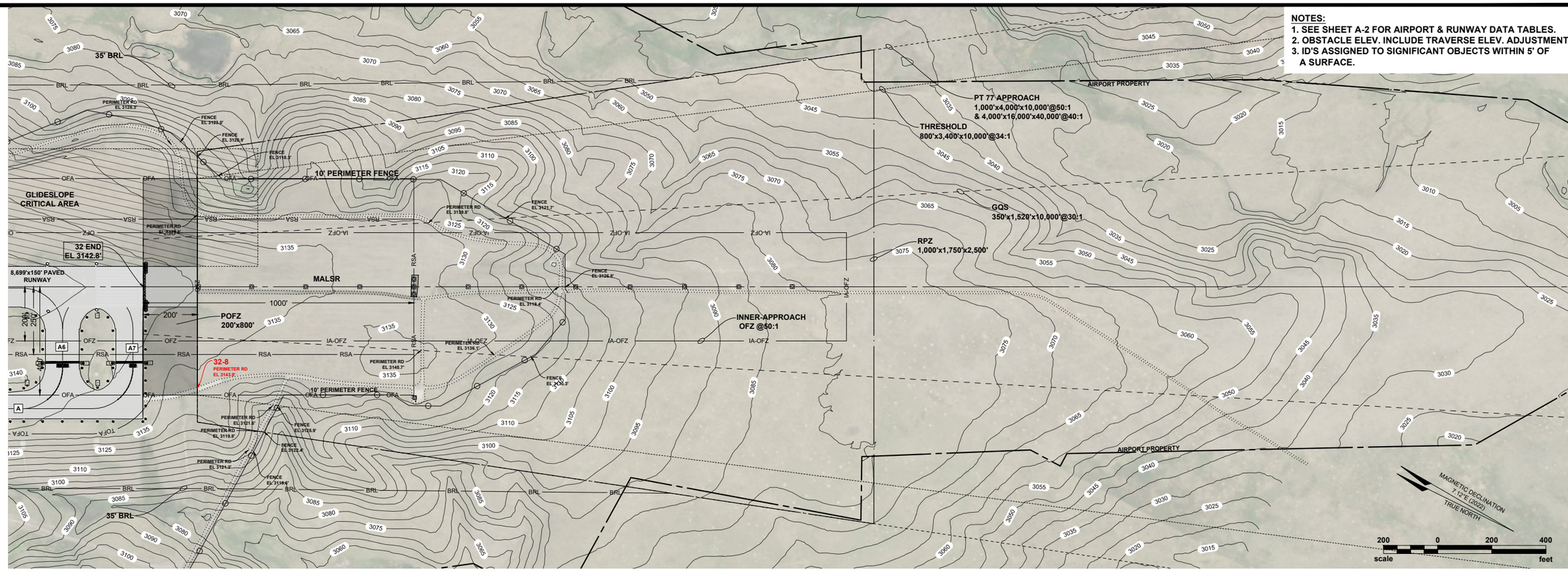
## INNER APPROACH SURFACE RUNWAY 14-32

DRAFTED TLG
REVIEWED KLP
PROJECT NUMBER 1905-02130
SHEET A-12

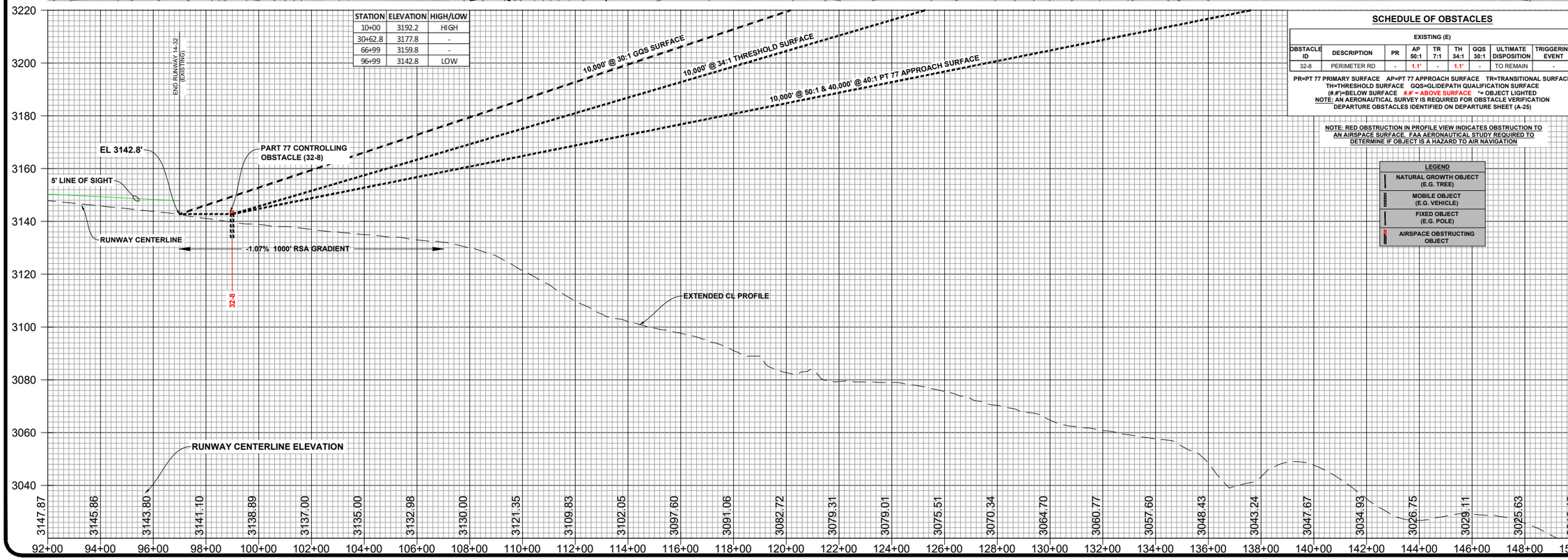
©KLJ 2022

January 18, 2022 - 12:00 PM - K:\Projects\Airport\SD\RapidCity_RAP\1905_02130_AMP\CADD\ALP\1905-02130_InnerApproach.dwg (14-32 P2)

**NOTES:**
1. SEE SHEET A-2 FOR AIRPORT & RUNWAY DATA TABLES.
2. OBSTACLE ELEV. INCLUDE TRAVERSE ELEV. ADJUSTMENTS.
3. ID'S ASSIGNED TO SIGNIFICANT OBJECTS WITHIN 5' OF A SURFACE.




| STATION | ELEVATION | HIGH/LOW |
|---|---|---|
| 10+00 | 3192.2 | HIGH |
| 30+62.8 | 3177.8 | - |
| 66+99 | 3159.8 | - |
| 96+99 | 3142.8 | LOW |




**SCHEDULE OF OBSTACLES**

| EXISTING (E) | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| OBSTACLE ID | DESCRIPTION | PR | AP 50:1 | TR 7:1 | TH 34:1 | GQS 30:1 | ULTIMATE DISPOSITION | TRIGGERING EVENT |
| 32-8 | PERIMETER RD | - | 1.1' | - | 1.1' | - | TO REMAIN | - |

PR=PT 77 PRIMARY SURFACE AP=PT 77 APPROACH SURFACE TR=TRANSITIONAL SURFACE
TH=THRESHOLD SURFACE GQS=GLIDEPATH QUALIFICATION SURFACE
(#.#')=BELOW SURFACE #.#' = ABOVE SURFACE *= OBJECT LIGHTED
NOTE: AN AERONAUTICAL SURVEY IS REQUIRED FOR OBSTACLE VERIFICATION
DEPARTURE OBSTACLES IDENTIFIED ON DEPARTURE SHEET (A-25)

NOTE: RED OBSTRUCTION IN PROFILE VIEW INDICATES OBSTRUCTION TO AN AIRSPACE SURFACE. FAA AERONAUTICAL STUDY REQUIRED TO DETERMINE IF OBJECT IS A HAZARD TO AIR NAVIGATION

**LEGEND**
- NATURAL GROWTH OBJECT (E.G. TREE)
- MOBILE OBJECT (E.G. VEHICLE)
- FIXED OBJECT (E.G. POLE)
- AIRSPACE OBSTRUCTING OBJECT

KLJ

# RAPID CITY REGIONAL AIRPORT
*CITY OF RAPID CITY (OWNER)*
RAPID CITY, SOUTH DAKOTA

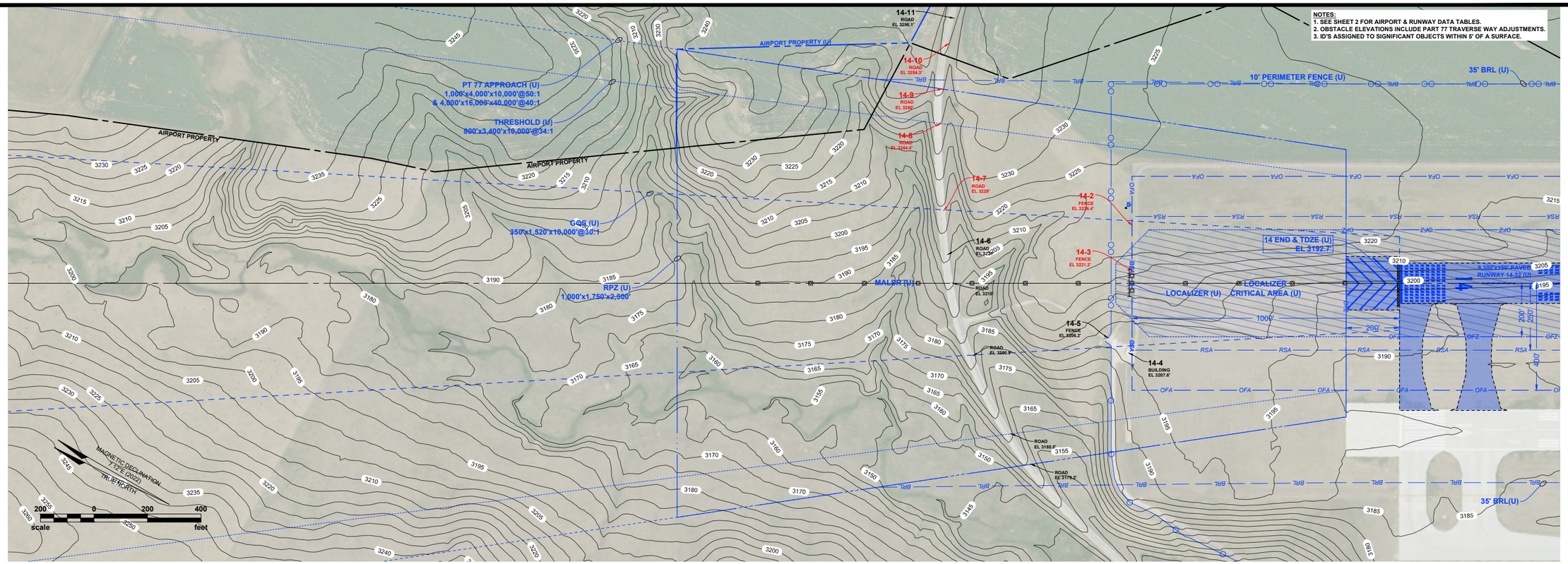
TO BE USED AS A COMPLETE DRAWING SET FOR PLANNING PURPOSES ONLY, NOT FOR CONSTRUCTION

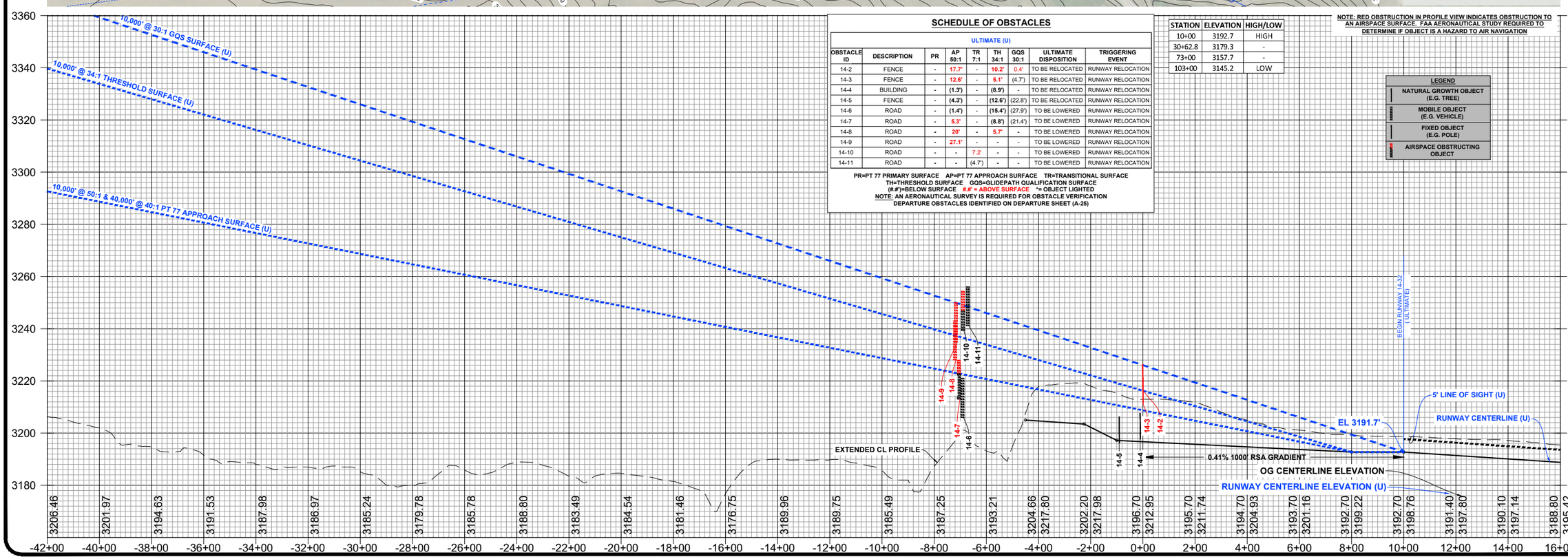
## INNER APPROACH SURFACE RUNWAY 32 END

DRAFTED TLG
REVIEWED KLP
PROJECT NUMBER 1905-02130
SHEET A-13

©KLJ 2022

NOTES:
1. SEE SHEET 2 FOR AIRPORT & RUNWAY DATA TABLES.
2. OBSTACLE ELEVATIONS INCLUDE PART 77 TRAVERSE WAY ADJUSTMENTS.
3. ID'S ASSIGNED TO SIGNIFICANT OBJECTS WITHIN 5' OF A SURFACE.




## SCHEDULE OF OBSTACLES

| OBSTACLE ID | DESCRIPTION | PR | AP 50:1 | TR 7:1 | TH 34:1 | GQS 30:1 | ULTIMATE DISPOSITION | TRIGGERING EVENT |
|---|---|---|---|---|---|---|---|---|
| | | | ULTIMATE (U) | | | | | |
| 14-2 | FENCE | - | 17.7' | - | 10.2' | 0.4' | TO BE RELOCATED | RUNWAY RELOCATION |
| 14-3 | FENCE | - | 12.6' | - | 5.1' | (4.7') | TO BE RELOCATED | RUNWAY RELOCATION |
| 14-4 | BUILDING | - | (1.3') | - | (8.9') | - | TO BE RELOCATED | RUNWAY RELOCATION |
| 14-5 | FENCE | - | (4.3') | - | (12.6') | (22.8') | TO BE RELOCATED | RUNWAY RELOCATION |
| 14-6 | ROAD | - | (1.4') | - | (15.4') | (27.9') | TO BE LOWERED | RUNWAY RELOCATION |
| 14-7 | ROAD | - | 5.3' | - | (8.8') | (21.4') | TO BE LOWERED | RUNWAY RELOCATION |
| 14-8 | ROAD | - | 20' | - | 5.7' | - | TO BE LOWERED | RUNWAY RELOCATION |
| 14-9 | ROAD | - | 27.1' | - | - | - | TO BE LOWERED | RUNWAY RELOCATION |
| 14-10 | ROAD | - | - | 7.2' | - | - | TO BE LOWERED | RUNWAY RELOCATION |
| 14-11 | ROAD | - | - | (4.7') | - | - | TO BE LOWERED | RUNWAY RELOCATION |

PR=PT 77 PRIMARY SURFACE AP=PT 77 APPROACH SURFACE TR=TRANSITIONAL SURFACE
TH=THRESHOLD SURFACE GQS=GLIDEPATH QUALIFICATION SURFACE
(#.#')=BELOW SURFACE #.#' = ABOVE SURFACE *= OBJECT LIGHTED
NOTE: AN AERONAUTICAL SURVEY IS REQUIRED FOR OBSTACLE VERIFICATION
DEPARTURE OBSTACLES IDENTIFIED ON DEPARTURE SHEET (A-25)

| STATION | ELEVATION | HIGH/LOW |
|---|---|---|
| 10+00 | 3192.7 | HIGH |
| 30+62.8 | 3179.3 | - |
| 73+00 | 3157.7 | - |
| 103+00 | 3145.2 | LOW |

NOTE: RED OBSTRUCTION IN PROFILE VIEW INDICATES OBSTRUCTION TO AN AIRSPACE SURFACE. FAA AERONAUTICAL STUDY REQUIRED TO DETERMINE IF OBJECT IS A HAZARD TO AIR NAVIGATION

| LEGEND |
|---|
| NATURAL GROWTH OBJECT (E.G. TREE) |
| MOBILE OBJECT (E.G. VEHICLE) |
| FIXED OBJECT (E.G. POLE) |
| AIRSPACE OBSTRUCTING OBJECT |

KLJ

# RAPID CITY REGIONAL AIRPORT

*CITY OF RAPID CITY (OWNER)*

RAPID CITY, SOUTH DAKOTA

TO BE USED AS A COMPLETE DRAWING SET FOR PLANNING PURPOSES ONLY, NOT FOR CONSTRUCTION

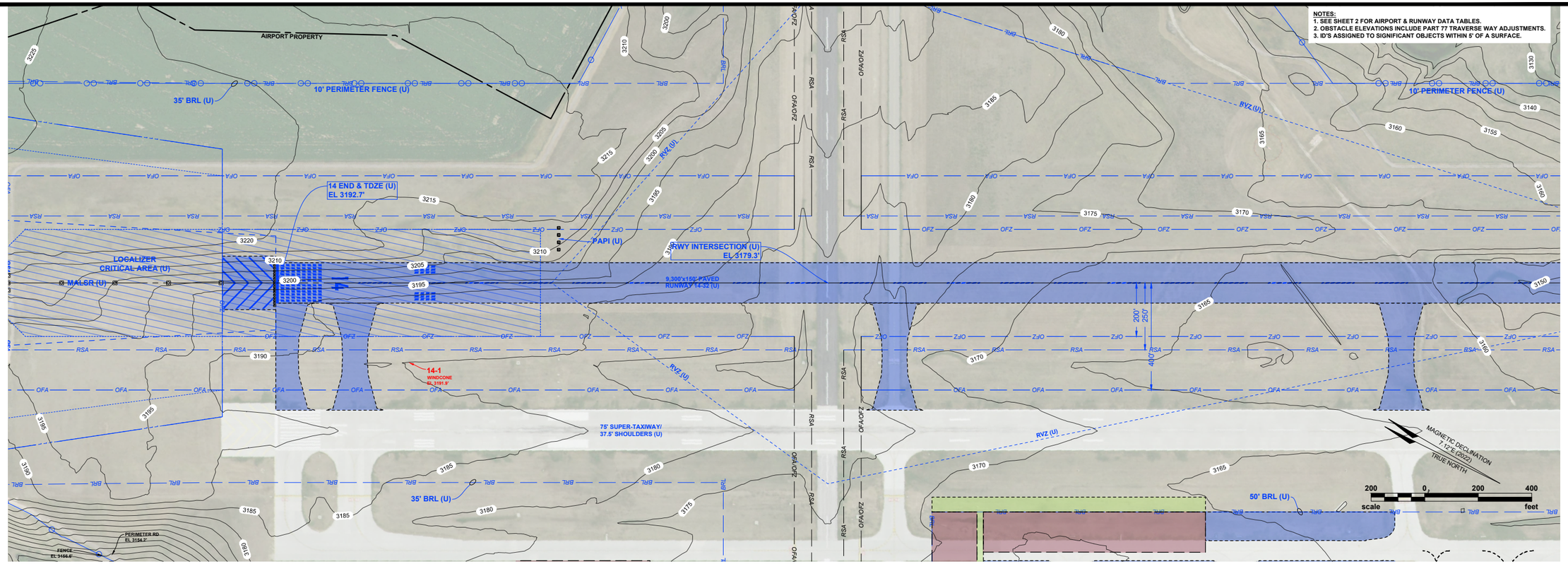
## INNER APPROACH SURFACE RUNWAY 14 END (ULTIMATE)

DRAFTED TLG
REVIEWED KLP
PROJECT NUMBER 1905-02130
SHEET A-14

©KLJ 2022

January 18, 2022 - 12:00 PM - K:\Projects\Airport\SD\RapidCity_RAP\1905_02130_AMP\CADD\ALP\1905-02130_InnerApproach.dwg (14 END F)

NOTES:
1. SEE SHEET 2 FOR AIRPORT & RUNWAY DATA TABLES.
2. OBSTACLE ELEVATIONS INCLUDE PART 77 TRAVERSE WAY ADJUSTMENTS.
3. ID'S ASSIGNED TO SIGNIFICANT OBJECTS WITHIN 5' OF A SURFACE.




| STATION | ELEVATION | HIGH/LOW |
|---|---|---|
| 10+00 | 3192.7 | HIGH |
| 30+62.8 | 3179.3 | - |
| 73+00 | 3157.7 | - |
| 103+00 | 3145.2 | LOW |

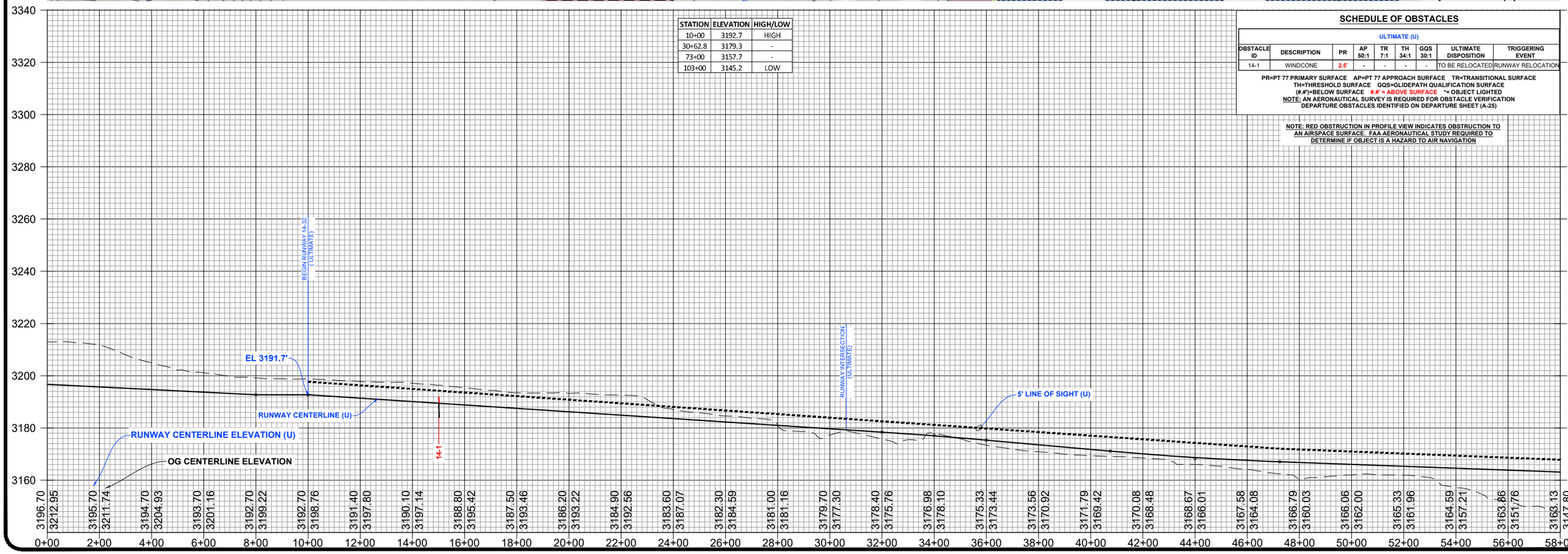
## SCHEDULE OF OBSTACLES

ULTIMATE (U)

| OBSTACLE ID | DESCRIPTION | PR | AP 50:1 | TR 7:1 | TH 34:1 | GQS 30:1 | ULTIMATE DISPOSITION | TRIGGERING EVENT |
|---|---|---|---|---|---|---|---|---|
| 14-1 | WINDCONE | 2.5' | - | - | - | - | TO BE RELOCATED | RUNWAY RELOCATION |

PR=PT 77 PRIMARY SURFACE AP=PT 77 APPROACH SURFACE TR=TRANSITIONAL SURFACE
TH=THRESHOLD SURFACE GQS=GLIDEPATH QUALIFICATION SURFACE
(#.#')=BELOW SURFACE #.#' = ABOVE SURFACE *= OBJECT LIGHTED
NOTE: AN AERONAUTICAL SURVEY IS REQUIRED FOR OBSTACLE VERIFICATION
DEPARTURE OBSTACLES IDENTIFIED ON DEPARTURE SHEET (A-25)

NOTE: RED OBSTRUCTION IN PROFILE VIEW INDICATES OBSTRUCTION TO AN AIRSPACE SURFACE. FAA AERONAUTICAL STUDY REQUIRED TO DETERMINE IF OBJECT IS A HAZARD TO AIR NAVIGATION

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# RAPID CITY REGIONAL AIRPORT

*CITY OF RAPID CITY (OWNER)*

RAPID CITY, SOUTH DAKOTA

TO BE USED AS A COMPLETE DRAWING SET FOR PLANNING PURPOSES ONLY, NOT FOR CONSTRUCTION

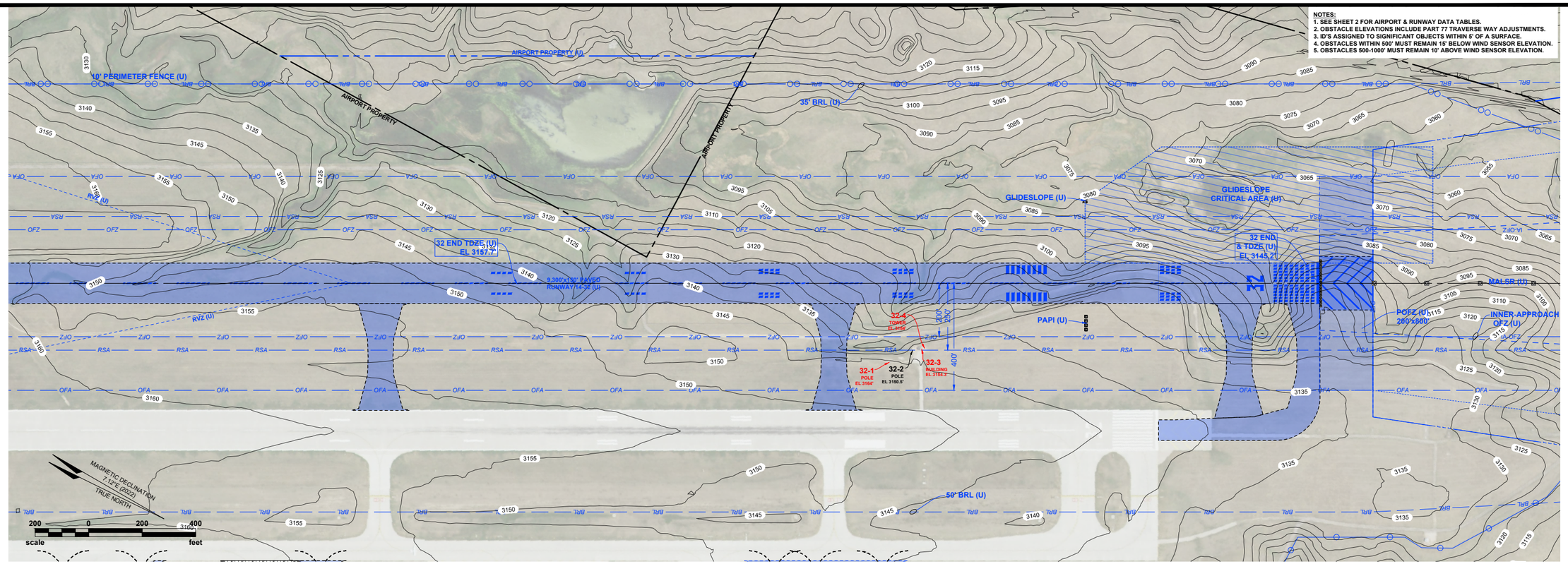
## INNER APPROACH SURFACE RUNWAY 14-32 (ULTIMATE)

DRAFTED TLG
REVIEWED KLP
PROJECT NUMBER 1905-02130

SHEET A-15

©KLJ 2022

NOTES:
1. SEE SHEET 2 FOR AIRPORT & RUNWAY DATA TABLES.
2. OBSTACLE ELEVATIONS INCLUDE PART 77 TRAVERSE WAY ADJUSTMENTS.
3. ID'S ASSIGNED TO SIGNIFICANT OBJECTS WITHIN 5' OF A SURFACE.
4. OBSTACLES WITHIN 500' MUST REMAIN 15' BELOW WIND SENSOR ELEVATION.
5. OBSTACLES 500-1000' MUST REMAIN 10' ABOVE WIND SENSOR ELEVATION.



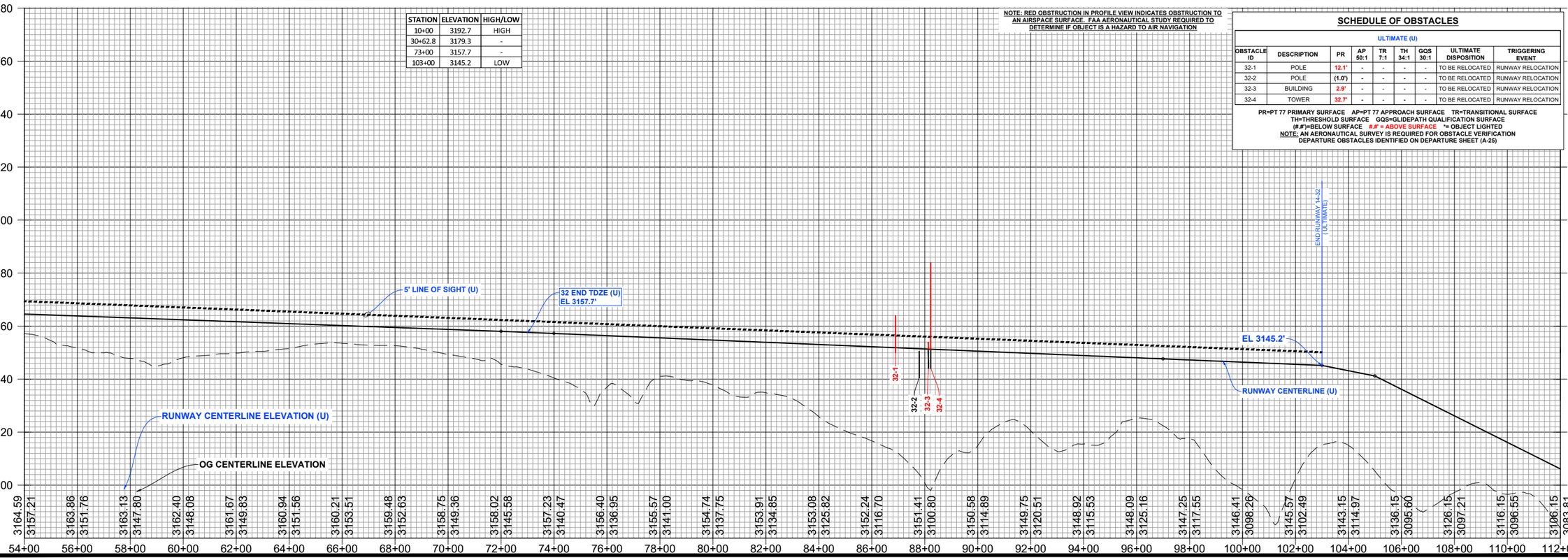

| STATION | ELEVATION | HIGH/LOW |
|---|---|---|
| 10+00 | 3192.7 | HIGH |
| 30+62.8 | 3179.3 | - |
| 73+00 | 3157.7 | - |
| 103+00 | 3145.2 | LOW |

NOTE: RED OBSTRUCTION IN PROFILE VIEW INDICATES OBSTRUCTION TO AN AIRSPACE SURFACE. FAA AERONAUTICAL STUDY REQUIRED TO DETERMINE IF OBJECT IS A HAZARD TO AIR NAVIGATION

## SCHEDULE OF OBSTACLES

| ULTIMATE (U) | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| OBSTACLE ID | DESCRIPTION | PR | AP 50:1 | TR 7:1 | TH 34:1 | GQS 30:1 | ULTIMATE DISPOSITION | TRIGGERING EVENT |
| 32-1 | POLE | 12.1' | - | - | - | - | TO BE RELOCATED | RUNWAY RELOCATION |
| 32-2 | POLE | (1.0') | - | - | - | - | TO BE RELOCATED | RUNWAY RELOCATION |
| 32-3 | BUILDING | 2.9' | - | - | - | - | TO BE RELOCATED | RUNWAY RELOCATION |
| 32-4 | TOWER | 32.7' | - | - | - | - | TO BE RELOCATED | RUNWAY RELOCATION |

PR=PT 77 PRIMARY SURFACE AP=PT 77 APPROACH SURFACE TR=TRANSITIONAL SURFACE
TH=THRESHOLD SURFACE GQS=GLIDEPATH QUALIFICATION SURFACE
(#.#')=BELOW SURFACE #.#' = ABOVE SURFACE *= OBJECT LIGHTED
NOTE: AN AERONAUTICAL SURVEY IS REQUIRED FOR OBSTACLE VERIFICATION
DEPARTURE OBSTACLES IDENTIFIED ON DEPARTURE SHEET (A-25)




# RAPID CITY REGIONAL AIRPORT

*CITY OF RAPID CITY (OWNER)*

RAPID CITY, SOUTH DAKOTA

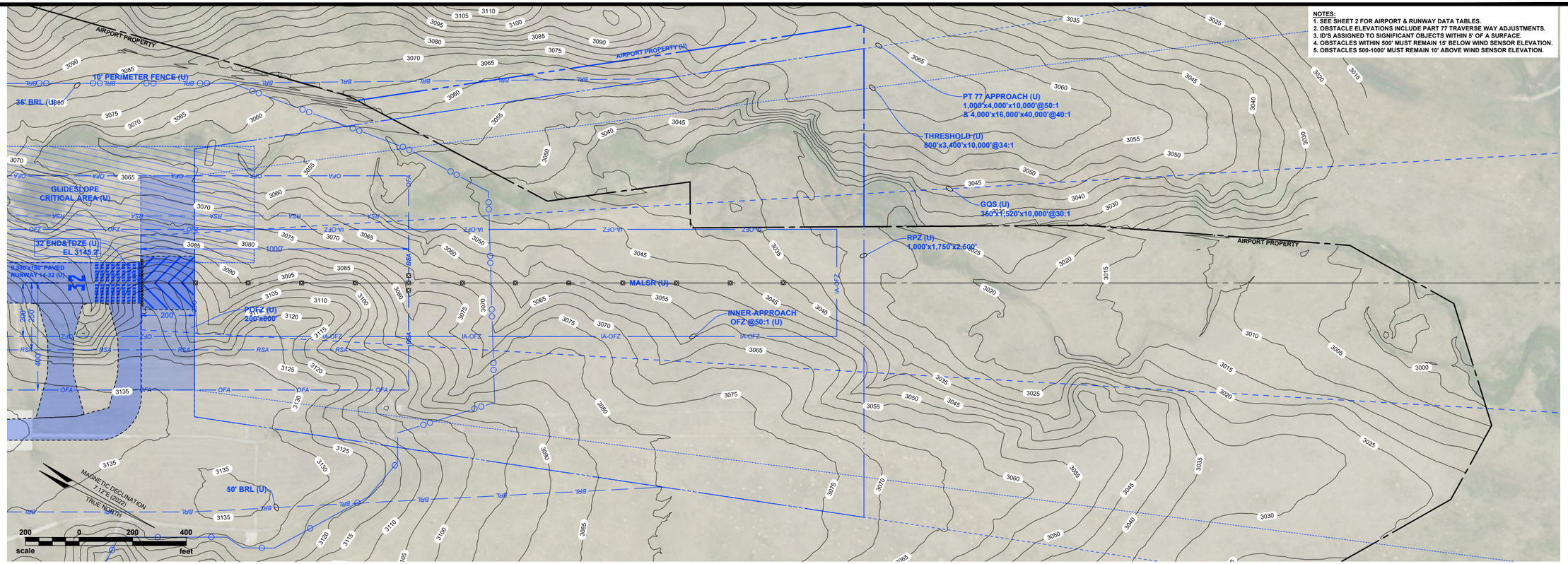
TO BE USED AS A COMPLETE DRAWING SET FOR PLANNING PURPOSES ONLY, NOT FOR CONSTRUCTION

## INNER APPROACH SURFACE RUNWAY 14-32 (ULTIMATE)

DRAFTED TLG
REVIEWED KLP
PROJECT NUMBER 1905-02130

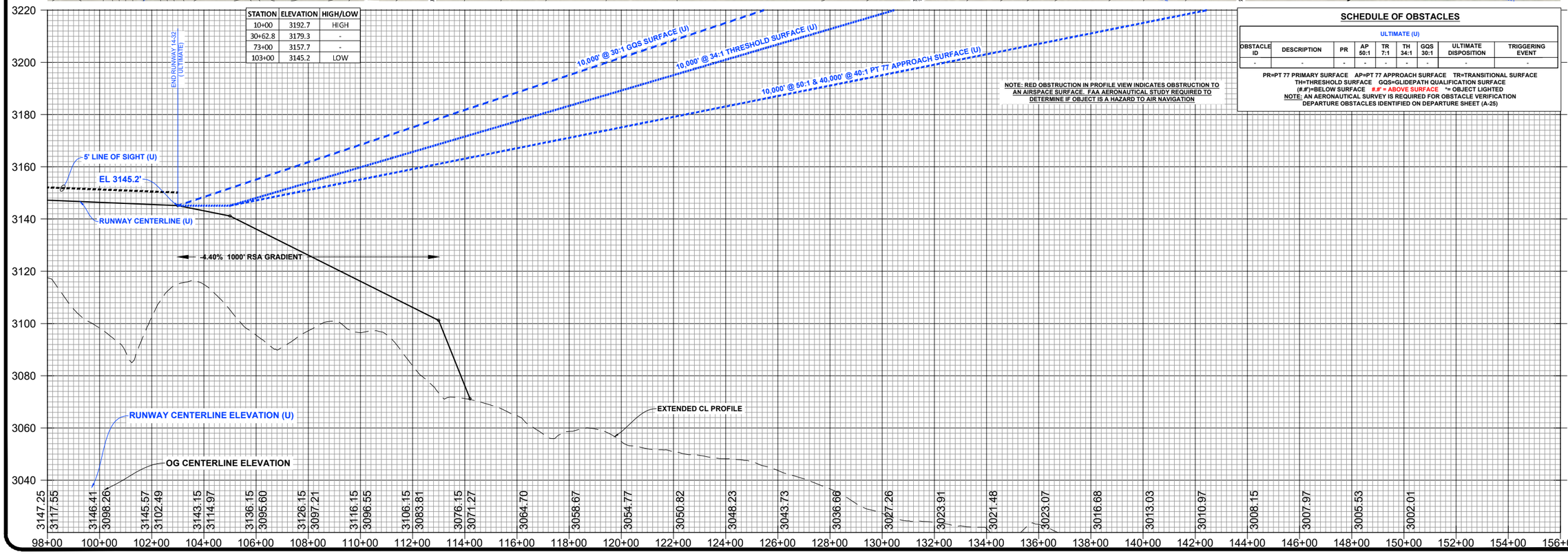
SHEET A-16

©KLJ 2022




NOTES:
1. SEE SHEET 2 FOR AIRPORT & RUNWAY DATA TABLES.
2. OBSTACLE ELEVATIONS INCLUDE PART 77 TRAVERSE WAY ADJUSTMENTS.
3. ID'S ASSIGNED TO SIGNIFICANT OBJECTS WITHIN 5' OF A SURFACE.
4. OBSTACLES WITHIN 500' MUST REMAIN 15' BELOW WIND SENSOR ELEVATION.
5. OBSTACLES 500-1000' MUST REMAIN 10' ABOVE WIND SENSOR ELEVATION.

| STATION | ELEVATION | HIGH/LOW |
|---|---|---|
| 10+00 | 3192.7 | HIGH |
| 30+62.8 | 3179.3 | - |
| 73+00 | 3157.7 | - |
| 103+00 | 3145.2 | LOW |




NOTE: RED OBSTRUCTION IN PROFILE VIEW INDICATES OBSTRUCTION TO AN AIRSPACE SURFACE. FAA AERONAUTICAL STUDY REQUIRED TO DETERMINE IF OBJECT IS A HAZARD TO AIR NAVIGATION

## SCHEDULE OF OBSTACLES

| ULTIMATE (U) | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| OBSTACLE ID | DESCRIPTION | PR | AP 50:1 | TR 7:1 | TH 34:1 | GQS 30:1 | ULTIMATE DISPOSITION | TRIGGERING EVENT |
| - | - | - | - | - | - | - | - | - |

PR=PT 77 PRIMARY SURFACE AP=PT 77 APPROACH SURFACE TR=TRANSITIONAL SURFACE
TH=THRESHOLD SURFACE GQS=GLIDEPATH QUALIFICATION SURFACE
(#.#')=BELOW SURFACE #.#' = ABOVE SURFACE *= OBJECT LIGHTED
NOTE: AN AERONAUTICAL SURVEY IS REQUIRED FOR OBSTACLE VERIFICATION
DEPARTURE OBSTACLES IDENTIFIED ON DEPARTURE SHEET (A-25)

KLJ

# RAPID CITY REGIONAL AIRPORT

*CITY OF RAPID CITY (OWNER)*
RAPID CITY, SOUTH DAKOTA

TO BE USED AS A COMPLETE DRAWING SET FOR PLANNING PURPOSES ONLY, NOT FOR CONSTRUCTION

## INNER APPROACH SURFACE RUNWAY 32 END (ULTIMATE)

DRAFTED TLG
REVIEWED KLP
PROJECT NUMBER 1905-02130

SHEET A-17

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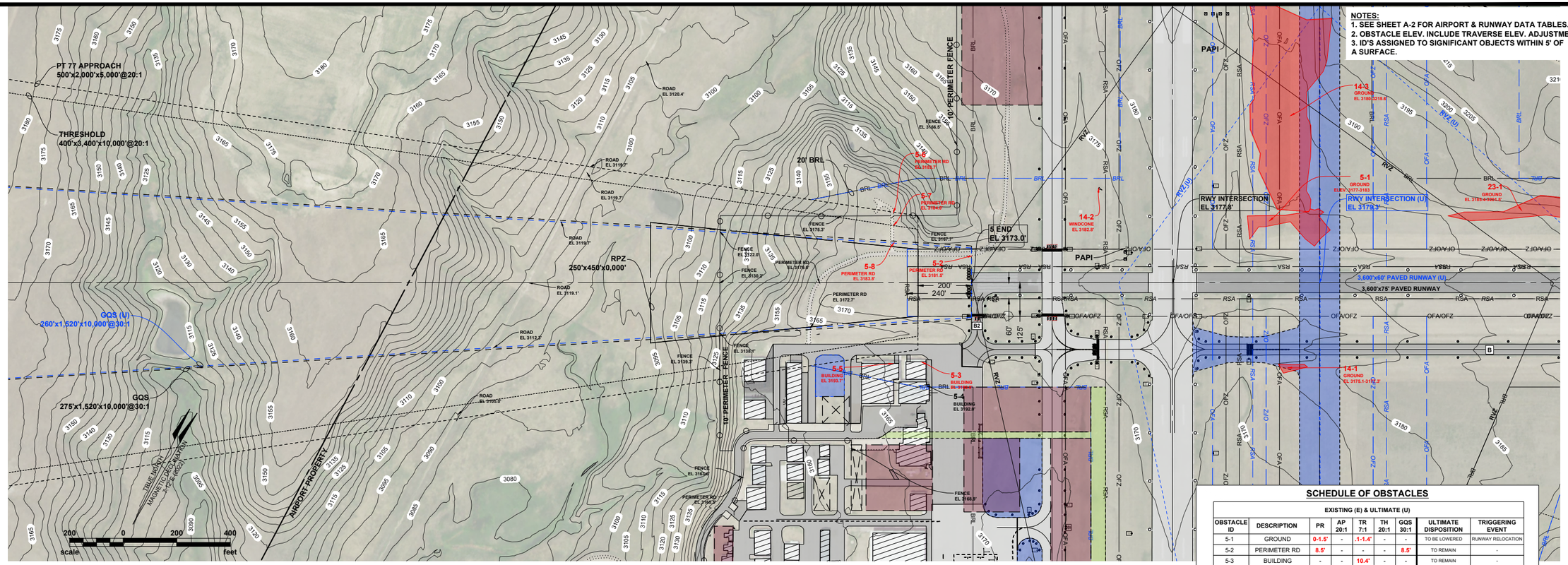



**NOTES:**
1. SEE SHEET A-2 FOR AIRPORT & RUNWAY DATA TABLES.
2. OBSTACLE ELEV. INCLUDE TRAVERSE ELEV. ADJUSTMENTS.
3. ID'S ASSIGNED TO SIGNIFICANT OBJECTS WITHIN 5' OF A SURFACE.

## SCHEDULE OF OBSTACLES

EXISTING (E) & ULTIMATE (U)

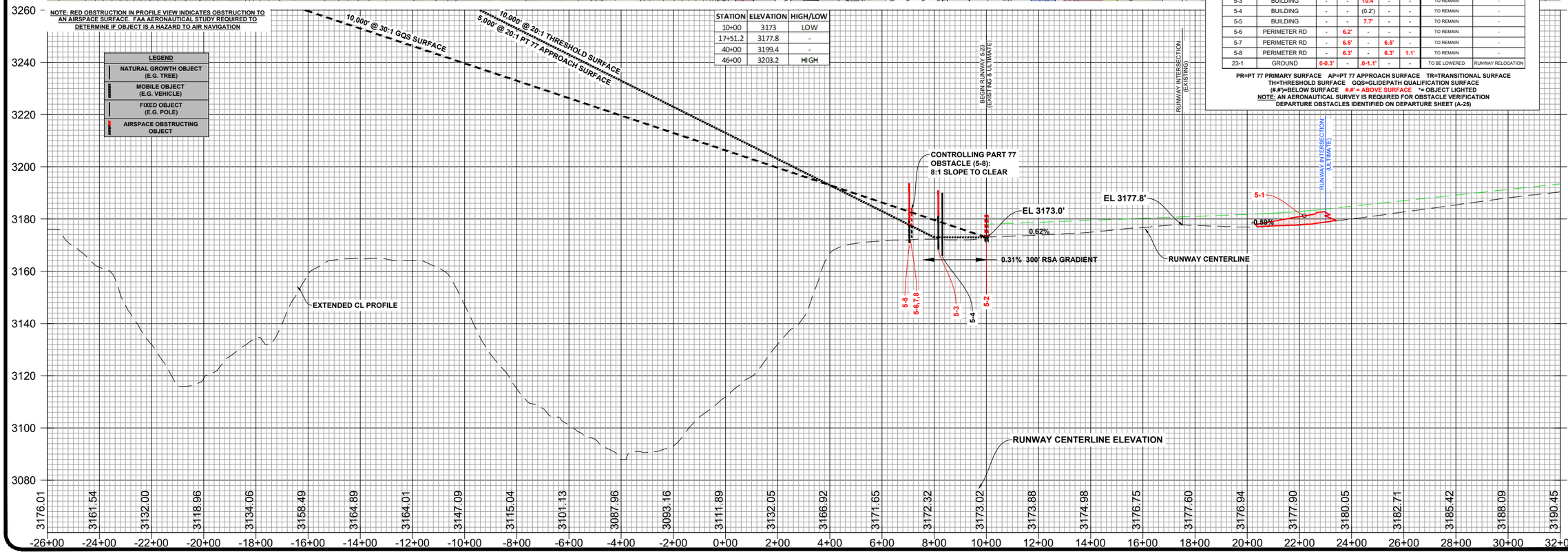
| OBSTACLE ID | DESCRIPTION | PR | AP 20:1 | TR 7:1 | TH 20:1 | GQS 30:1 | ULTIMATE DISPOSITION | TRIGGERING EVENT |
|---|---|---|---|---|---|---|---|---|
| 5-1 | GROUND | 0-1.5' | - | .1-1.4' | - | - | TO BE LOWERED | RUNWAY RELOCATION |
| 5-2 | PERIMETER RD | 8.5' | - | - | - | 8.5' | TO REMAIN | - |
| 5-3 | BUILDING | - | - | 10.4' | - | - | TO REMAIN | - |
| 5-4 | BUILDING | - | - | (0.2') | - | - | TO REMAIN | - |
| 5-5 | BUILDING | - | - | 7.7' | - | - | TO REMAIN | - |
| 5-6 | PERIMETER RD | - | 6.2' | - | - | - | TO REMAIN | - |
| 5-7 | PERIMETER RD | - | 6.5' | - | 6.5' | - | TO REMAIN | - |
| 5-8 | PERIMETER RD | - | 6.3' | - | 6.3' | 1.1' | TO REMAIN | - |
| 23-1 | GROUND | 0-0.3' | - | .0-1.1' | - | - | TO BE LOWERED | RUNWAY RELOCATION |

PR=PT 77 PRIMARY SURFACE AP=PT 77 APPROACH SURFACE TR=TRANSITIONAL SURFACE
TH=THRESHOLD SURFACE GQS=GLIDEPATH QUALIFICATION SURFACE
(#.#')=BELOW SURFACE #.#' = ABOVE SURFACE *= OBJECT LIGHTED
NOTE: AN AERONAUTICAL SURVEY IS REQUIRED FOR OBSTACLE VERIFICATION
DEPARTURE OBSTACLES IDENTIFIED ON DEPARTURE SHEET (A-2S)

NOTE: RED OBSTRUCTION IN PROFILE VIEW INDICATES OBSTRUCTION TO AN AIRSPACE SURFACE. FAA AERONAUTICAL STUDY REQUIRED TO DETERMINE IF OBJECT IS A HAZARD TO AIR NAVIGATION

| LEGEND |
|---|
| NATURAL GROWTH OBJECT (E.G. TREE) |
| MOBILE OBJECT (E.G. VEHICLE) |
| FIXED OBJECT (E.G. POLE) |
| AIRSPACE OBSTRUCTING OBJECT |

| STATION | ELEVATION | HIGH/LOW |
|---|---|---|
| 10+00 | 3173 | LOW |
| 17+51.2 | 3177.8 | - |
| 40+00 | 3199.4 | - |
| 46+00 | 3203.2 | HIGH |




# RAPID CITY REGIONAL AIRPORT

*CITY OF RAPID CITY (OWNER)*

RAPID CITY, SOUTH DAKOTA

TO BE USED AS A COMPLETE DRAWING SET FOR PLANNING PURPOSES ONLY, NOT FOR CONSTRUCTION

## INNER APPROACH SURFACE RUNWAY 5 END

DRAFTED TLG

REVIEWED KLP

PROJECT NUMBER 1905-02130

SHEET A-18

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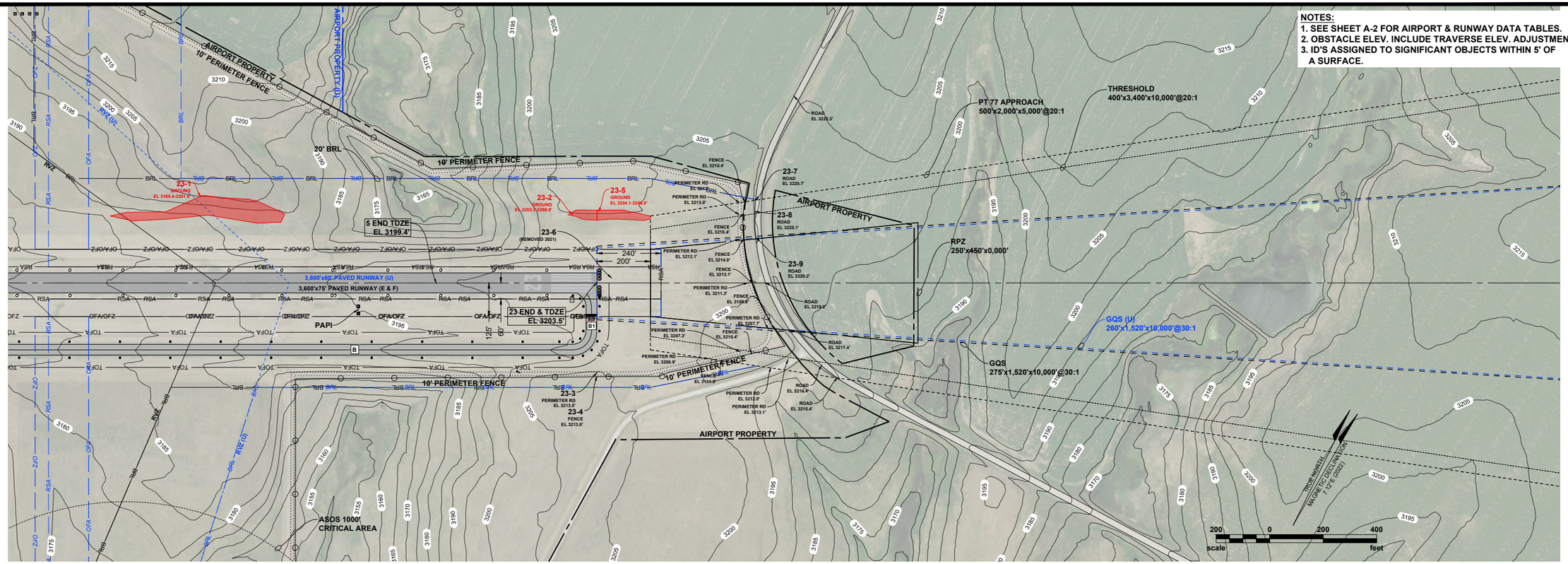
January 18, 2022 - 11:59 AM - K:\Projects\Airport\SD\RapidCity_RAP\1905_02130_AMP\CADD\ALP\1905-02130_InnerApproach.dwg (5 END)

**NOTES:**
1. SEE SHEET A-2 FOR AIRPORT & RUNWAY DATA TABLES.
2. OBSTACLE ELEV. INCLUDE TRAVERSE ELEV. ADJUSTMENTS.
3. ID'S ASSIGNED TO SIGNIFICANT OBJECTS WITHIN 5' OF A SURFACE.




## SCHEDULE OF OBSTACLES

EXISTING (E) & ULTIMATE (U)

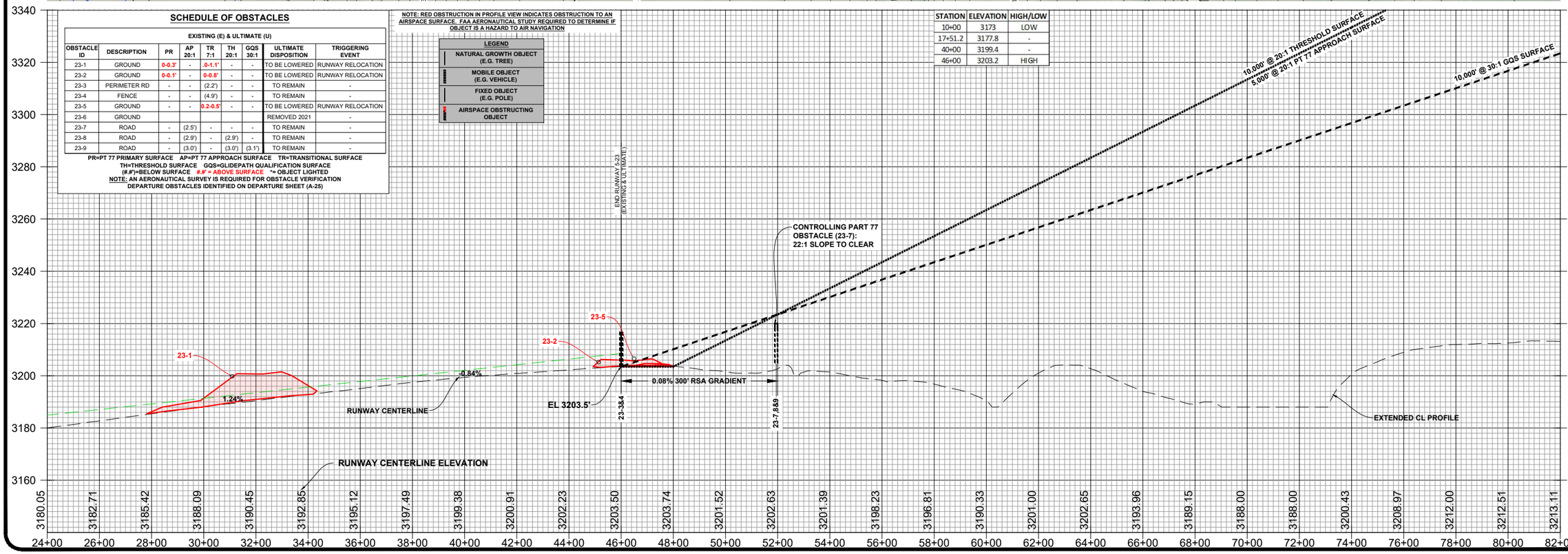
| OBSTACLE ID | DESCRIPTION | PR | AP 20:1 | TR 7:1 | TH 20:1 | GQS 30:1 | ULTIMATE DISPOSITION | TRIGGERING EVENT |
|---|---|---|---|---|---|---|---|---|
| 23-1 | GROUND | 0-0.3' | - | .0-1.1' | - | - | TO BE LOWERED | RUNWAY RELOCATION |
| 23-2 | GROUND | 0-0.1' | - | 0-0.8' | - | - | TO BE LOWERED | RUNWAY RELOCATION |
| 23-3 | PERIMETER RD | - | - | (2.2') | - | - | TO REMAIN | - |
| 23-4 | FENCE | - | - | (4.9') | - | - | TO REMAIN | - |
| 23-5 | GROUND | - | - | 0.2-0.5' | - | - | TO BE LOWERED | RUNWAY RELOCATION |
| 23-6 | GROUND | | | | | | REMOVED 2021 | - |
| 23-7 | ROAD | - | (2.5') | - | - | - | TO REMAIN | - |
| 23-8 | ROAD | - | (2.9') | - | (2.9') | - | TO REMAIN | - |
| 23-9 | ROAD | - | (3.0') | - | (3.0') | (3.1') | TO REMAIN | - |

PR=PT 77 PRIMARY SURFACE AP=PT 77 APPROACH SURFACE TR=TRANSITIONAL SURFACE
TH=THRESHOLD SURFACE GQS=GLIDEPATH QUALIFICATION SURFACE
(#.#')=BELOW SURFACE # #' = ABOVE SURFACE *= OBJECT LIGHTED
NOTE: AN AERONAUTICAL SURVEY IS REQUIRED FOR OBSTACLE VERIFICATION
DEPARTURE OBSTACLES IDENTIFIED ON DEPARTURE SHEET (A-25)

NOTE: RED OBSTRUCTION IN PROFILE VIEW INDICATES OBSTRUCTION TO AN AIRSPACE SURFACE. FAA AERONAUTICAL STUDY REQUIRED TO DETERMINE IF OBJECT IS A HAZARD TO AIR NAVIGATION

LEGEND
- NATURAL GROWTH OBJECT (E.G. TREE)
- MOBILE OBJECT (E.G. VEHICLE)
- FIXED OBJECT (E.G. POLE)
- AIRSPACE OBSTRUCTING OBJECT

| STATION | ELEVATION | HIGH/LOW |
|---|---|---|
| 10+00 | 3173 | LOW |
| 17+51.2 | 3177.8 | - |
| 40+00 | 3199.4 | - |
| 46+00 | 3203.2 | HIGH |

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# RAPID CITY REGIONAL AIRPORT
*CITY OF RAPID CITY (OWNER)*
RAPID CITY, SOUTH DAKOTA

TO BE USED AS A COMPLETE DRAWING SET FOR PLANNING PURPOSES ONLY, NOT FOR CONSTRUCTION

## INNER APPROACH SURFACE RUNWAY 23 END

DRAFTED TLG
REVIEWED KLP
PROJECT NUMBER 1905-02130
SHEET A-19

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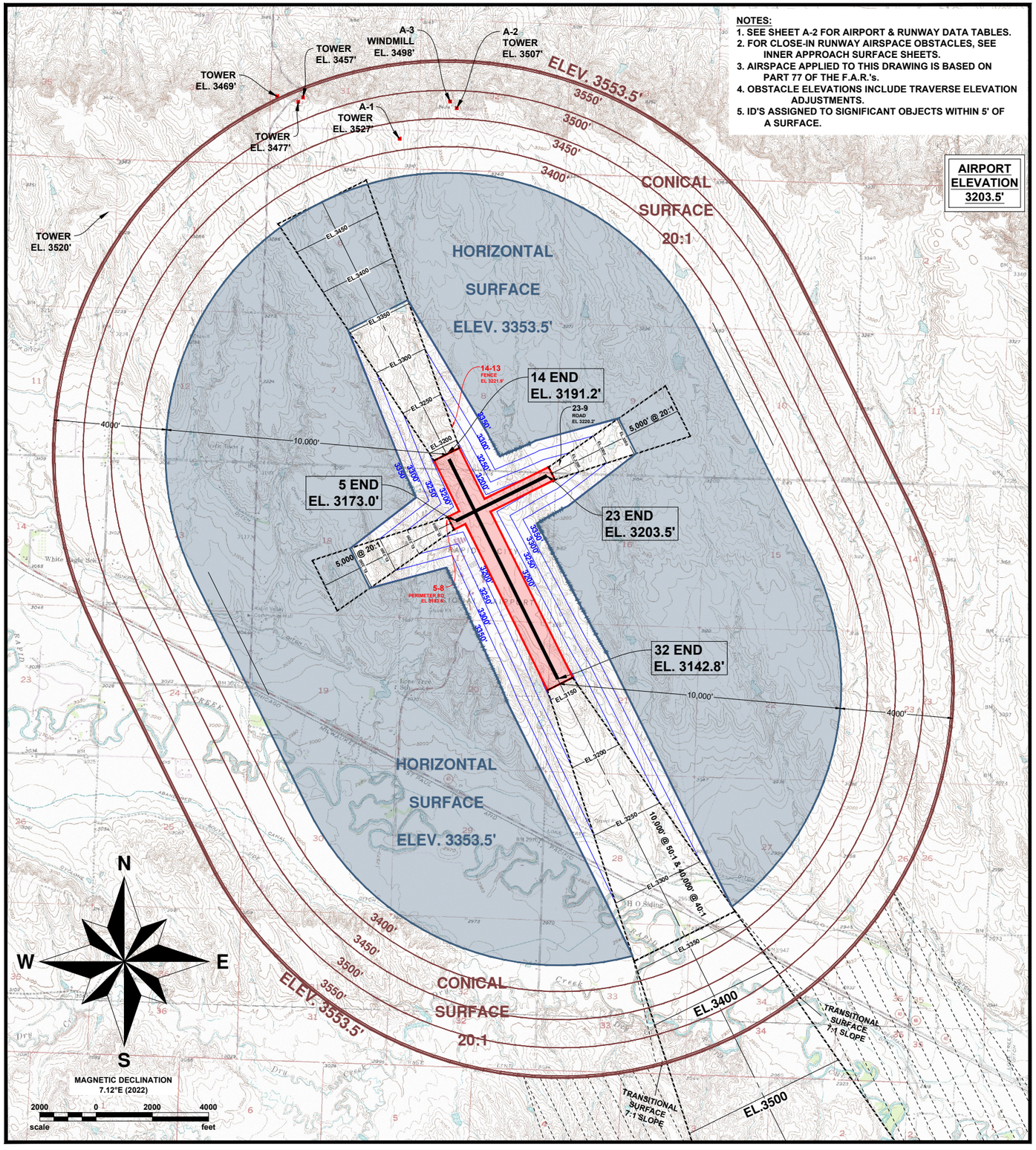
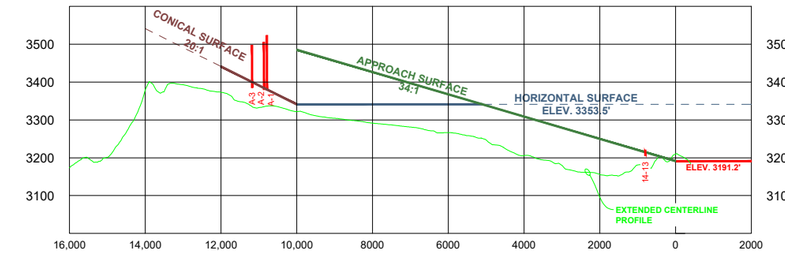
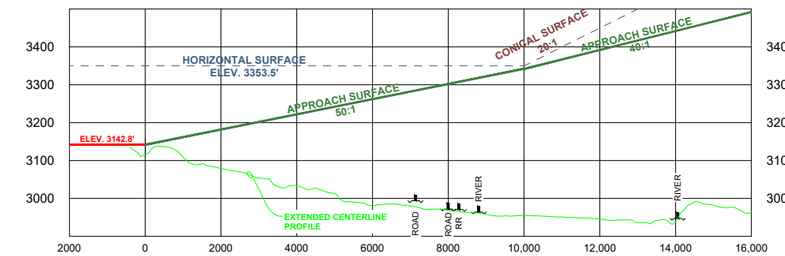
NOTES:
1. SEE SHEET A-2 FOR AIRPORT & RUNWAY DATA TABLES.
2. FOR CLOSE-IN RUNWAY AIRSPACE OBSTACLES, SEE INNER APPROACH SURFACE SHEETS.
3. AIRSPACE APPLIED TO THIS DRAWING IS BASED ON PART 77 OF THE F.A.R.'s.
4. OBSTACLE ELEVATIONS INCLUDE TRAVERSE ELEVATION ADJUSTMENTS.
5. ID'S ASSIGNED TO SIGNIFICANT OBJECTS WITHIN 5' OF A SURFACE.

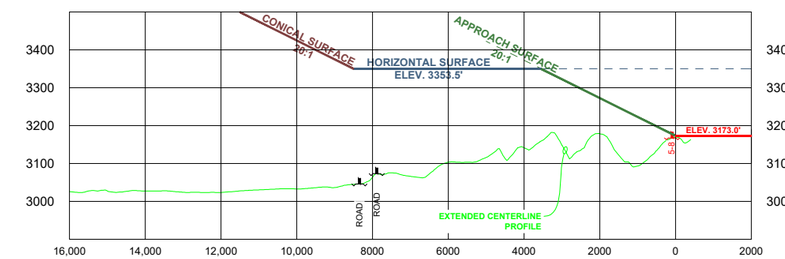


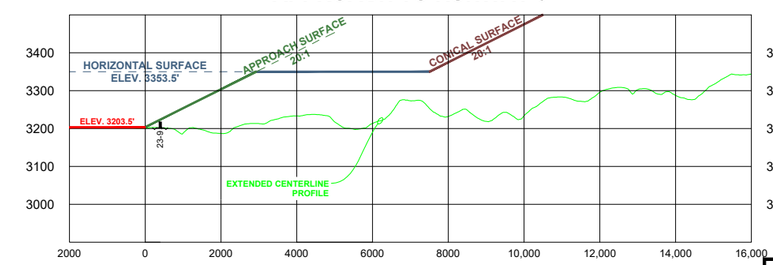

APPROACH TO RUNWAY 14



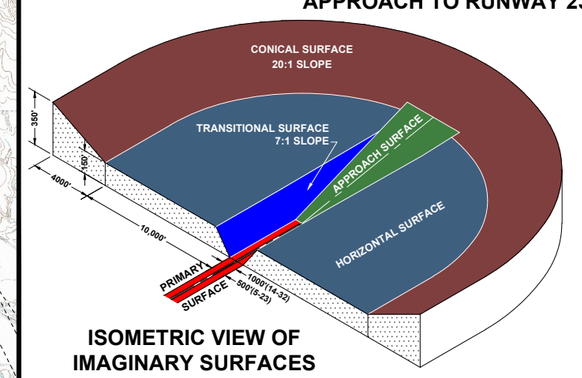

APPROACH TO RUNWAY 32




APPROACH TO RUNWAY 5




APPROACH TO RUNWAY 23




ISOMETRIC VIEW OF IMAGINARY SURFACES

# RAPID CITY REGIONAL AIRPORT

*CITY OF RAPID CITY (OWNER)*

RAPID CITY, SOUTH DAKOTA

TO BE USED AS A COMPLETE DRAWING SET FOR PLANNING PURPOSES ONLY, NOT FOR CONSTRUCTION

## PART 77 AIRSPACE (EXISTING)

| Rev. | Date | Description |
|---|---|---|

DRAFTED TLG
REVIEWED KLP
PROJECT NUMBER 1905-02130
SHEET A-20

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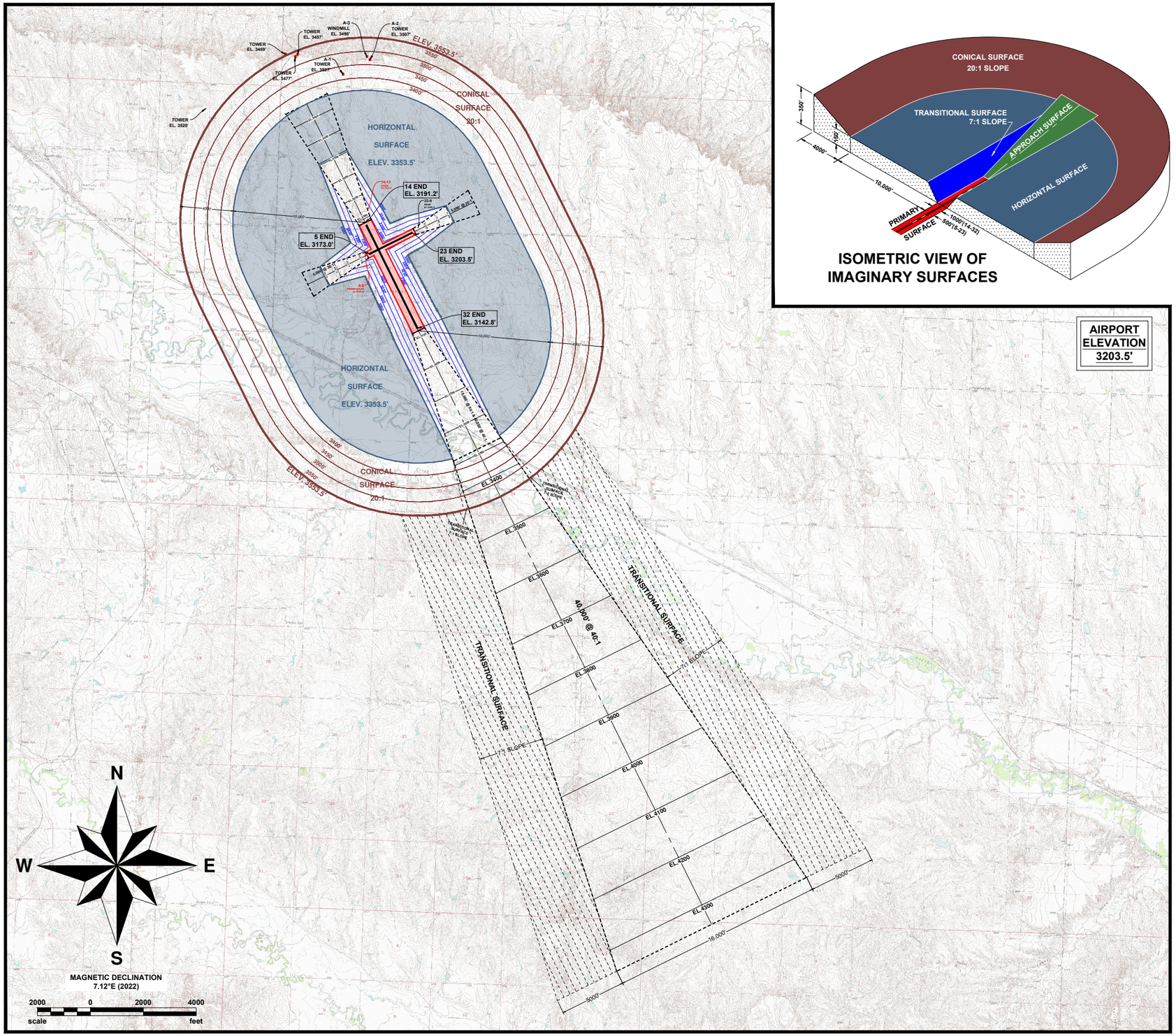
Jan 18, 2022 - 11:58am - K:\Projects\Airport\SD\RapidCity_RAP\1905_02130_AMP\CADD\ALP\1905-02130_Zone-Part77_EXISTING.dwg (PT-77 (E))







**ISOMETRIC VIEW OF IMAGINARY SURFACES**

**AIRPORT ELEVATION 3203.5'**

PART 77 AIRSPACE SCHEDULE OF OBSTACLES
RAPID CITY REGIONAL AIRPORT AIRPORT

| OBSTACLE | | CHARACTERISTICS | | | |
|---|---|---|---|---|---|
| ID | DESCRIPTION | ELEVATION AMSL (FT.) | PART 77 SURFACE | OBJECT PENETRATION | FUTURE DISPOSITION |
| 5-8 | PERIMETER RD | 3184 | APPROACH | 6'(A) | TO REMAIN |
| 14-11 | FENCE | 3222 | TRANSITIONAL | 4'(A) | TO BE RELOCATED |
| 23-9 | ROAD | 3220 | APPROACH | 3'(A) | TO REMAIN |
| A-1 | TOWER | 3527 | CONICAL | 115'(A) | TO REMAIN |
| A-2 | TOWER | 3507 | CONICAL | 21'(A) | TO REMAIN |
| A-3 | WINDMILL | 3498 | CONICAL | 30'(A) | TO REMAIN |

(A) = ABOVE SURFACE
(B) = BELOW SURFACE

** LIGHTING OF OBJECT REQUIRED
(OL) = OBJECT LIGHTED
(U) = UNVERIFIED LIGHTING

**NOTES:**

1. SEE SHEET A-2 FOR AIRPORT & RUNWAY DATA TABLES.
2. FOR CLOSE-IN RUNWAY AIRSPACE OBSTACLES, SEE INNER APPROACH SURFACE SHEETS.
3. AIRSPACE APPLIED TO THIS DRAWING IS BASED ON PART 77 OF THE F.A.R.'s.
4. OBSTACLE EL. INCLUDE TRAVERSE EL. ADJUSTMENTS.
5. ID'S ASSIGNED TO SIGNIFICANT OBJECTS WITHIN 5' OF A SURFACE.

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# RAPID CITY REGIONAL AIRPORT

*CITY OF RAPID CITY (OWNER)*
RAPID CITY, SOUTH DAKOTA

TO BE USED AS A COMPLETE DRAWING SET FOR PLANNING PURPOSES ONLY, NOT FOR CONSTRUCTION

| Rev. | Date | Description |
|---|---|---|

## EXTENDED PART 77 AIRSPACE 32 END (EXISTING)

DRAFTED TLG
REVIEWED KLP
PROJECT NUMBER 1905-02130
SHEET A-21

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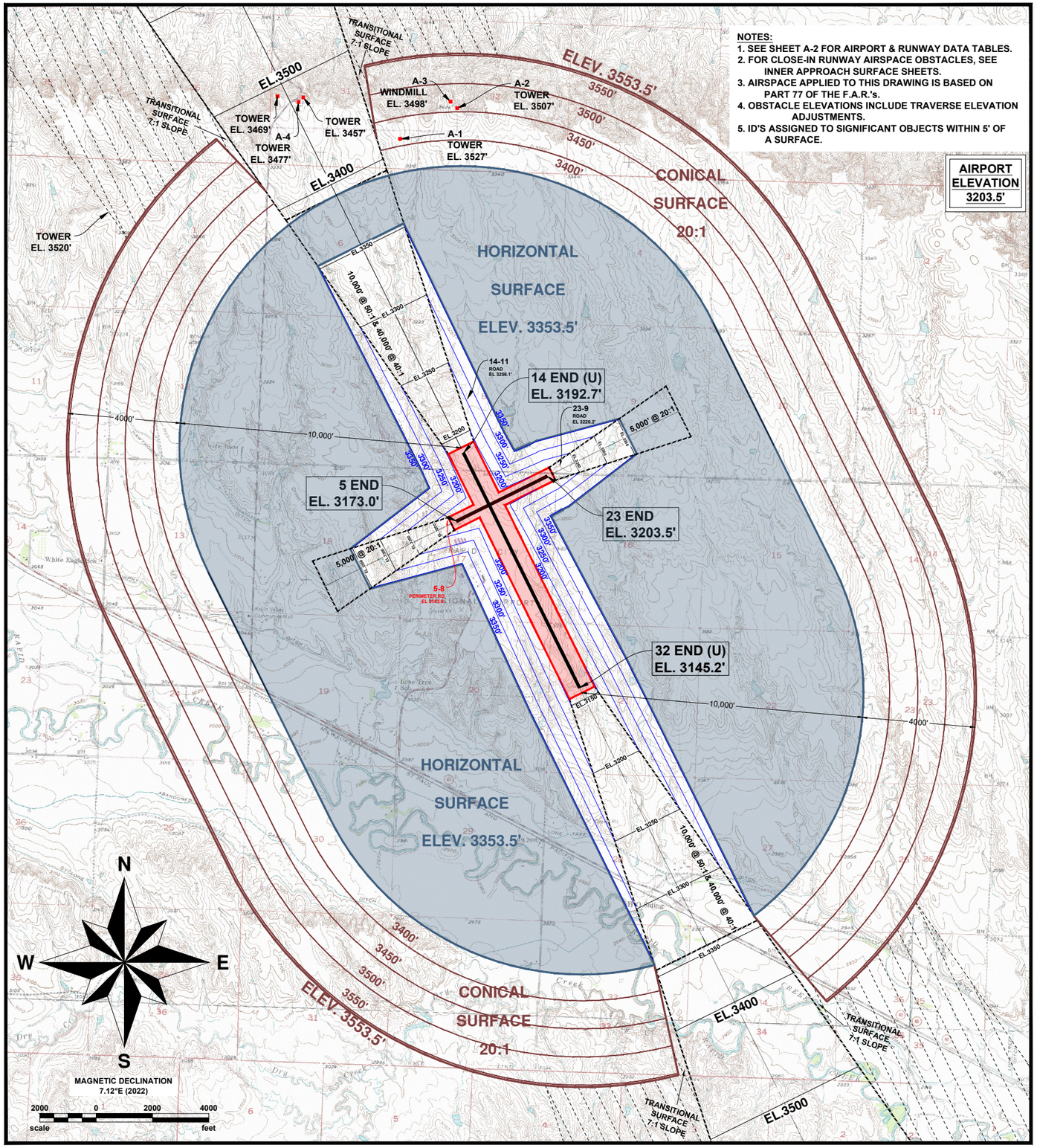
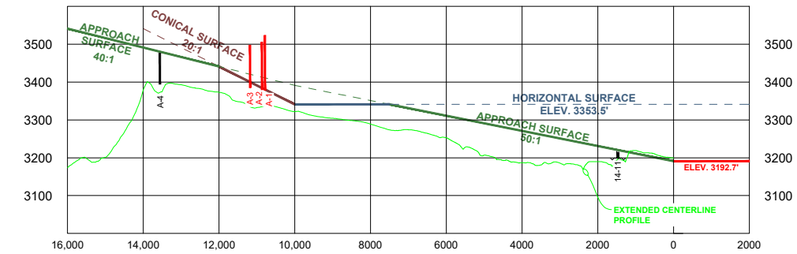
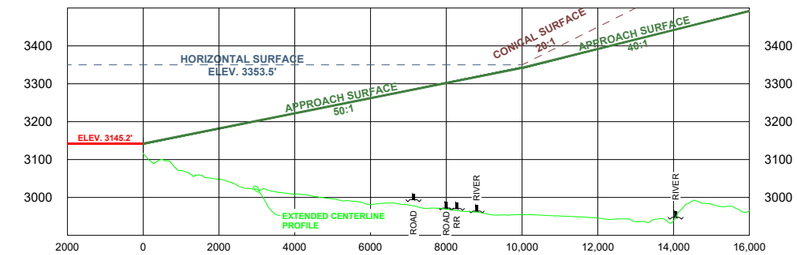
Jan 18, 2022 - 11:58am - K:\Projects\Airport\SD\RapidCity_RAP\1905_02130_AMP\CADD\ALP\1905-02130_Zone-Part77_EXISTING.dwg (PT-77_Ext (E))

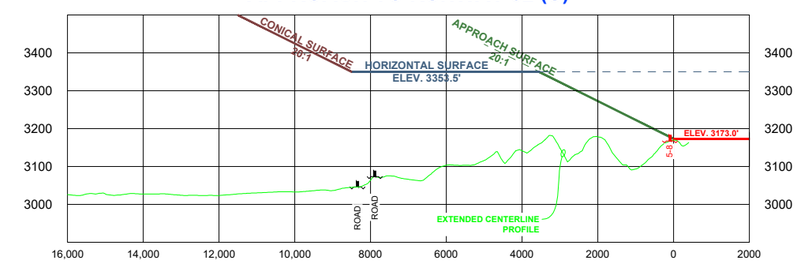


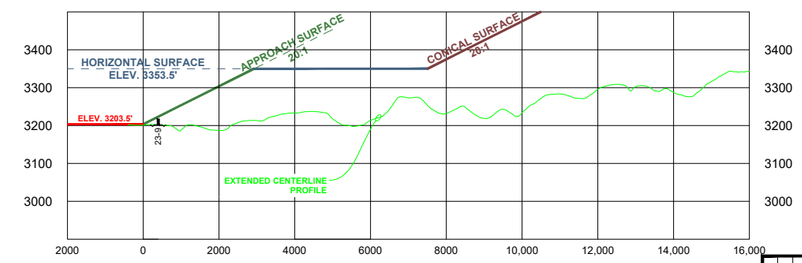

APPROACH TO RUNWAY 14(U)



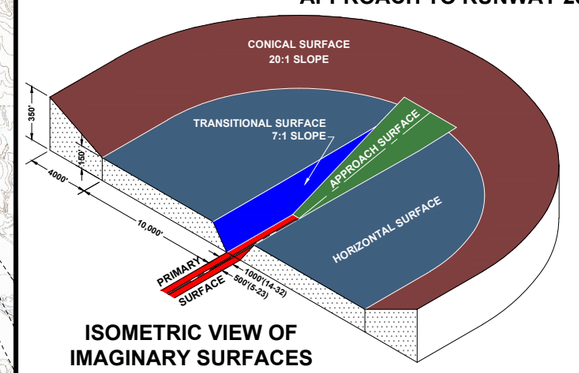

APPROACH TO RUNWAY 32 (U)




APPROACH TO RUNWAY 5




APPROACH TO RUNWAY 23




ISOMETRIC VIEW OF IMAGINARY SURFACES

KLJ

# RAPID CITY REGIONAL AIRPORT

*CITY OF RAPID CITY (OWNER)*

RAPID CITY, SOUTH DAKOTA

TO BE USED AS A COMPLETE DRAWING SET FOR PLANNING PURPOSES ONLY, NOT FOR CONSTRUCTION

## PART 77 AIRSPACE (ULTIMATE)

| Rev. | Date | Description |
|---|---|---|

DRAFTED TLG

REVIEWED KLP

PROJECT NUMBER 1905-02130

SHEET A-22

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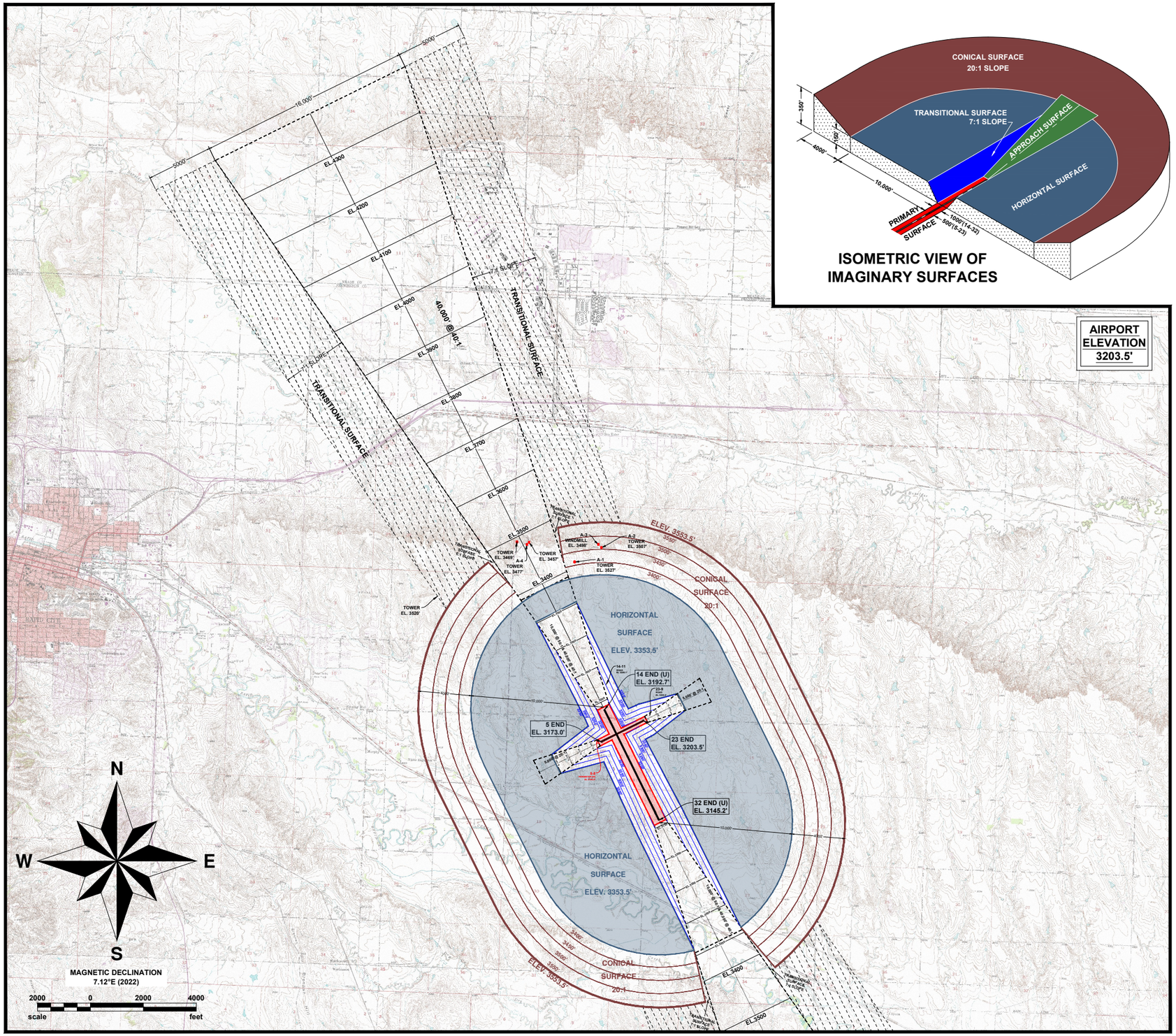
Jan 18, 2022 - 12:03pm - K:\Projects\Airport\SD\RapidCity_RAP\1905_02130_AMP\CADD\ALP\1905-02130_Zone-Part77.dwg (PT-77)




**PART 77 AIRSPACE SCHEDULE OF OBSTACLES**
**RAPID CITY REGIONAL AIRPORT AIRPORT**

| OBSTACLE | | CHARACTERISTICS | | | |
|---|---|---|---|---|---|
| ID | DESCRIPTION | ELEVATION AMSL (FT.) | PART 77 SURFACE | OBJECT PENETRATION | FUTURE DISPOSITION |
| 5-8 | PERIMETER RD | 3184 | APPROACH | 6'(A) | TO REMAIN |
| 14-11 | ROAD | 3256 | TRANSITIONAL | 5'(B) | TO BE LOWERED |
| 23-9 | ROAD | 3220 | APPROACH | 3'(A) | TO REMAIN |
| A-1 | TOWER | 3527 | CONICAL | 115'(A) | TO REMAIN |
| A-2 | TOWER | 3507 | CONICAL | 21'(A) | TO REMAIN |
| A-3 | WINDMILL | 3498 | CONICAL | 30'(A) | TO REMAIN |
| A-4 | TOWER | 3477 | APPROACH | 3'(B) | TO REMAIN |

(A) = ABOVE SURFACE
(B) = BELOW SURFACE

** LIGHTING OF OBJECT REQUIRED
(OL) = OBJECT LIGHTED
(U) = UNVERIFIED LIGHTING

**NOTES:**

1. SEE SHEET A-2 FOR AIRPORT & RUNWAY DATA TABLES.
2. FOR CLOSE-IN RUNWAY AIRSPACE OBSTACLES, SEE INNER APPROACH SURFACE SHEETS.
3. AIRSPACE APPLIED TO THIS DRAWING IS BASED ON PART 77 OF THE F.A.R.'s.
4. OBSTACLE EL. INCLUDE TRAVERSE EL. ADJUSTMENTS.
5. ID'S ASSIGNED TO SIGNIFICANT OBJECTS WITHIN 5' OF A SURFACE.

KLJ

# RAPID CITY REGIONAL AIRPORT

*CITY OF RAPID CITY (OWNER)*
RAPID CITY, SOUTH DAKOTA

TO BE USED AS A COMPLETE DRAWING SET FOR PLANNING PURPOSES ONLY, NOT FOR CONSTRUCTION

## EXTENDED PART 77 AIRSPACE 14 END (ULTIMATE)

| Rev. | Date | Description |
|---|---|---|

DRAFTED TLG
REVIEWED KLP
PROJECT NUMBER 1905-02130

SHEET A-23

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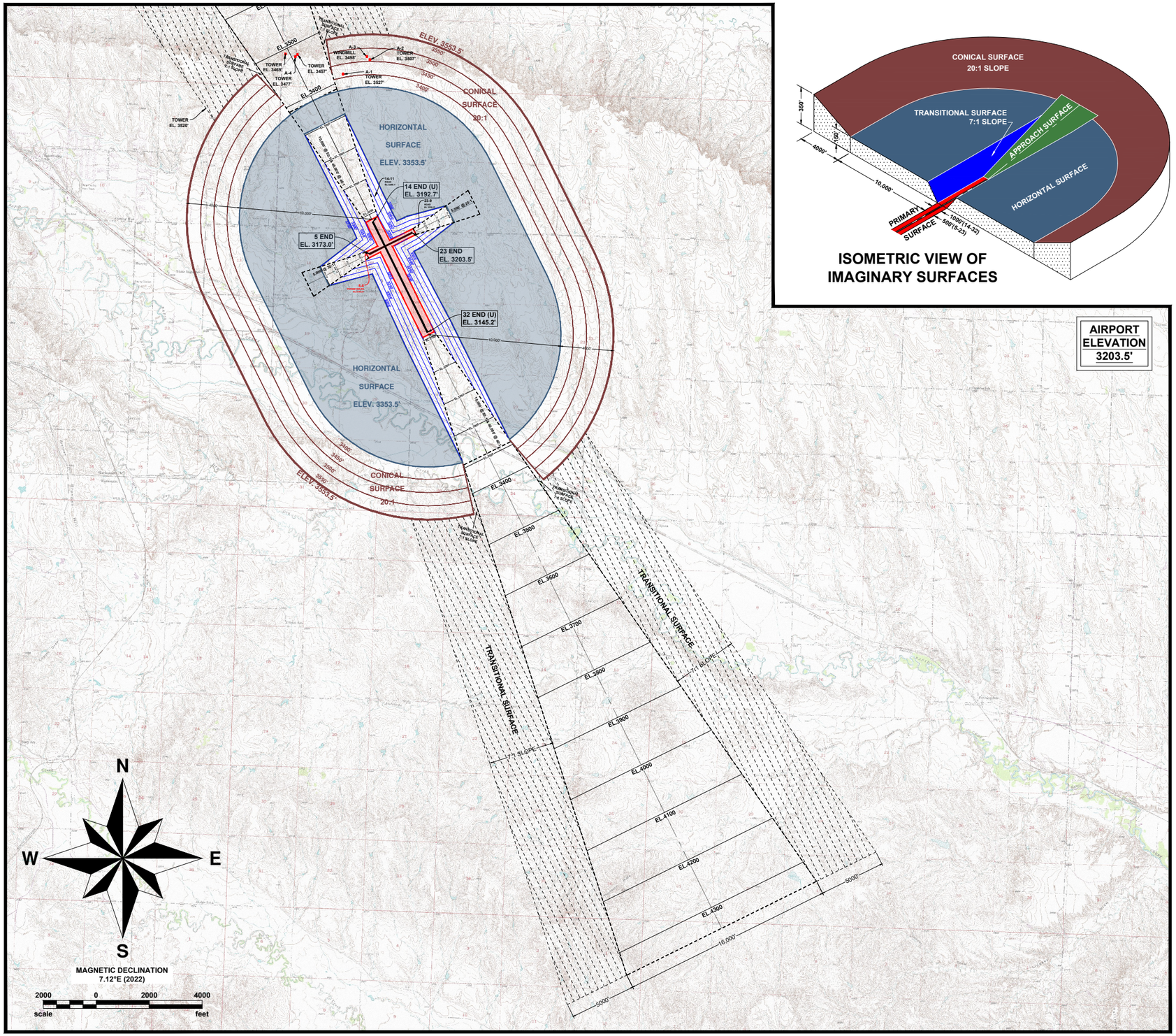





**ISOMETRIC VIEW OF IMAGINARY SURFACES**

**AIRPORT ELEVATION 3203.5'**

**PART 77 AIRSPACE SCHEDULE OF OBSTACLES**
**RAPID CITY REGIONAL AIRPORT AIRPORT**

| OBSTACLE | | CHARACTERISTICS | | | |
|---|---|---|---|---|---|
| ID | DESCRIPTION | ELEVATION AMSL (FT.) | PART 77 SURFACE | OBJECT PENETRATION | FUTURE DISPOSITION |
| 5-8 | PERIMETER RD | 3184 | APPROACH | 6'(A) | TO REMAIN |
| 14-11 | ROAD | 3256 | TRANSITIONAL | 5'(B) | TO BE LOWERED |
| 23-9 | ROAD | 3220 | APPROACH | 3'(A) | TO REMAIN |
| A-1 | TOWER | 3527 | CONICAL | 115'(A) | TO REMAIN |
| A-2 | TOWER | 3507 | CONICAL | 21'(A) | TO REMAIN |
| A-3 | WINDMILL | 3498 | CONICAL | 30'(A) | TO REMAIN |
| A-4 | TOWER | 3477 | APPROACH | 3'(B) | TO REMAIN |

(A) = ABOVE SURFACE
(B) = BELOW SURFACE

** LIGHTING OF OBJECT REQUIRED
(OL) = OBJECT LIGHTED
(U) = UNVERIFIED LIGHTING

**NOTES:**
1. SEE SHEET A-2 FOR AIRPORT & RUNWAY DATA TABLES.
2. FOR CLOSE-IN RUNWAY AIRSPACE OBSTACLES, SEE INNER APPROACH SURFACE SHEETS.
3. AIRSPACE APPLIED TO THIS DRAWING IS BASED ON PART 77 OF THE F.A.R.'s.
4. OBSTACLE EL. INCLUDE TRAVERSE EL. ADJUSTMENTS.
5. ID'S ASSIGNED TO SIGNIFICANT OBJECTS WITHIN 5' OF A SURFACE.

KLJ

# RAPID CITY REGIONAL AIRPORT
*CITY OF RAPID CITY (OWNER)*
RAPID CITY, SOUTH DAKOTA

TO BE USED AS A COMPLETE DRAWING SET FOR PLANNING PURPOSES ONLY, NOT FOR CONSTRUCTION

## EXTENDED PART 77 AIRSPACE 32 END (ULTIMATE)

| Rev. | Date | Description |
|---|---|---|

DRAFTED TLG
REVIEWED KLP
PROJECT NUMBER 1905-02130
SHEET A-24

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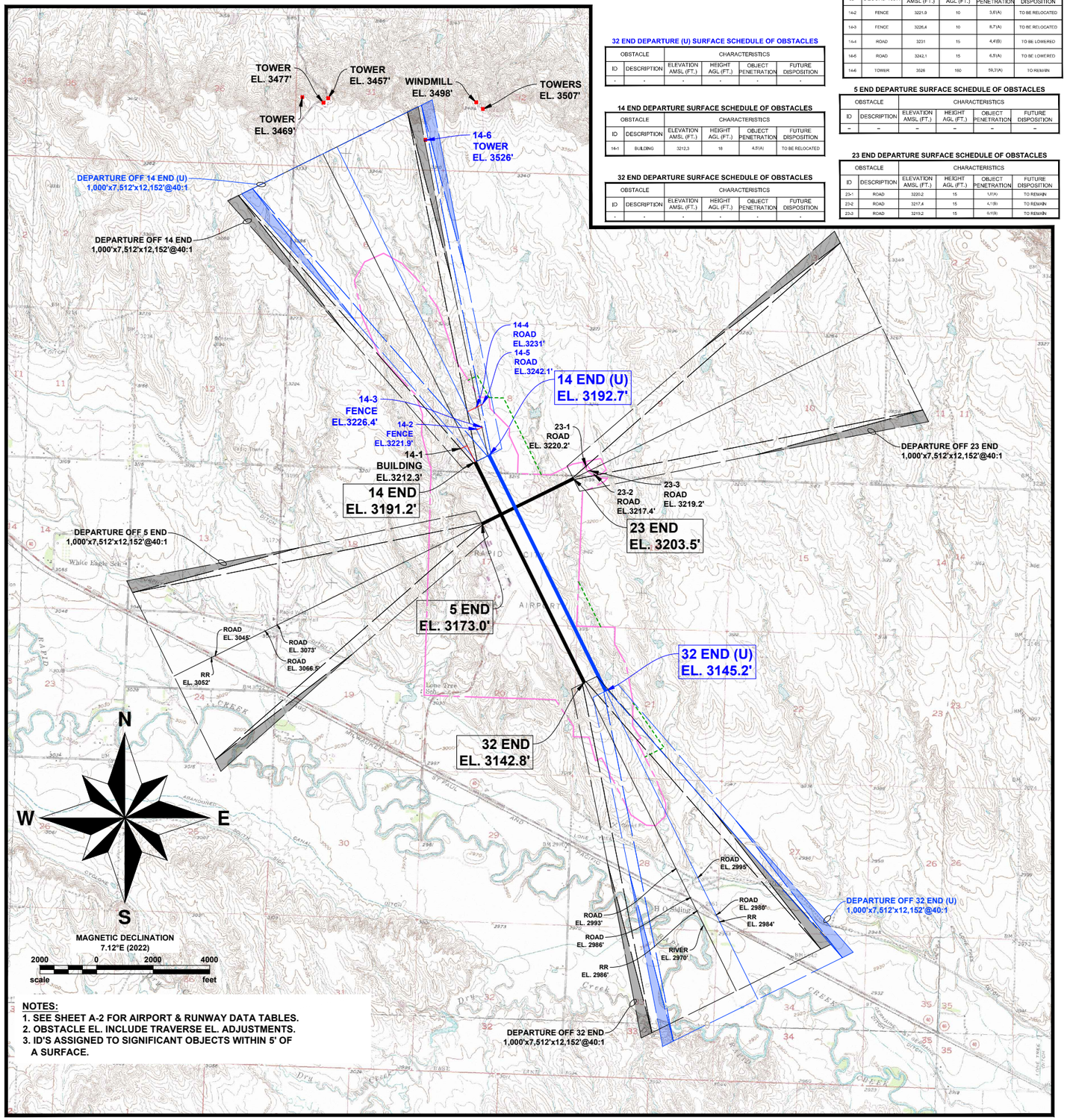
Jan 18, 2022 - 12:03pm - K:\Projects\Airport\SD\RapidCity_RAP\1905_02130_AMP\CADD\ALP\1905-02130_Zone-Part77.dwg (PT-77_Ext (32))




**NOTES:**
1. SEE SHEET A-2 FOR AIRPORT & RUNWAY DATA TABLES.
2. OBSTACLE EL. INCLUDE TRAVERSE EL. ADJUSTMENTS.
3. ID'S ASSIGNED TO SIGNIFICANT OBJECTS WITHIN 5' OF A SURFACE.

**32 END DEPARTURE (U) SURFACE SCHEDULE OF OBSTACLES**

| OBSTACLE | | CHARACTERISTICS | | | |
|---|---|---|---|---|---|
| ID | DESCRIPTION | ELEVATION AMSL (FT.) | HEIGHT AGL (FT.) | OBJECT PENETRATION | FUTURE DISPOSITION |
| - | - | - | - | - | - |

**14 END DEPARTURE SURFACE SCHEDULE OF OBSTACLES**

| OBSTACLE | | CHARACTERISTICS | | | |
|---|---|---|---|---|---|
| ID | DESCRIPTION | ELEVATION AMSL (FT.) | HEIGHT AGL (FT.) | OBJECT PENETRATION | FUTURE DISPOSITION |
| 14-1 | BUILDING | 3212.3 | 18 | 4.5(A) | TO BE RELOCATED |

**32 END DEPARTURE SURFACE SCHEDULE OF OBSTACLES**

| OBSTACLE | | CHARACTERISTICS | | | |
|---|---|---|---|---|---|
| ID | DESCRIPTION | ELEVATION AMSL (FT.) | HEIGHT AGL (FT.) | OBJECT PENETRATION | FUTURE DISPOSITION |
| - | - | - | - | - | - |

**14 END DEPARTURE (U) SURFACE SCHEDULE OF OBSTACLES**

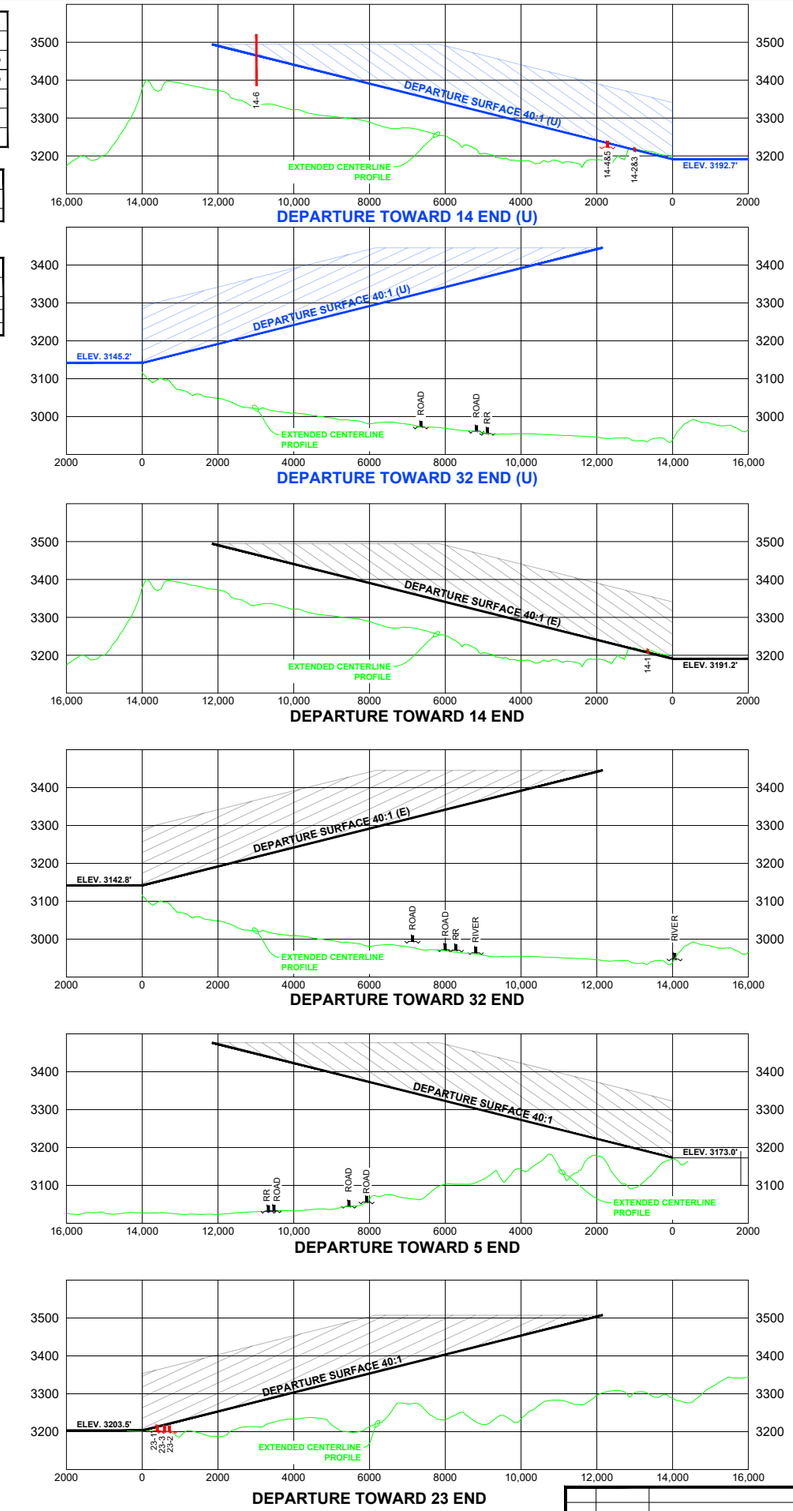
| OBSTACLE | | CHARACTERISTICS | | | |
|---|---|---|---|---|---|
| ID | DESCRIPTION | ELEVATION AMSL (FT.) | HEIGHT AGL (FT.) | OBJECT PENETRATION | FUTURE DISPOSITION |
| 14-2 | FENCE | 3221.9 | 10 | 3.6(A) | TO BE RELOCATED |
| 14-3 | FENCE | 3226.4 | 10 | 8.7(A) | TO BE RELOCATED |
| 14-4 | ROAD | 3231 | 15 | 4.4(B) | TO BE LOWERED |
| 14-5 | ROAD | 3242.1 | 15 | 6.5(A) | TO BE LOWERED |
| 14-6 | TOWER | 3526 | 160 | 59.2(A) | TO REMAIN |

**5 END DEPARTURE SURFACE SCHEDULE OF OBSTACLES**

| OBSTACLE | | CHARACTERISTICS | | | |
|---|---|---|---|---|---|
| ID | DESCRIPTION | ELEVATION AMSL (FT.) | HEIGHT AGL (FT.) | OBJECT PENETRATION | FUTURE DISPOSITION |
| – | – | – | – | – | – |

**23 END DEPARTURE SURFACE SCHEDULE OF OBSTACLES**

| OBSTACLE | | CHARACTERISTICS | | | |
|---|---|---|---|---|---|
| ID | DESCRIPTION | ELEVATION AMSL (FT.) | HEIGHT AGL (FT.) | OBJECT PENETRATION | FUTURE DISPOSITION |
| 23-1 | ROAD | 3220.2 | 15 | 1.0(A) | TO REMAIN |
| 23-2 | ROAD | 3217.4 | 15 | 4.1(B) | TO REMAIN |
| 23-3 | ROAD | 3219.2 | 15 | 0.1(B) | TO REMAIN |




EXISTING AIRPORT PROPERTY

ULTIMATE AIRPORT PROPERTY

| Rev. | Date | Description |
|---|---|---|

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# RAPID CITY REGIONAL AIRPORT

*CITY OF RAPID CITY (OWNER)*

RAPID CITY, SOUTH DAKOTA

TO BE USED AS A COMPLETE DRAWING SET FOR PLANNING PURPOSES ONLY, NOT FOR CONSTRUCTION

## AIRSPACE PLAN (DEPARTURE)

DRAFTED TLG

REVIEWED KLP

PROJECT NUMBER 1905-02130

SHEET A-25

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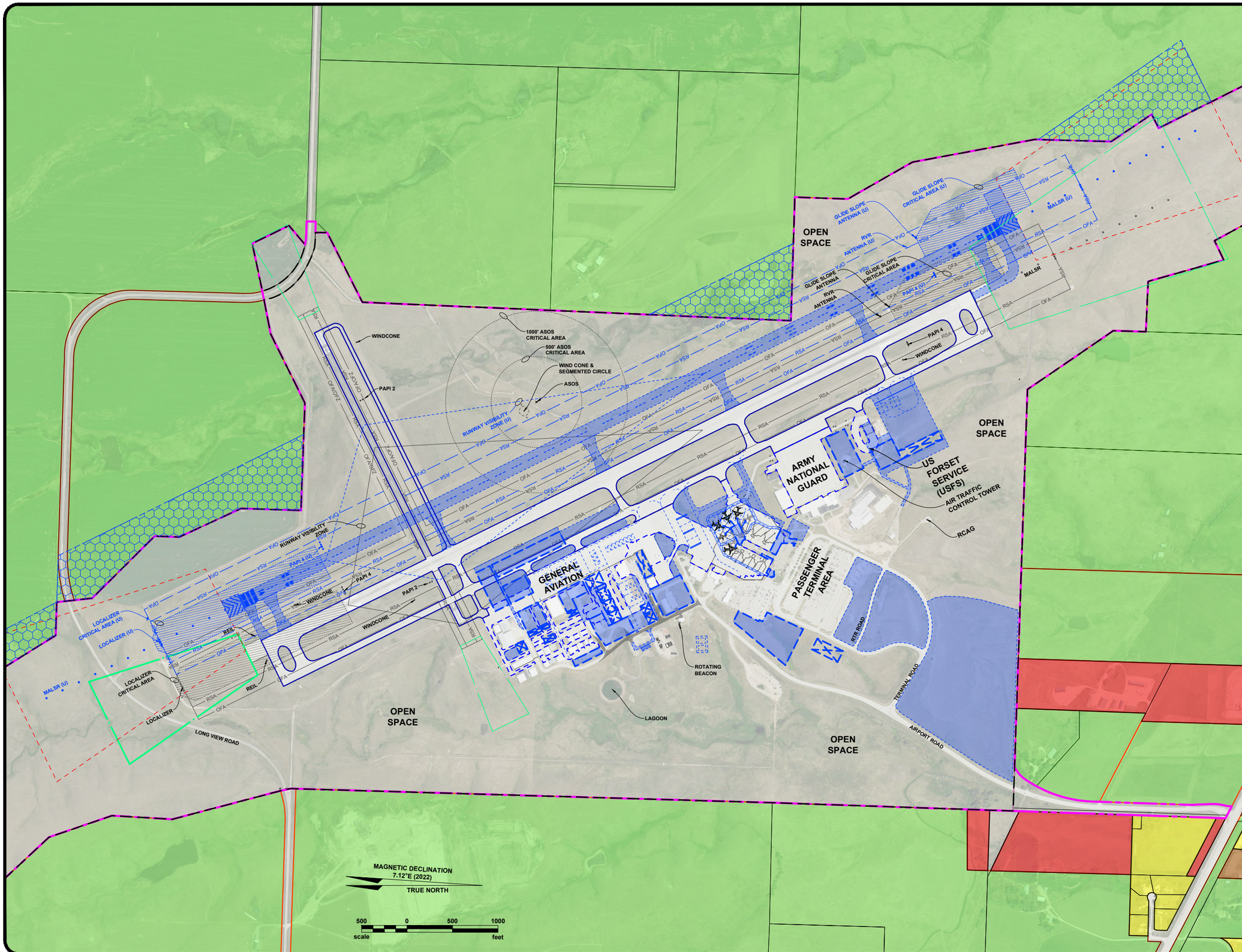
NOTES:
1. SEE SHEET A-2 FOR AIRPORT & RUNWAY DATA TABLES.
2. ZONING DATA FROM CITY OF RAPID CITY "RAPID MAP" ZONING ORDINANCE (2015) AND PENNINGTON COUNTY PARCELS.




## LEGEND

- AGRICULTURE
- AERONAUTICAL
- COMMERCIAL
- RESIDENTIAL
- ULTIMATE DEVELOPMENT
- ULTIMATE AIRPORT PROPERTY
- EXISTING RPZ
- FUTURE/ULTIMATE RPZ
- CITY BOUNDARY
- NON-MOVEMENT AREA
- MOVEMENT AREA
- EXISTING AIRPORT PROPERTY
- OFA — RUNWAY OBJECT FREE AREA (OFA)
- RSA — RUNWAY SAFETY AREA (RSA)

# RAPID CITY REGIONAL AIRPORT

*CITY OF RAPID CITY (OWNER)*

RAPID CITY, SOUTH DAKOTA

TO BE USED AS A COMPLETE DRAWING SET FOR PLANNING PURPOSES ONLY, NOT FOR CONSTRUCTION

## LAND USE PLAN

| Rev. | Date | Description |
|---|---|---|

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REVIEWED KLP
PROJECT NUMBER 1905-02130
SHEET A-26

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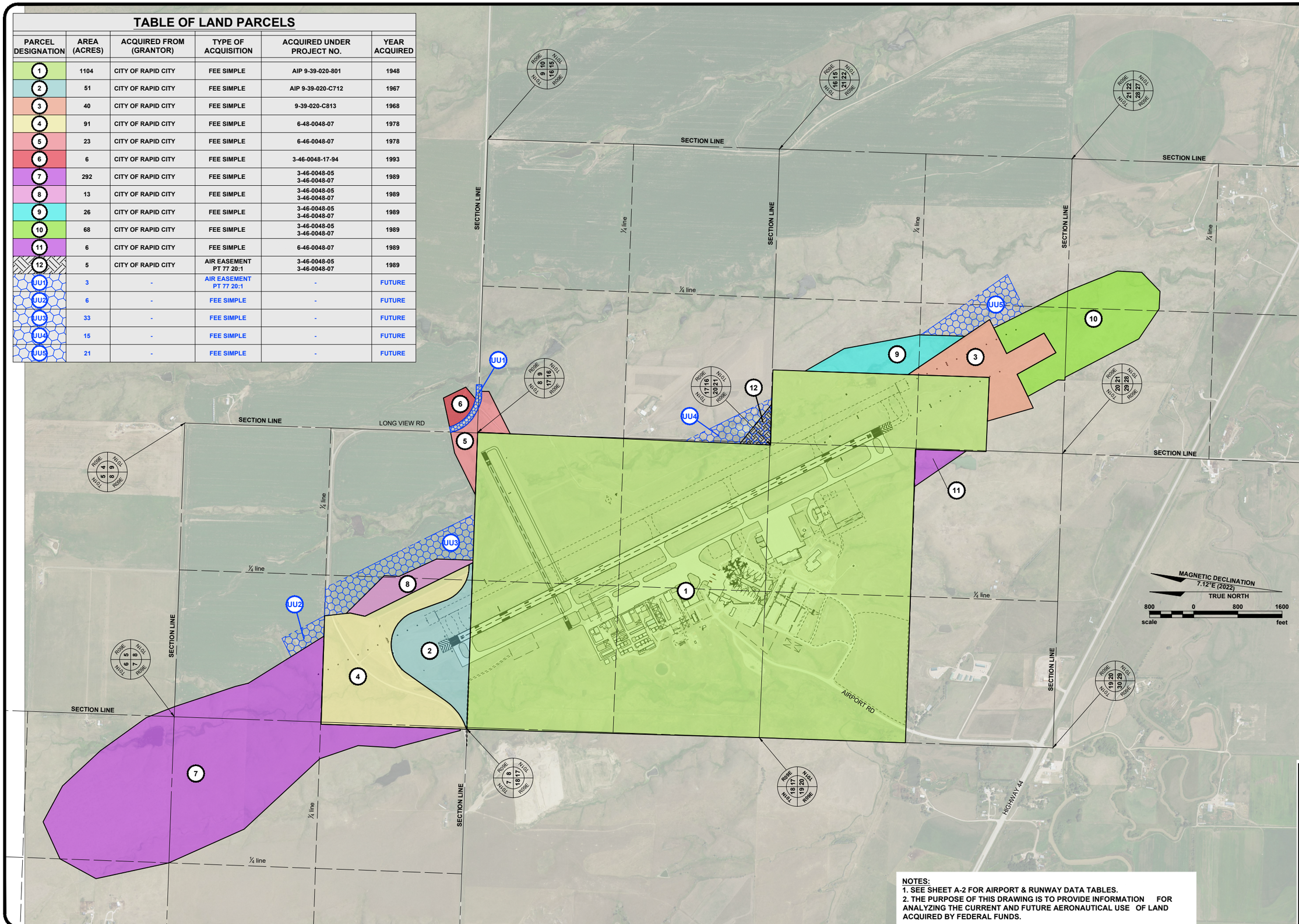
## TABLE OF LAND PARCELS

| PARCEL DESIGNATION | AREA (ACRES) | ACQUIRED FROM (GRANTOR) | TYPE OF ACQUISITION | ACQUIRED UNDER PROJECT NO. | YEAR ACQUIRED |
|---|---|---|---|---|---|
| 1 | 1104 | CITY OF RAPID CITY | FEE SIMPLE | AIP 9-39-020-801 | 1948 |
| 2 | 51 | CITY OF RAPID CITY | FEE SIMPLE | AIP 9-39-020-C712 | 1967 |
| 3 | 40 | CITY OF RAPID CITY | FEE SIMPLE | 9-39-020-C813 | 1968 |
| 4 | 91 | CITY OF RAPID CITY | FEE SIMPLE | 6-48-0048-07 | 1978 |
| 5 | 23 | CITY OF RAPID CITY | FEE SIMPLE | 6-46-0048-07 | 1978 |
| 6 | 6 | CITY OF RAPID CITY | FEE SIMPLE | 3-46-0048-17-94 | 1993 |
| 7 | 292 | CITY OF RAPID CITY | FEE SIMPLE | 3-46-0048-05<br>3-46-0048-07 | 1989 |
| 8 | 13 | CITY OF RAPID CITY | FEE SIMPLE | 3-46-0048-05<br>3-46-0048-07 | 1989 |
| 9 | 26 | CITY OF RAPID CITY | FEE SIMPLE | 3-46-0048-05<br>3-46-0048-07 | 1989 |
| 10 | 68 | CITY OF RAPID CITY | FEE SIMPLE | 3-46-0048-05<br>3-46-0048-07 | 1989 |
| 11 | 6 | CITY OF RAPID CITY | FEE SIMPLE | 6-46-0048-07 | 1989 |
| 12 | 5 | CITY OF RAPID CITY | AIR EASEMENT PT 77 20:1 | 3-46-0048-05<br>3-46-0048-07 | 1989 |
| UU1 | 3 | - | AIR EASEMENT PT 77 20:1 | - | FUTURE |
| UU2 | 6 | - | FEE SIMPLE | - | FUTURE |
| UU3 | 33 | - | FEE SIMPLE | - | FUTURE |
| UU4 | 15 | - | FEE SIMPLE | - | FUTURE |
| UU5 | 21 | - | FEE SIMPLE | - | FUTURE |




NOTES:
1. SEE SHEET A-2 FOR AIRPORT & RUNWAY DATA TABLES.
2. THE PURPOSE OF THIS DRAWING IS TO PROVIDE INFORMATION FOR ANALYZING THE CURRENT AND FUTURE AERONAUTICAL USE OF LAND ACQUIRED BY FEDERAL FUNDS.

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# RAPID CITY REGIONAL AIRPORT

*CITY OF RAPID CITY (OWNER)*
RAPID CITY, SOUTH DAKOTA

TO BE USED AS A COMPLETE DRAWING SET FOR PLANNING PURPOSES ONLY, NOT FOR CONSTRUCTION

## PROPERTY MAP

| Rev. | Date | Description |
|---|---|---|

DRAFTED MTK
REVIEWED KLP
PROJECT NUMBER 1905-02130
SHEET A-27

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