

LOCATION MAP



NO SCALE

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.

AIRPORT LAYOUT PLAN

FOR

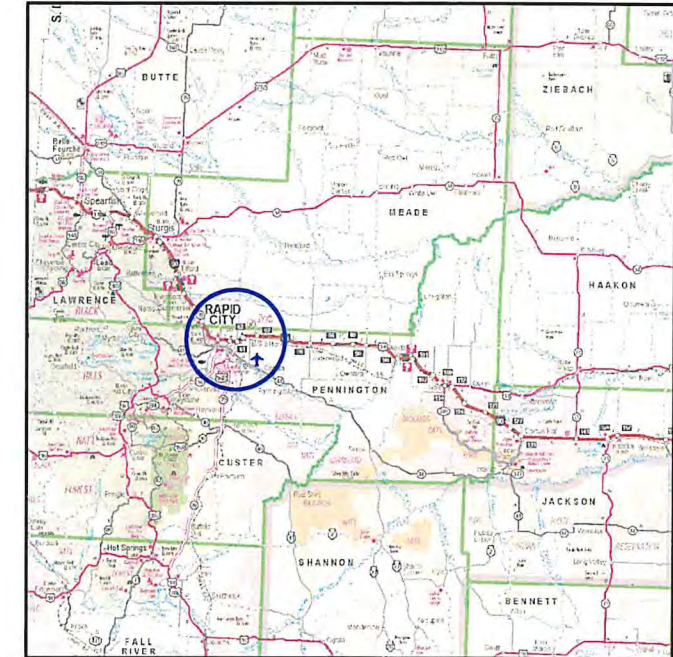
RAPID CITY REGIONAL AIRPORT (RAP) RAPID CITY, PENNINGTON COUNTY, SOUTH DAKOTA CITY OF RAPID CITY (OWNER)

January 2022



STATE OF SOUTH DAKOTA

VICINITY MAP



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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: _____

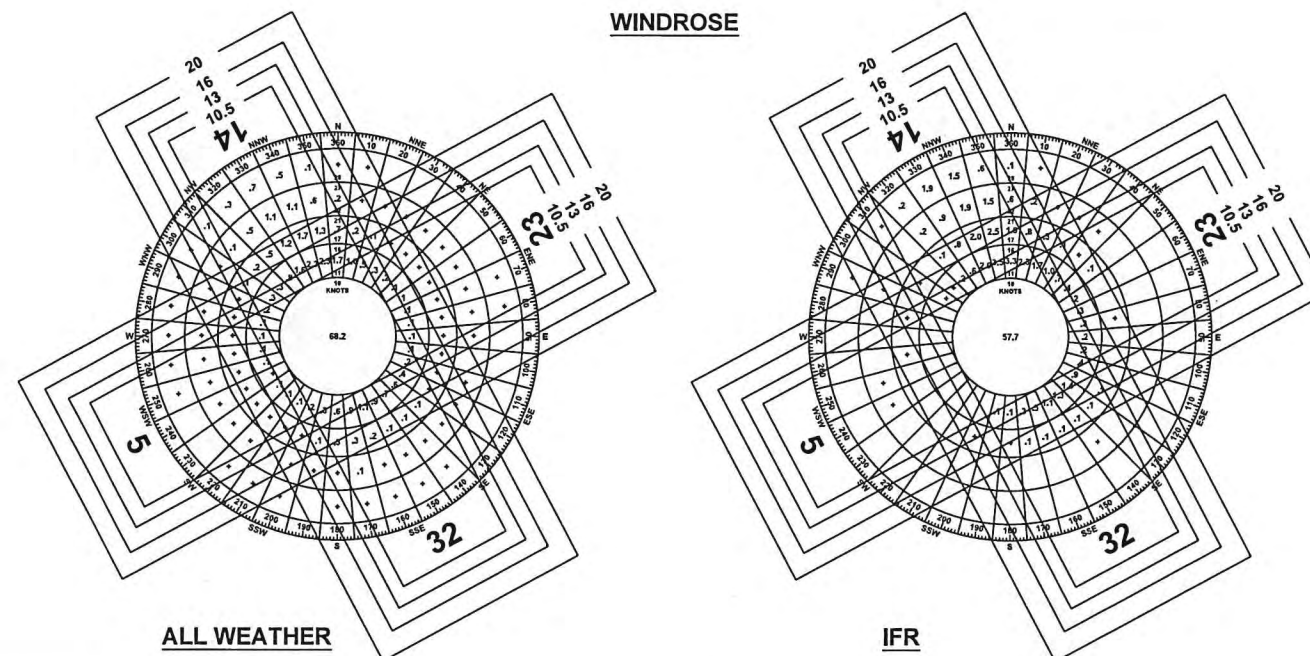
TITLE: _____

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.

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				



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

DRAFTED
MTK
REVIEWED
KLP
PROJECT NUMBER
1905-02130

SHEET
A-1

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RUNWAY DATA TABLE								
ITEM	PRIMARY RUNWAY 14/32				CROSSWIND RUNWAY 5/23			
	EXISTING (E)		ULTIMATE (U)		EXISTING (E)		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)-VIS	B-I(S)-VIS
APPROACH REFERENCE CODE (APRC)	D-IV-1200	D-IV-1200	D-IV-1200	D-IV-1200	B-I-2400	B-I-2400	B-I-2400	B-I-2400
	D-V-2400	D-V-2400	D-V-2400	D-V-2400	B-II-4000	B-II-4000	B-II-4000	B-II-4000
DEPARTURE REFERENCE CODE (DPRC)	D-IV	D-IV	D-IV	D-IV	B-II	B-II	B-II	B-II
	D-V	D-V	D-V	D-V				
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	VISUAL	VISUAL
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	VISUAL	VISUAL
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	250 X 1250 X 5000	250 X 1250 X 5000
VISIBILITY MINIMUMS	1 MILE	1/2 MILE	1/2 MILE	1/2 MILE	1 MILE	1 MILE	VISUAL	VISUAL
THRESHOLD SITING SURFACE (TSS) CATEGORY	4	5	5	5	4	4	2	2
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 AT THRESHOLD, 250' X 700' X 2250' X 2750'	STARTS AT THRESHOLD, 250' X 700' X 2250' X 2750'
GLIDE PATH QUALIFICATION SURFACE (GQS)	30:1	30:1	30:1	30:1	30:1	30:1	NONE	NONE
GLIDE PATH 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'	NONE	NONE
DEPARTURE SURFACE	40:1	40:1	40:1	40:1	40:1	40:1	NONE	NONE
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'	NONE	NONE
AERONAUTICAL SURVEY-TYPE REQUIRED	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 VARIATION (2010)	8° (E)	8° (E)	8° (E)	8° (E)	8° (E)	8° (E)	8° (E)	8° (E)
RUNWAY ORIENTATION (MAGNETIC)	144.1°	324.1°	144.1°	324.1°	53.5°	233.5°	53.5°	233.5°
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.

*NOTE: RUNWAY 14/32 WILL ONLY BE CONSTRUCTED TO 8,700' X 150'. THE THRESHOLDS AND SAFETY SURFACES ARE BEING PRESERVED FOR A 9,300' RUNWAY TO ACCOMMODATE THE MAXIMUM THRESHOLD POINTS FOR BOTH THE 14 AND 32 END. THIS IS BECAUSE A RUNWAY PROTECTION ZONE (RPZ) ANALYSIS IS EXPECTED TO ALLOW THE RUNWAY 14 END TO STAY AT THE CURRENT POINT, BUT THE RUNWAY MAY BE REQUIRED TO BE RELOCATED AS MUCH AS 600 FEET TO THE SOUTHEAST.

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"	(N) 44° 02' 42.8"
	(W) 103° 03' 26.531"	(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	-	-
FAA MAGNETIC VARIATION OF RECORD	8° (E)	8° (E)
FAA MAGNETIC VARIATION DATE	2010	2010

MODIFICATION TO DESIGN STANDARDS				
APPROVAL DATE	AIRSPACE CASE #	LOCATION	STANDARD MODIFIED	DESCRIPTION
NONE REQUIRED				

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)	3177.8	N 44° 02' 55.825"	W 103° 03' 40.688"						
Runway Intersection (U)	3179.3	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 = 3203.5									

TAXIWAY DATA TABLE		
	EXISTING	ULTIMATE
HIGHEST TAXIWAY DESIGN GROUP (TDG)	5	4
TAXIWAY WIDTH	75'	50'
TAXIWAY SAFETY AREA WIDTH	118'	118'
TAXIWAY OBJECT FREE AREA WIDTH	186'	186'
TAXILANE WIDTH	75'	50'
TAXILANE OBJECT FREE AREA WIDTH	162'	162'
TAXIWAY LIGHTING	MITL	MITL
TAXILANE LIGHTING	NONE	MITL

NOTES:

- 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.)
- HORIZONTAL DATUM = (GRID) STATE PLANE, NAD 83/2011, SD SOUTH - FIPS 4002, U.S. SURVEY FEET
- VERTICAL DATUM = VERTICAL DATUM = NAVD 88, U.S. SURVEY FEET
- LATITUDE & LONGITUDE CALCULATED USING CORPSCON VERSION 6.0.1.
- BASED ON AC 150/5300-13A CHANGE 1; ENGINEERING BRIEF 99A

Rev.	Date	Description

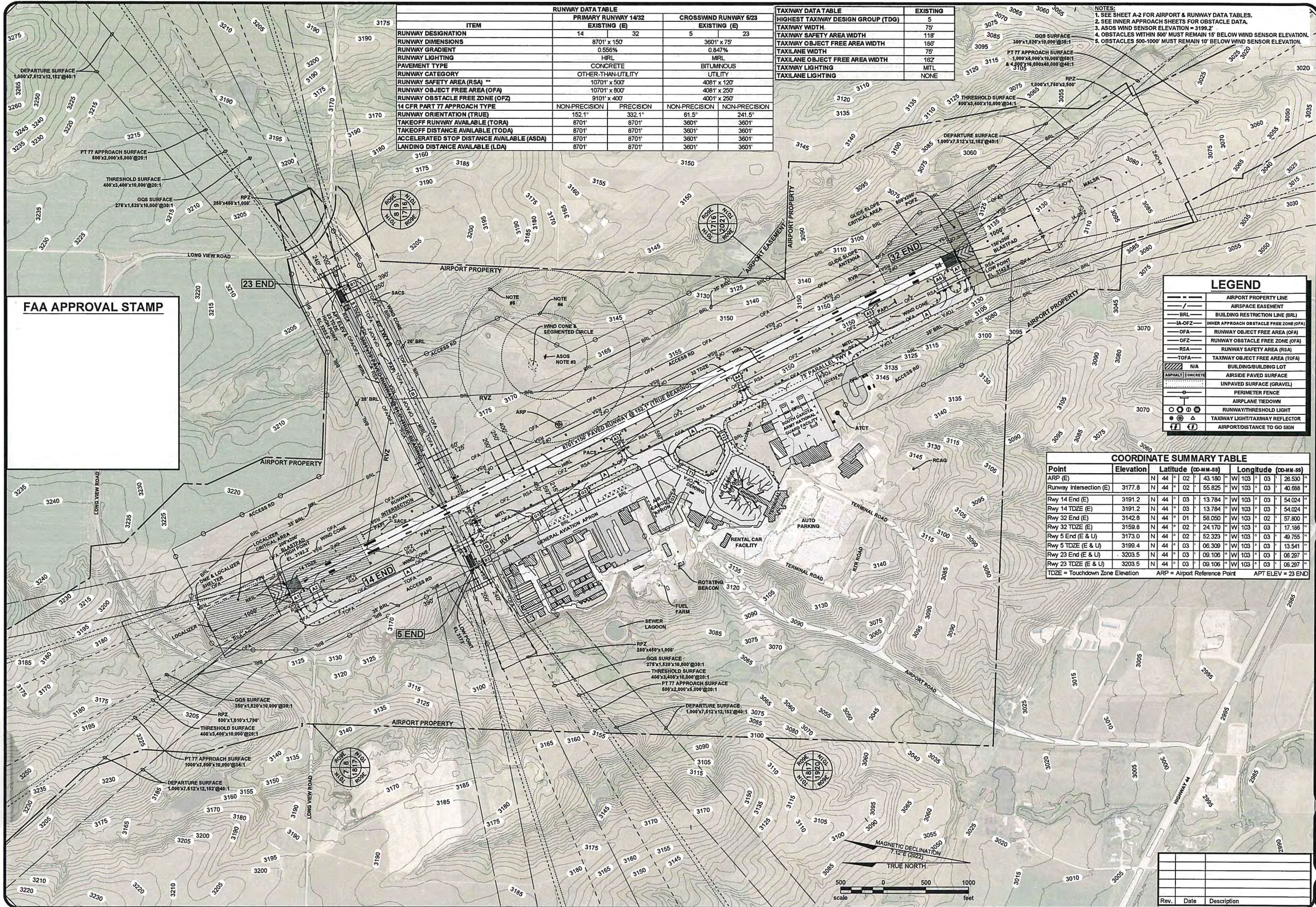


RAPID CITY REGIONAL AIRPORT
CITY OF RAPID CITY (OWNER)
RAPID CITY, SOUTH DAKOTA

AIRPORT DATA SHEET

DRAFTED
MTK
REVIEWED
KLP
PROJECT NUMBER
1905-02130

SHEET
A-2



RUNWAY DATA TABLE				
ITEM	PRIMARY RUNWAY 14/32		CROSSWIND RUNWAY 5/23	
	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	
HIGHEST TAXIWAY DESIGN GROUP (TDG)	5
TAXIWAY WIDTH	75'
TAXIWAY SAFETY AREA WIDTH	118'
TAXIWAY OBJECT FREE AREA WIDTH	166'
TAXIWAY WIDTH	75'
TAXIWAY OBJECT FREE AREA WIDTH	162'
TAXIWAY LIGHTING	MTL
TAXIWAY LIGHTING	NONE

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

FAA APPROVAL STAMP

LEGEND	
	AIRPORT PROPERTY LINE
	AIRSPACE EASEMENT
	BUILDING RESTRICTION LINE (BRL)
	INNER APPROACH OBSTACLE FREE ZONE (OFA)
	RUNWAY OBJECT FREE AREA (OFA)
	RUNWAY OBSTACLE FREE ZONE (OFA)
	RUNWAY SAFETY AREA (RSA)
	TAXIWAY OBJECT FREE AREA (TOFA)
	BUILDING/BUILDING LOT
	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 (CO-MN-SS)	Longitude (CO-MN-SS)	
ARP (E)	3177.8	N 44° 02'	W 103° 03'	26.530 "
Runway Intersection (E)	3177.8	N 44° 02'	W 103° 03'	40.688 "
Rwy 14 End (E)	3191.2	N 44° 03'	W 103° 03'	54.024 "
Rwy 14 TDZE (E)	3191.2	N 44° 03'	W 103° 03'	54.024 "
Rwy 32 End (E)	3142.8	N 44° 01'	W 103° 02'	57.800 "
Rwy 32 TDZE (E)	3159.8	N 44° 02'	W 103° 03'	17.186 "
Rwy 5 End (E & U)	3173.0	N 44° 02'	W 103° 03'	49.755 "
Rwy 5 TDZE (E & U)	3199.4	N 44° 03'	W 103° 03'	13.541 "
Rwy 23 End (E & U)	3203.5	N 44° 03'	W 103° 03'	06.297 "
Rwy 23 TDZE (E & U)	3203.5	N 44° 03'	W 103° 03'	06.297 "

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

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

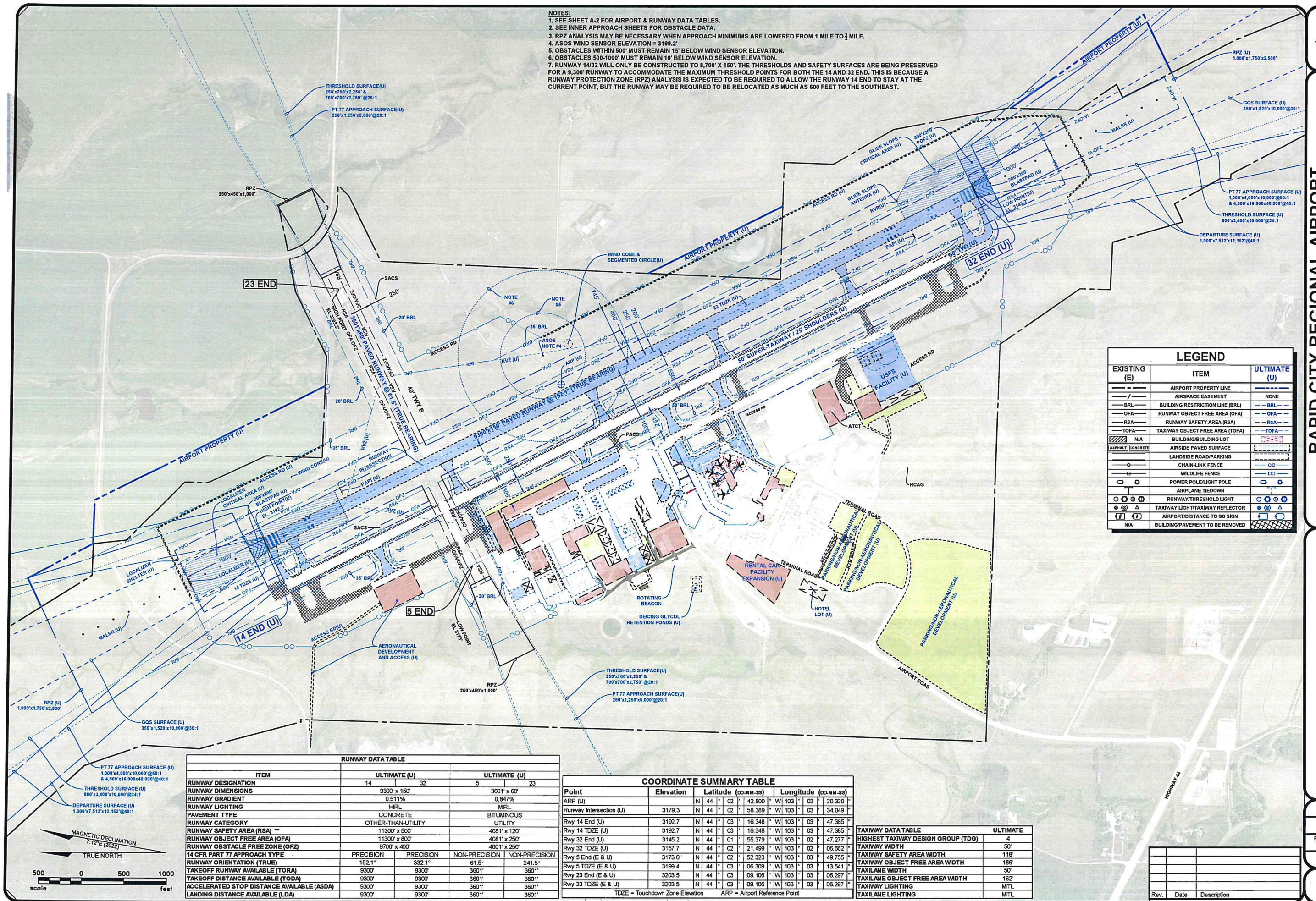
AIRPORT LAYOUT PLAN DRAWING
(EXISTING)

DRAFTED
MTK

REVIEWED
KLP

PROJECT NUMBER
1905-02130

SHEET
A-3



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---	TAXWAY OBJECT FREE AREA (TOFA)	---TOFA---
 N/A	BUILDING/BUILDING LOT	
 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)	
	14	32	5	23
RUNWAY DESIGNATION				
RUNWAY DIMENSIONS	9300' x 150'		3601' x 60'	
RUNWAY GRADIENT	0.511%		0.647%	
RUNWAY LIGHTING	HIRL		MRL	
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 (°-MM-SS)			Longitude (°-MM-SS)				
ARP (U)		N	44	° 02	42.800	° W	103	° 03	20.320
Runway Intersection (U)	3179.3	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)	3198.4	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

TAXWAY DATA TABLE	ULTIMATE
HIGHEST TAXWAY DESIGN GROUP (TDG)	4
TAXWAY WIDTH	50'
TAXWAY SAFETY AREA WIDTH	118'
TAXWAY OBJECT FREE AREA WIDTH	186'
TAXILANE WIDTH	50'
TAXILANE OBJECT FREE AREA WIDTH	162'
TAXWAY 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

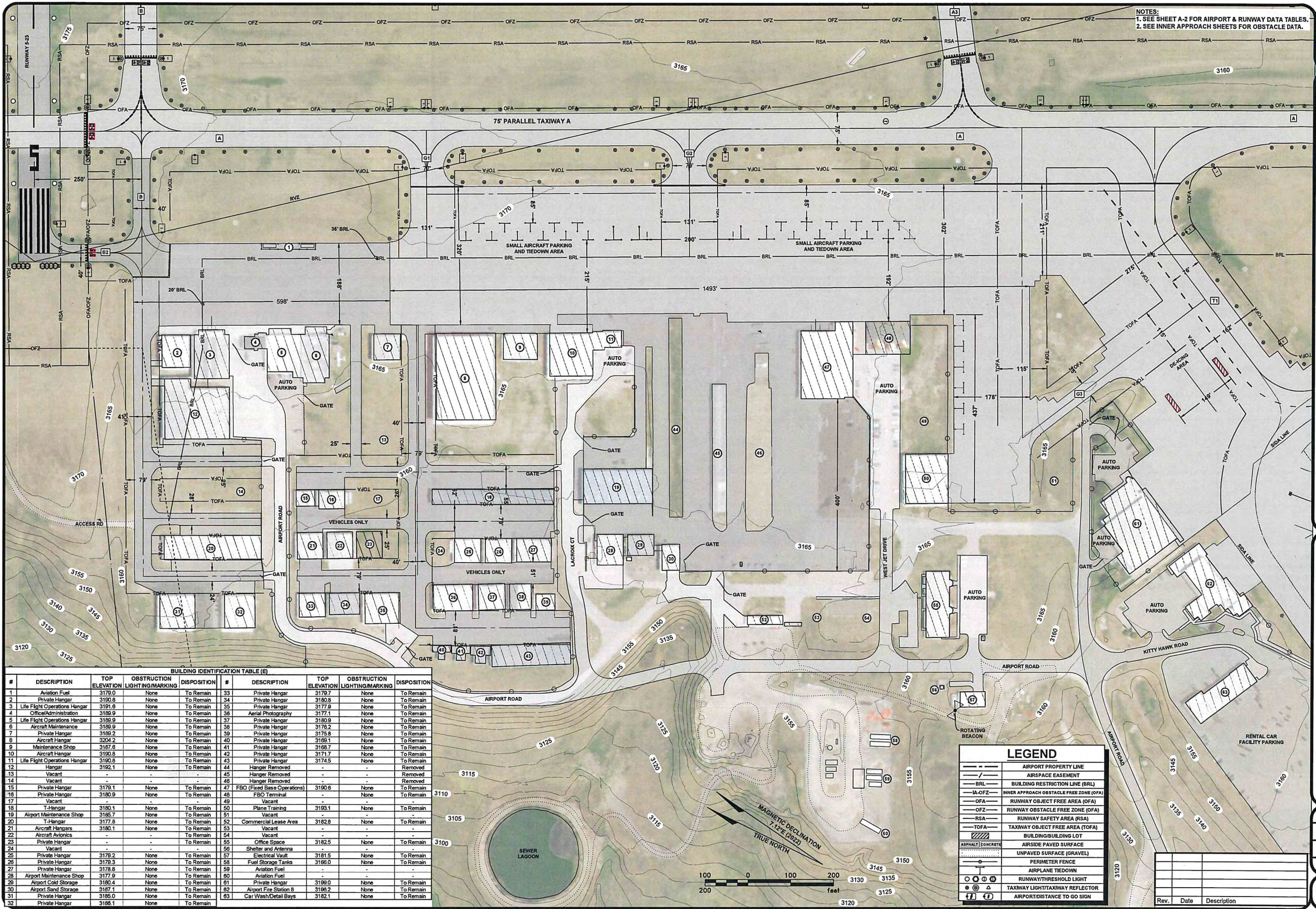
**NORTH GENERAL AVIATION
(EXISTING)**

DRAFTED
MTK
REVIEWED
KLP
PROJECT NUMBER
1905-02130

SHEET
A-5

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

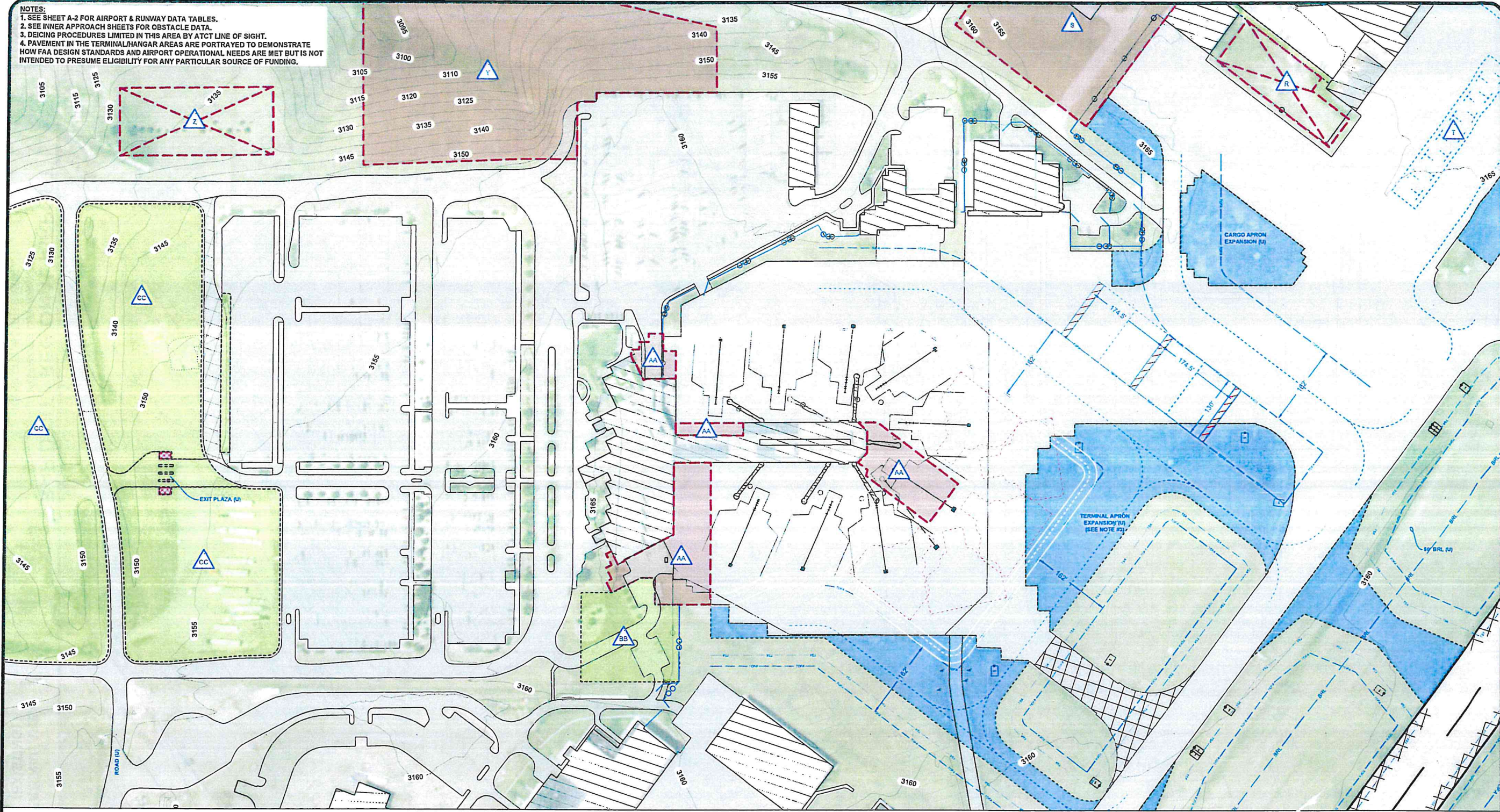


BUILDING IDENTIFICATION TABLE (E)

#	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	3178.2	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	3168.7	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	Hangar Removed	-	-	Removed
13	Vacant	-	-	-	45	Hangar Removed	-	-	Removed
14	Vacant	-	-	-	46	Hangar Removed	-	-	Removed
15	Private Hangar	3179.1	None	To Remain	47	FBO (Fixed Base Operations)	3190.8	None	To Remain
16	Private Hangar	3180.9	None	To Remain	48	FBO Terminal	-	None	To Remain
17	Vacant	-	-	-	49	Vacant	-	-	To Remain
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	-	-	To Remain
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	-	-	To Remain
22	Aircraft Avionics	-	-	To Remain	54	Vacant	-	-	To Remain
23	Private Hangar	-	-	To Remain	55	Office Space	3182.5	None	To Remain
24	Vacant	-	-	To Remain	56	Shelter and Antenna	-	-	To Remain
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	3186.0	None	To Remain
27	Private Hangar	3178.8	None	To Remain	59	Aviation Fuel	-	-	To Remain
28	Airport Maintenance Shop	3177.9	None	To Remain	60	Aviation Fuel	-	-	To Remain
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	3188.2	None	To Remain
31	Private Hangar	3185.0	None	To Remain	63	Car Wash/Detail Bays	3182.1	None	To Remain
32	Private Hangar	3188.1	None	To Remain					

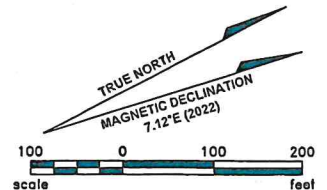
LEGEND	
---	AIRPORT PROPERTY LINE
---	AIRSPACE EASEMENT
---	BUILDING RESTRICTION LINE (BRL)
---	INNER APPROACH OBSTACLE FREE ZONE (OFA)
---	RUNWAY OBJECT FREE AREA (OFA)
---	RUNWAY SAFETY AREA (RSA)
---	TAXIWAY OBJECT FREE AREA (TOFA)
---	BUILDING/BUILDING LOT
---	AIRSIDE PAVED SURFACE
---	UNPAVED SURFACE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

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.
4. PAVEMENT IN THE TERMINAL/HANGAR AREAS ARE PORTRAYED TO DEMONSTRATE HOW FAA DESIGN STANDARDS AND AIRPORT OPERATIONAL NEEDS ARE MET BUT IS NOT INTENDED TO PRESUME ELIGIBILITY FOR ANY PARTICULAR SOURCE OF FUNDING.



LEGEND		
EXISTING (E)	ITEM	ULTIMATE (U)
---	AIRPORT PROPERTY LINE	---
---	BUILDING RESTRICTION LINE (BRL)	---
---	RUNWAY OBJECT FREE AREA (OFA)	---
---	RUNWAY SAFETY AREA (RSA)	---
---	TAXIWAY OBJECT FREE AREA (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



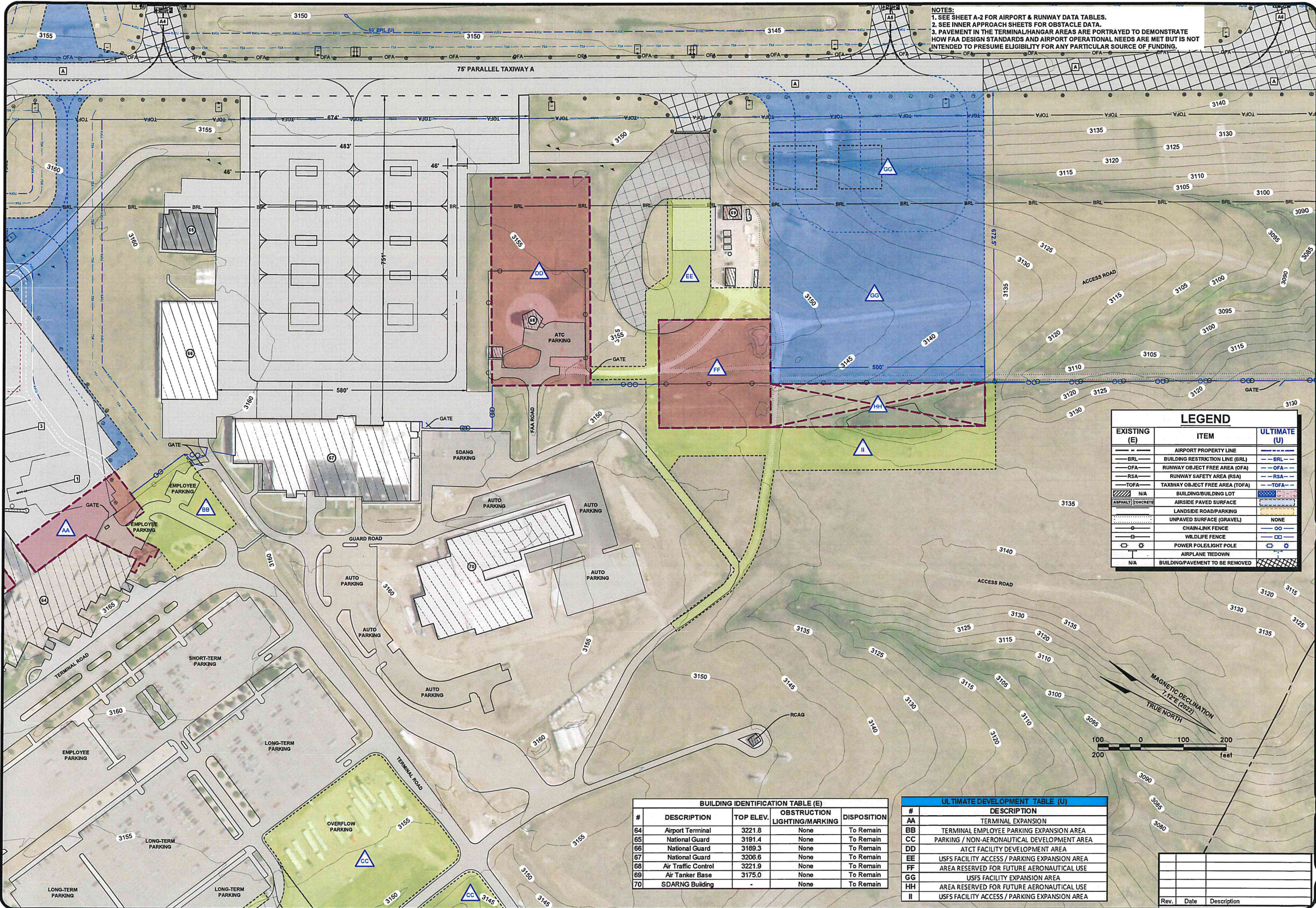
Rev.	Date	Description

RAPID CITY REGIONAL AIRPORT

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

TERMINAL AREA
(ULTIMATE)

SHEET
A-8



NOTES:
1. SEE SHEET A-2 FOR AIRPORT & RUNWAY DATA TABLES.
2. SEE INNER APPROACH SHEETS FOR OBSTACLE DATA.
3. PAVEMENT IN THE TERMINAL/HANGAR AREAS ARE PORTRAYED TO DEMONSTRATE HOW FAA DESIGN STANDARDS AND AIRPORT OPERATIONAL NEEDS ARE MET BUT IS NOT INTENDED TO PRESUME ELIGIBILITY FOR ANY PARTICULAR SOURCE OF FUNDING.

LEGEND		
EXISTING (E)	ITEM	ULTIMATE (U)
---	AIRPORT PROPERTY LINE	---
BRL	BUILDING RESTRICTION LINE (BRL)	BRL
OFA	RUNWAY OBJECT FREE AREA (OFA)	OFA
---	RUNWAY SAFETY AREA (RSA)	---
---	TAXIWAY OBJECT FREE AREA (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

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

SOUTH GENERAL AVIATION AREA

DRAFTED
MTK
REVIEWED
KLP
PROJECT NUMBER
1905-02130

SHEET
A-9

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

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RAPID CITY REGIONAL AIRPORT

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

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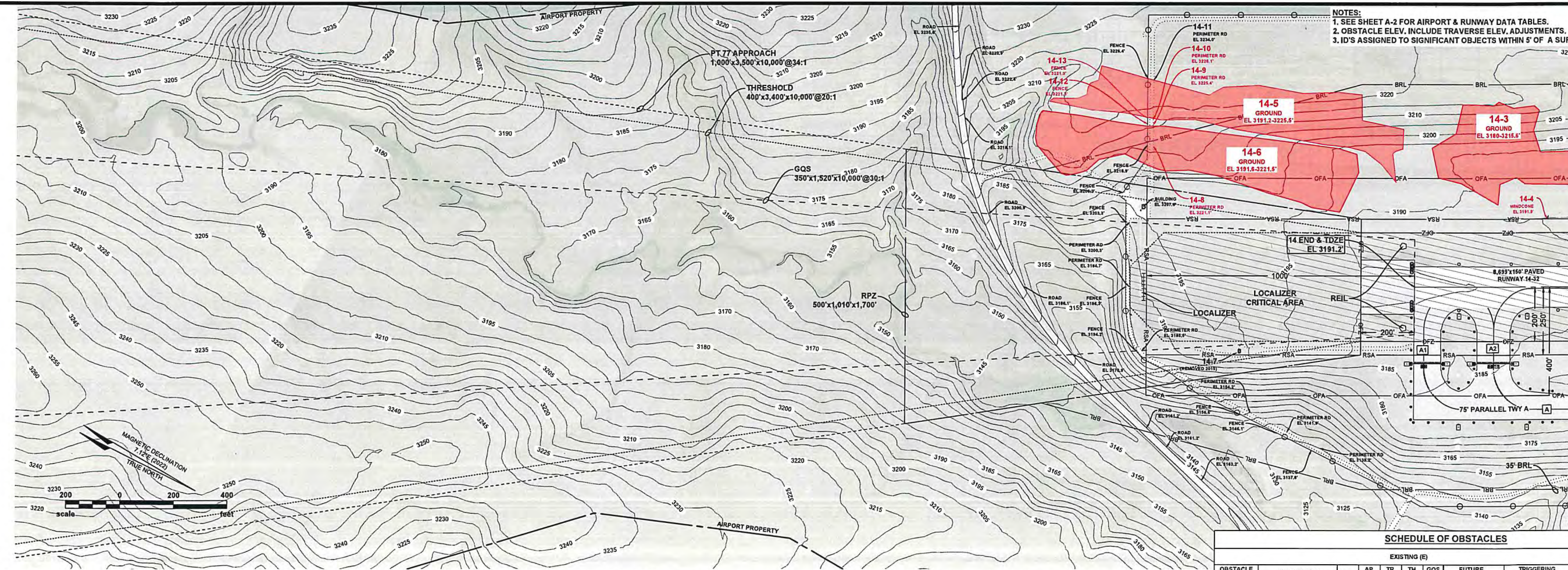
INNER APPROACH SURFACE RUNWAY 14 END

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.



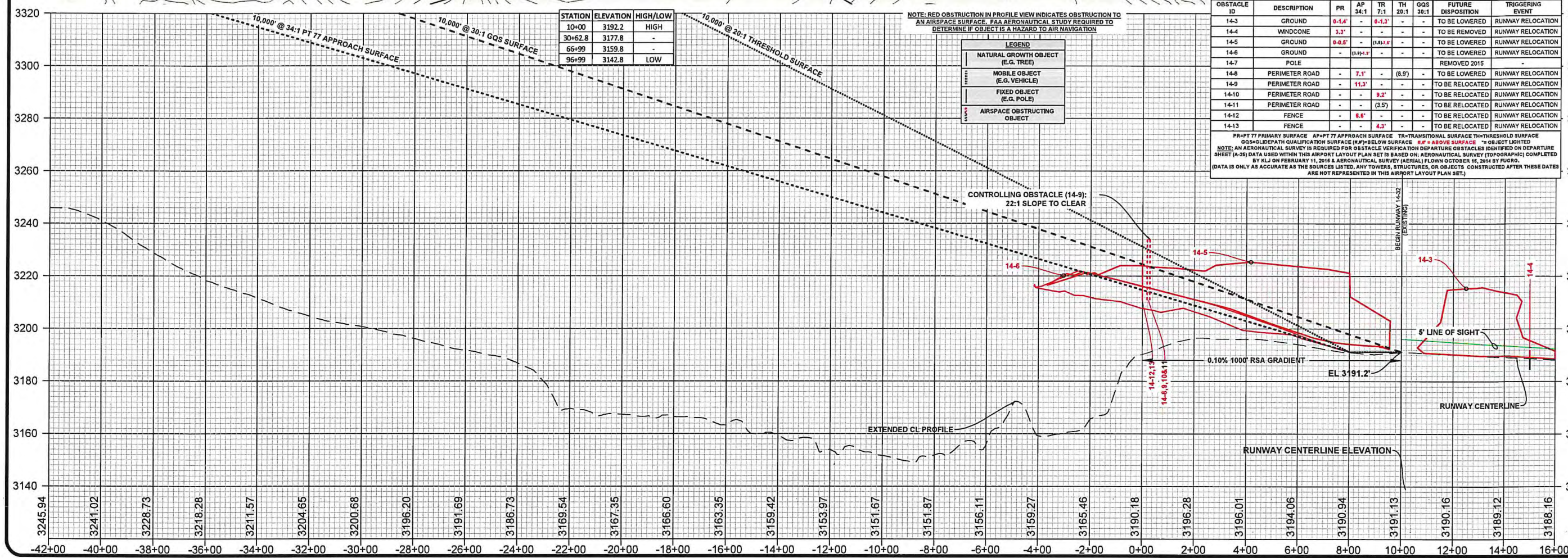
SCHEDULE OF OBSTACLES

OBSTACLE ID	DESCRIPTION	PR	EXISTING (E)				FUTURE DISPOSITION	TRIGGERING EVENT
			AP 34:1	TR 7:1	TH 20:1	GQS 30:1		
14-3	GROUND	8-1.4'	-	0-1.3'	-	-	TO BE LOWERED	RUNWAY RELOCATION
14-4	WINDCONE	3.3'	-	-	-	-	TO BE REMOVED	RUNWAY RELOCATION
14-5	GROUND	8-0.5'	-	(14.3) 2'	-	-	TO BE LOWERED	RUNWAY RELOCATION
14-6	GROUND	-	(14.3) 2'	-	-	-	TO BE LOWERED	RUNWAY RELOCATION
14-7	POLE	-	-	-	-	-	REMOVED 2015	-
14-8	PERIMETER ROAD	-	7.1'	-	(8.8)	-	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=GLIDE PATH QUALIFICATION SURFACE (H/F)=BELOW SURFACE (H/F)=ABOVE SURFACE * OBJECT LIGHTED
NOTE: AN AERONAUTICAL SURVEY IS REQUIRED FOR OBSTACLE VERIFICATION DEPARTURE OBSTACLES IDENTIFIED ON DEPARTURE SHEET (A-35) DATA USED WITHIN THIS AIRPORT LAYOUT PLAN SET IS BASED ON: AERONAUTICAL SURVEY (TOPOGRAPHIC) COMPLETED BY KLJ ON FEBRUARY 11, 2016 & AERONAUTICAL SURVEY (AERIAL) FLOWN OCTOBER 16, 2014 BY FUGRO.
(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.)

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

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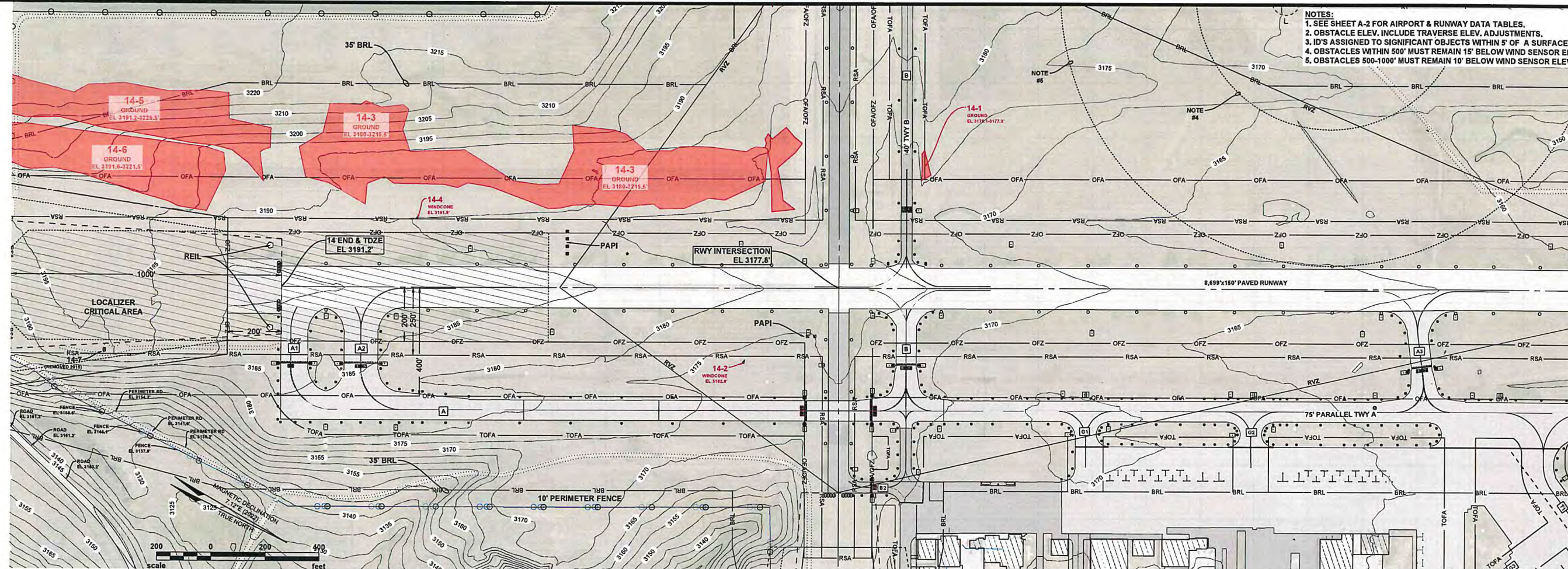
**INNER APPROACH SURFACE
RUNWAY 14-32**

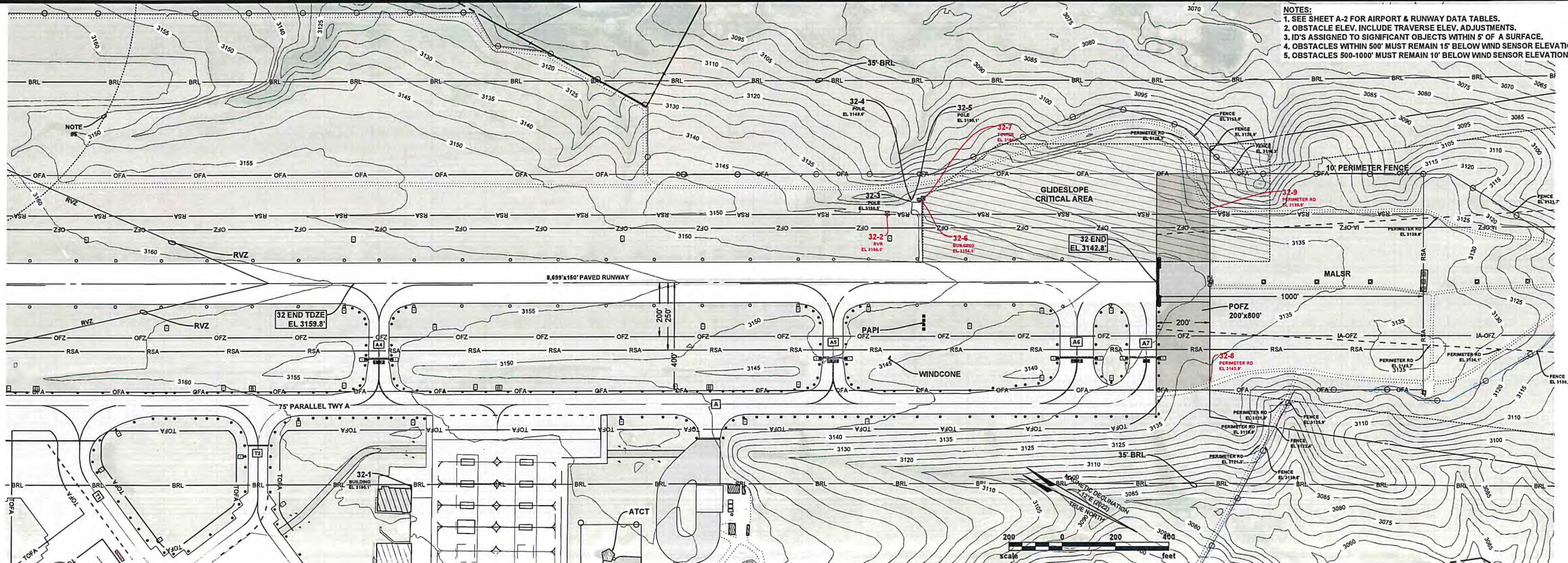
DRAFTED
TLG
REVIEWED
KLP
PROJECT NUMBER
1905-02130

SHEET
A-11

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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' BELOW WIND SENSOR ELEVATION.





- 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' BELOW WIND SENSOR ELEVATION.



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

SCHEDULE OF OBSTACLES

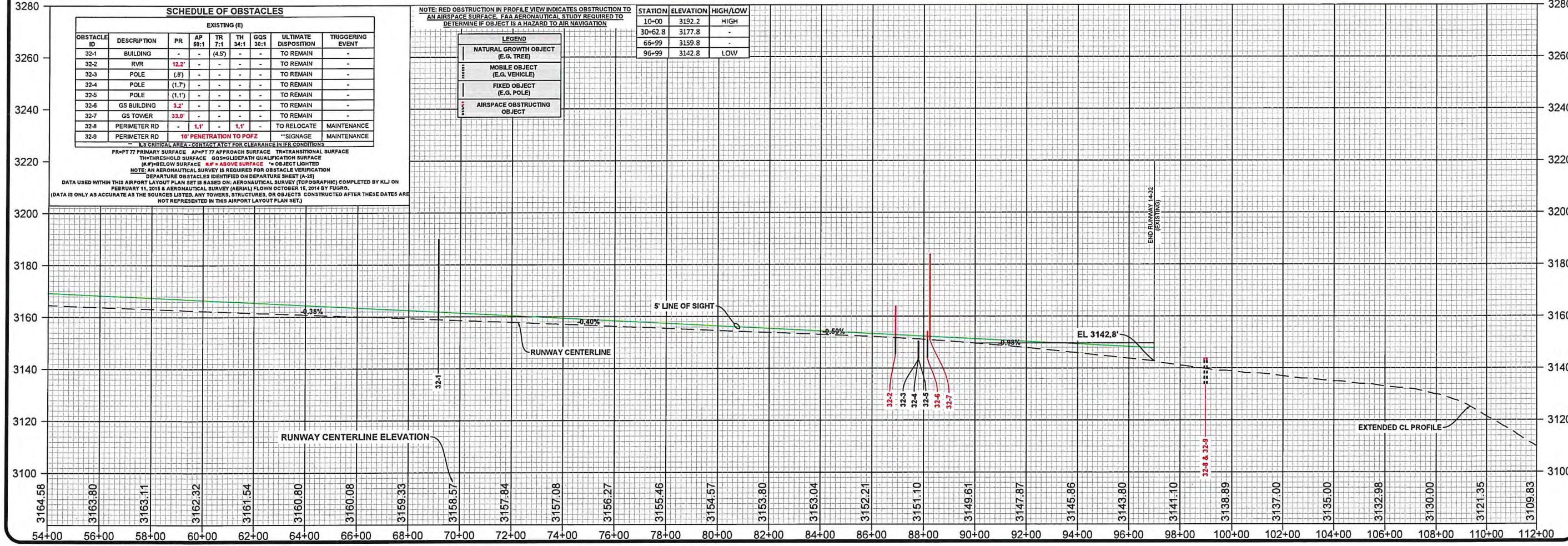
OBSTACLE ID	DESCRIPTION	EXISTING (E)					ULTIMATE DISPOSITION	TRIGGERING EVENT
		PR	AP	TR	TH	GOS		
32-1	BUILDING	-	-	(4.5')	-	-	TO REMAIN	-
32-2	RVR	12.2'	-	-	-	-	TO REMAIN	-
32-3	POLE	(8')	-	-	-	-	TO REMAIN	-
32-4	POLE	(1.7')	-	-	-	-	TO REMAIN	-
32-5	POLE	(1.1')	-	-	-	-	TO REMAIN	-
32-6	GS BUILDING	32.2'	-	-	-	-	TO REMAIN	-
32-7	GS TOWER	33.0'	-	-	-	-	TO REMAIN	-
32-8	PERIMETER RD	-	1.1'	-	1.1'	-	TO RELOCATE	MAINTENANCE
32-9	PERIMETER RD	-	10' PENETRATION TO POZ	-	-	-	**SIGNAGE	MAINTENANCE

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

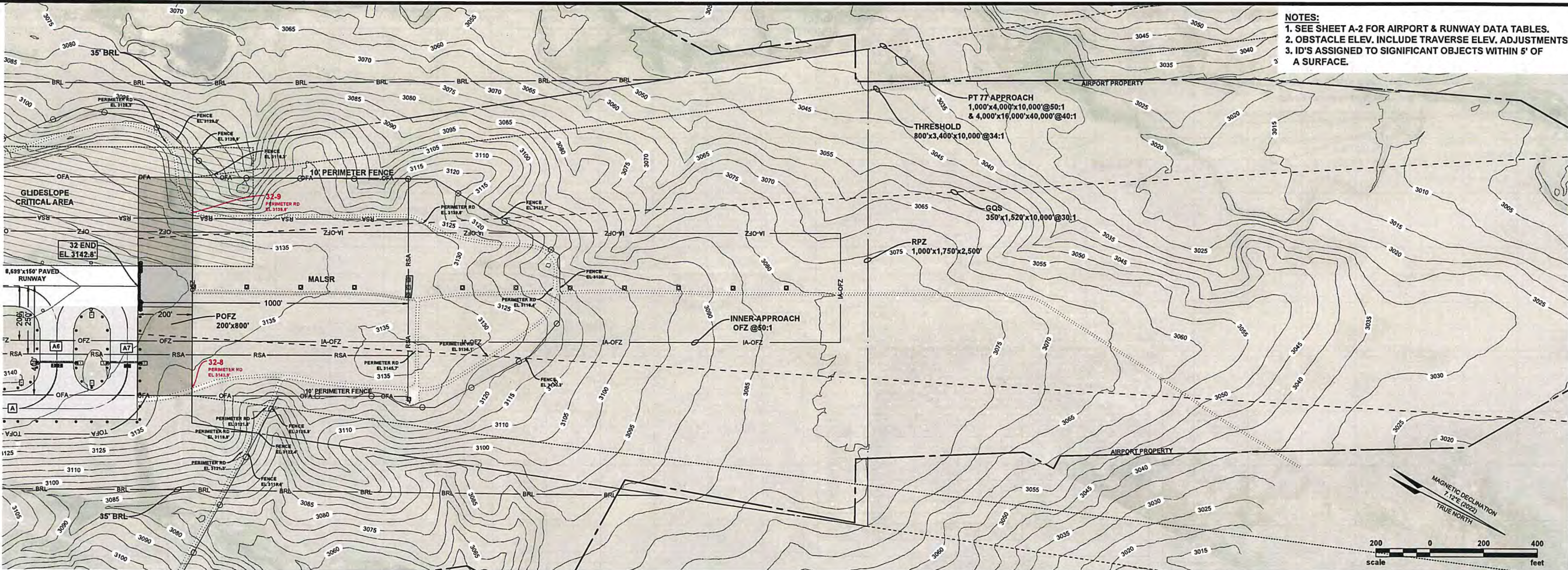
PR=PT 77 PRIMARY SURFACE AP=PT 77 APPROACH SURFACE TR=TRANSITIONAL SURFACE TH=THRESHOLD SURFACE GOS=GLIDE PATH QUALIFICATION SURFACE (H) BELOW SURFACE (A) ABOVE SURFACE * OBJECT LIGHTED
NOTE: AN AERONAUTICAL SURVEY IS REQUIRED FOR OBSTACLE VERIFICATION
DEPARTURE OBSTACLES IDENTIFIED ON DEPARTURE SHEET (A-25)
DATA USED WITHIN THIS AIRPORT LAYOUT PLAN SET IS BASED ON: AERONAUTICAL SURVEY (TOPOGRAPHIC) COMPLETED BY KLJ ON FEBRUARY 11, 2016 & AERONAUTICAL SURVEY (AERIAL) FLOWN OCTOBER 16, 2014 BY FUGRO.
(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.)



INNER APPROACH SURFACE
RUNWAY 14-32

DRAFTED
TLG
REVIEWED
KLP
PROJECT NUMBER
1905-02130

SHEET
A-12



- 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.



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

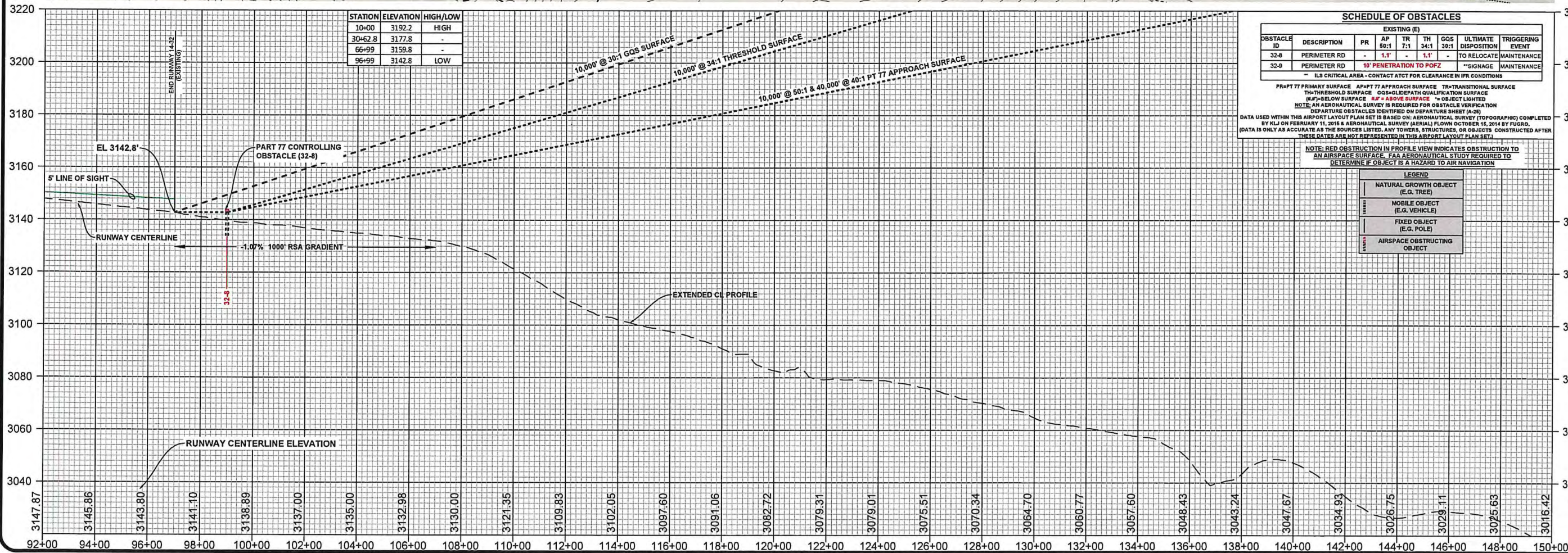
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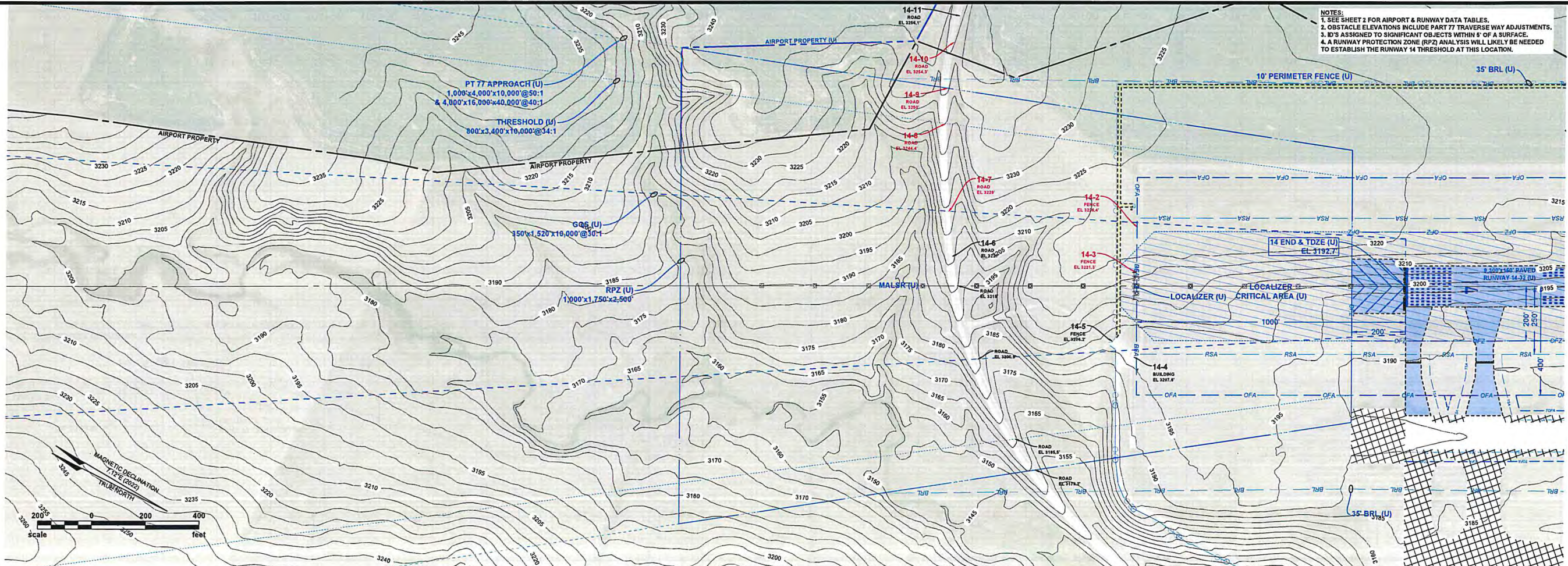
**INNER APPROACH SURFACE
RUNWAY 32 END**

DRAFTED
TLG
REVIEWED
KLP
PROJECT NUMBER
1905-02130

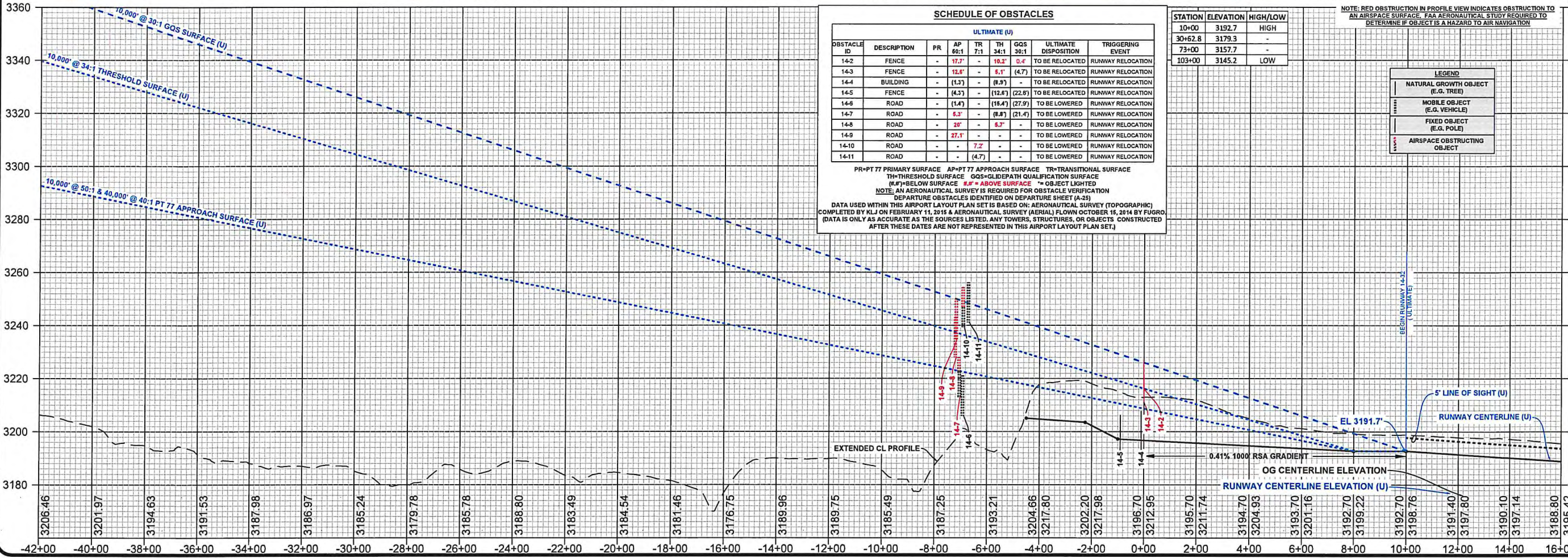
SHEET
A-13

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NOTES:
1. SEE SHEET 2 FOR AIRPORT & RUNWAY DATA TABLES.
2. OBSTACLE ELEVATIONS INCLUDE PART 77 TRAVERSE WAY ADJUSTMENTS.
3. IDS ASSIGNED TO SIGNIFICANT OBJECTS WITHIN 5' OF A SURFACE.
4. A RUNWAY PROTECTION ZONE (RPZ) ANALYSIS WILL LIKELY BE NEEDED TO ESTABLISH THE RUNWAY 14 THRESHOLD AT THIS LOCATION.



SCHEDULE OF OBSTACLES									
ULTIMATE (U)									
OBSTACLE ID	DESCRIPTION	PR	AP	TR	TH	GQS	ULTIMATE DISPOSITION	TRIGGERING EVENT	
14-2	FENCE	-	17.7'	-	10.2'	0.4'	TO BE RELOCATED	RUNWAY RELOCATION	
14-3	FENCE	-	12.8'	-	5.1'	(4.7)	TO BE RELOCATED	RUNWAY RELOCATION	
14-4	BUILDING	-	(1.3)	-	(8.8)	-	TO BE RELOCATED	RUNWAY RELOCATION	
14-5	FENCE	-	(4.3)	-	(12.8)	(22.8)	TO BE RELOCATED	RUNWAY RELOCATION	
14-6	ROAD	-	(1.4)	-	(15.4)	(27.9)	TO BE LOWERED	RUNWAY RELOCATION	
14-7	ROAD	-	6.3'	-	(8.8)	(21.4)	TO BE LOWERED	RUNWAY RELOCATION	
14-8	ROAD	-	28'	-	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
(R,F)=BELOW SURFACE (R,F)=ABOVE SURFACE * OBJECT LIGHTED
NOTE: AN AERONAUTICAL SURVEY IS REQUIRED FOR OBSTACLE VERIFICATION
DEPARTURE OBSTACLES IDENTIFIED ON DEPARTURE SHEET (A-45)
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.
(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.)

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

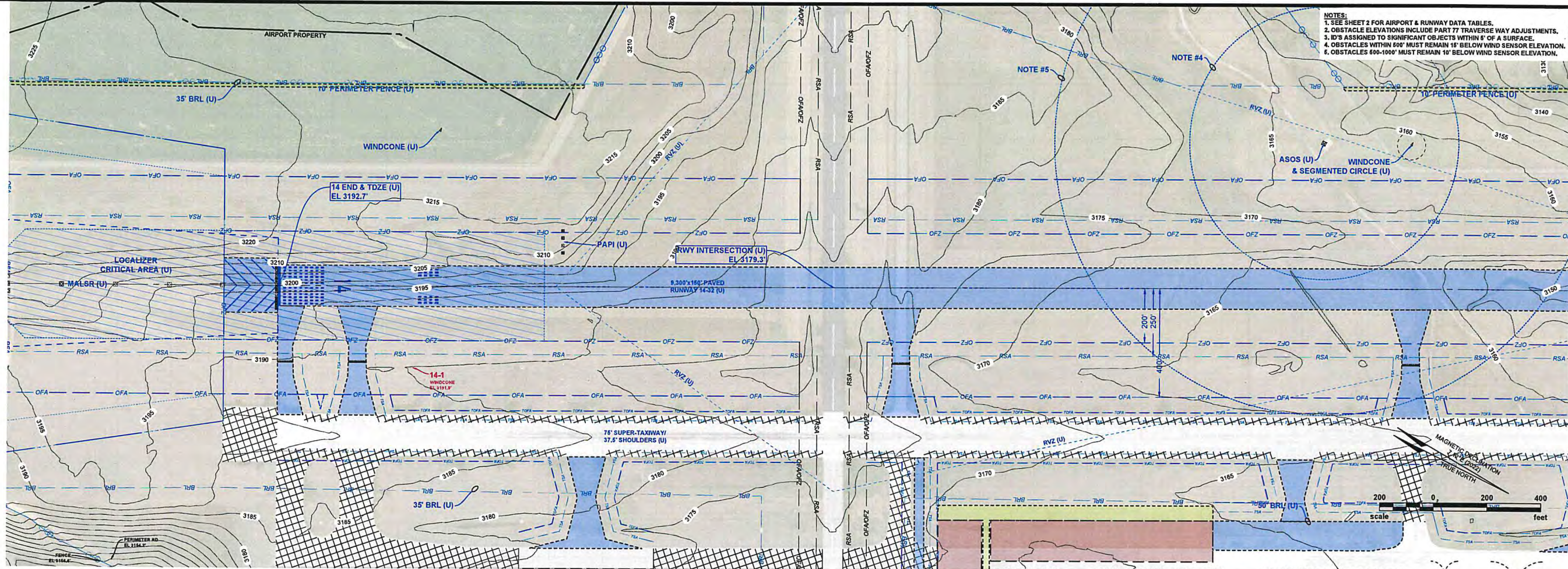
RAPID CITY REGIONAL AIRPORT
CITY OF RAPID CITY (OWNER)
RAPID CITY, SOUTH DAKOTA

**INNER APPROACH SURFACE
RUNWAY 14 END (ULTIMATE)**

DRAFTED
TLG
REVIEWED
KLP
PROJECT NUMBER
1905-02130

SHEET
A-14

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



- NOTES:
- 1. SEE SHEET 2 FOR AIRPORT & RUNWAY DATA TABLES.
 - 2. OBSTACLE ELEVATIONS INCLUDE PART 77 TRAVERSE WAY ADJUSTMENTS.
 - 3. OB'S ASSIGNED TO SIGNIFICANT OBJECTS WITHIN 5' OF A SURFACE.
 - 4. OBSTACLES WITHIN 500' MUST REMAIN 10' BELOW WIND SENSOR ELEVATION.
 - 5. OBSTACLES 600'-1000' MUST REMAIN 10' BELOW 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

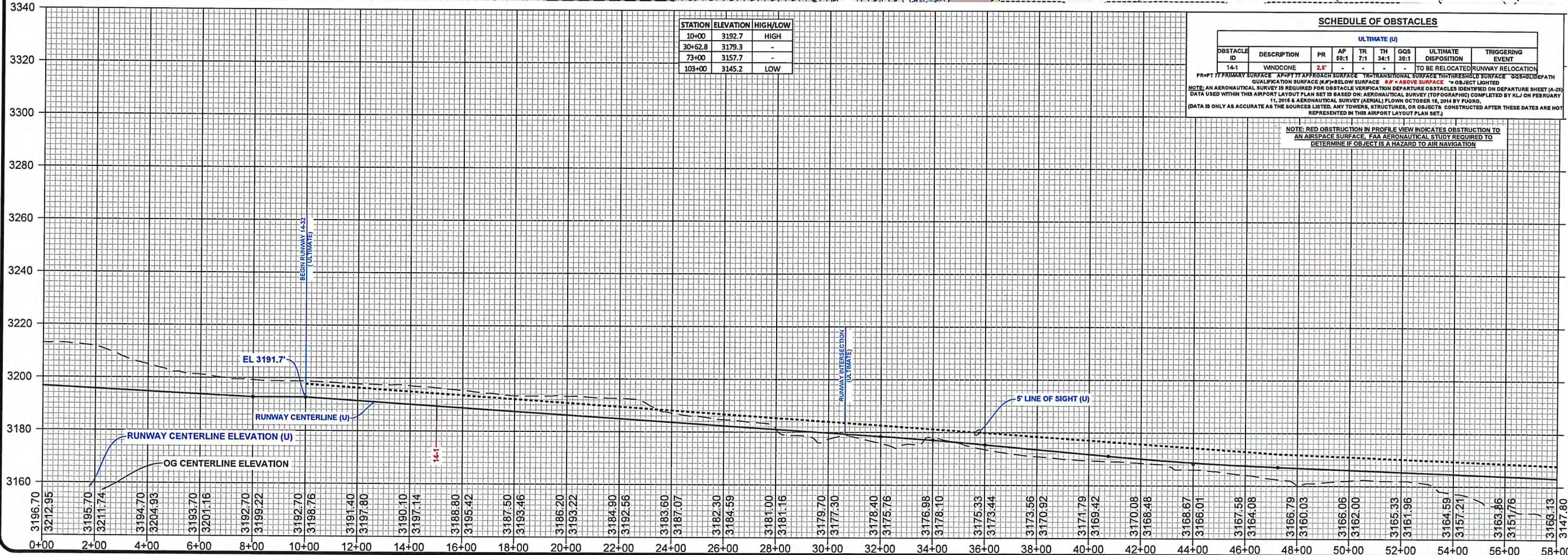
SCHEDULE OF OBSTACLES						
ULTIMATE (U)						
OBSTACLE ID	DESCRIPTION	PR	AP 50:1	TR 7:1	TH 34:1	QOS 30:1
14-1	WINDCONE	2.6'	-	-	-	-
TO BE RELOCATED/RUNWAY RELOCATION						

PR=P1 77 PRIMARY SURFACE AP=P1 77 APPROACH SURFACE TR=TRANSITIONAL SURFACE TH=THRESHOLD SURFACE QOS=GLIDE PATH QUALIFICATION SURFACE (R/P) BELOW SURFACE -B=P= OBJECT LIGHTED

NOTE: AN AERONAUTICAL SURVEY IS REQUIRED FOR OBSTACLE VERIFICATION DEPARTURE OBSTACLES IDENTIFIED ON DEPARTURE SHEET (A-25) DATA USED WITHIN THIS AIRPORT LAYOUT PLAN SET IS BASED ON: AERONAUTICAL SURVEY (TOPOGRAPHIC) COMPLETED BY KJL ON FEBRUARY 11, 2016 & AERONAUTICAL SURVEY (AERIAL) FLOWN OCTOBER 16, 2014 BY RUOKO.

(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.)

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



July 19, 2023 - 2:50 PM - K:\Projects\Airport\SD\RapidCity_RAP1905_02130_AMP\CADD\ALP1905-02130_InnerApproach.dwg (14-32 P1 F)

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

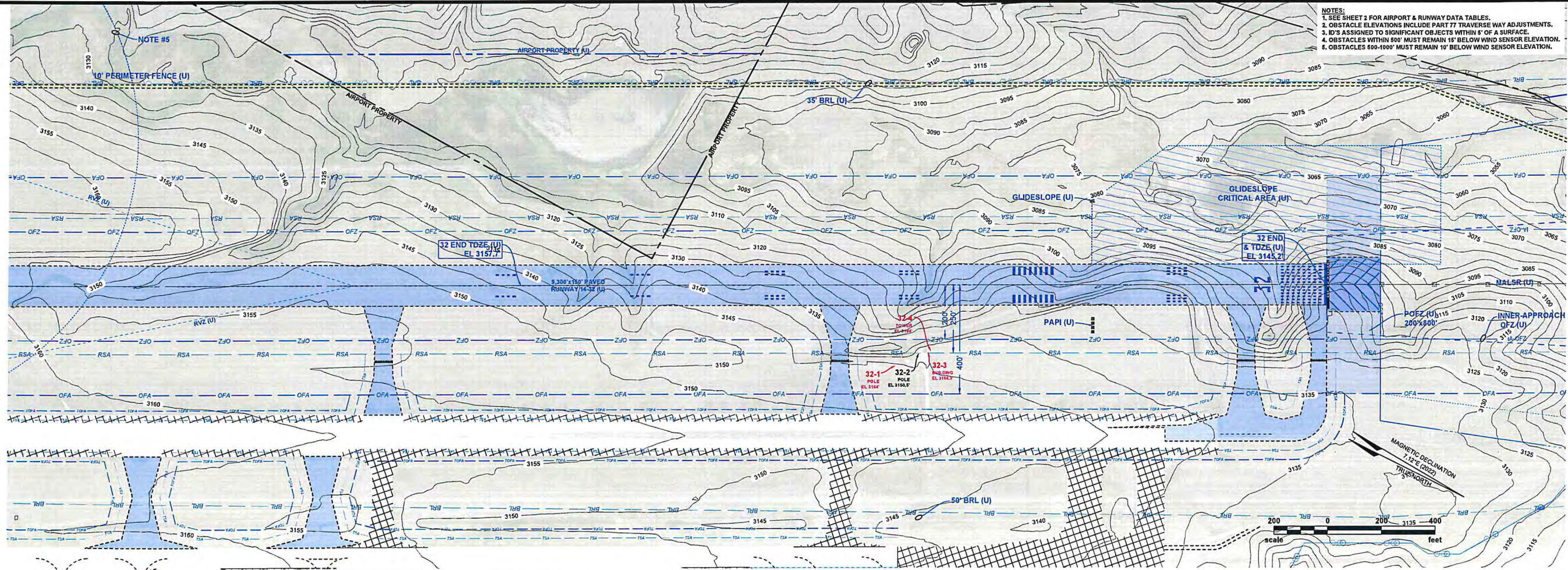
TO BE USED AS A COMPLETE DRAWING SET FOR PLANNING PURPOSES ONLY, NOT FOR CONSTRUCTION

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

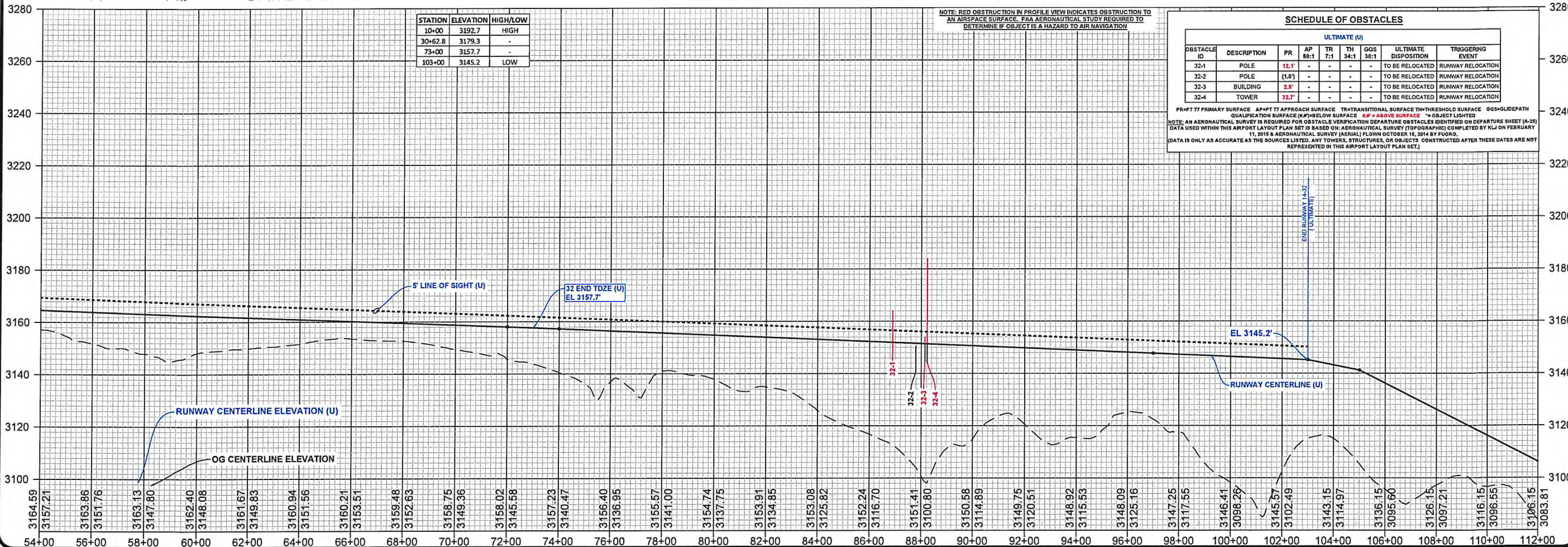
DRAFTED
TLG
REVIEWED
KLP
PROJECT NUMBER
1905-02130

SHEET
A-15

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- 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' BELOW 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 88:1	TR 7:1	TH 34:1	QGS 30:1	ULTIMATE DISPOSITION	TRIGGERING EVENT	
32-1	POLE	12.1'	-	-	-	-	TO BE RELOCATED	RUNWAY RELOCATION	
32-2	POLE	11.0'	-	-	-	-	TO BE RELOCATED	RUNWAY RELOCATION	
32-3	BUILDING	2.5'	-	-	-	-	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 QGS=GLIDE PATH QUALIFICATION SURFACE (M)P=BELOW SURFACE (M)P=ABOVE SURFACE (M)P=OBJECT LIGHTED
NOTE: AN AERONAUTICAL SURVEY IS REQUIRED FOR OBSTACLE VERIFICATION DEPARTURE OBSTACLES IDENTIFIED ON DEPARTURE SHEET (A-25) DATA USED WITHIN THIS AIRPORT LAYOUT PLAN SET IS BASED ON: AERONAUTICAL SURVEY (TOPOGRAPHIC) COMPLETED BY KLI ON FEBRUARY 11, 2014 & AERONAUTICAL SURVEY (AERIAL) FLOWN OCTOBER 16, 2014 BY PURO. 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.



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

NOTES:
1. SEE SHEET 2 FOR AIRPORT & RUNWAY DATA TABLES.
2. OBSTACLE ELEVATIONS INCLUDE PART 77 TRAVERSE WAY ADJUSTMENTS.
3. IDS ASSIGNED TO SIGNIFICANT OBJECTS WITHIN 4' OF A SURFACE.
4. OBSTACLES WITHIN 600' MUST REMAIN 15' BELOW WIND SENSOR ELEVATION.
5. OBSTACLES 600-1000' MUST REMAIN 10' BELOW WIND SENSOR ELEVATION.



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

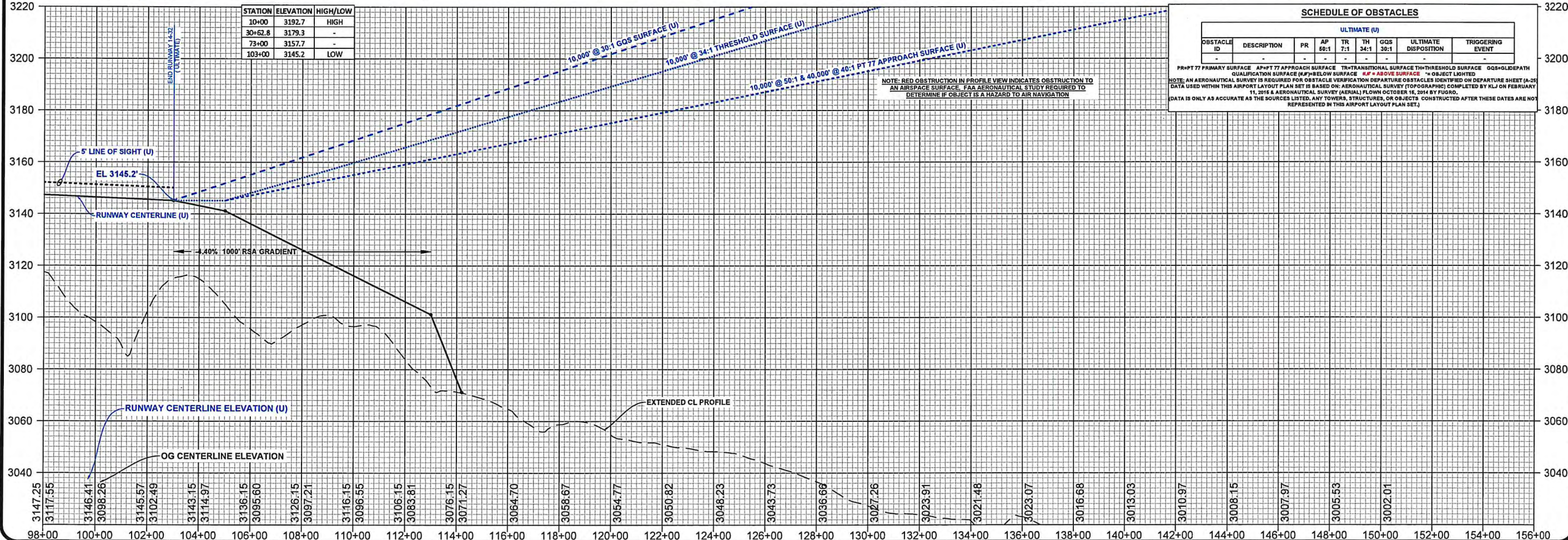
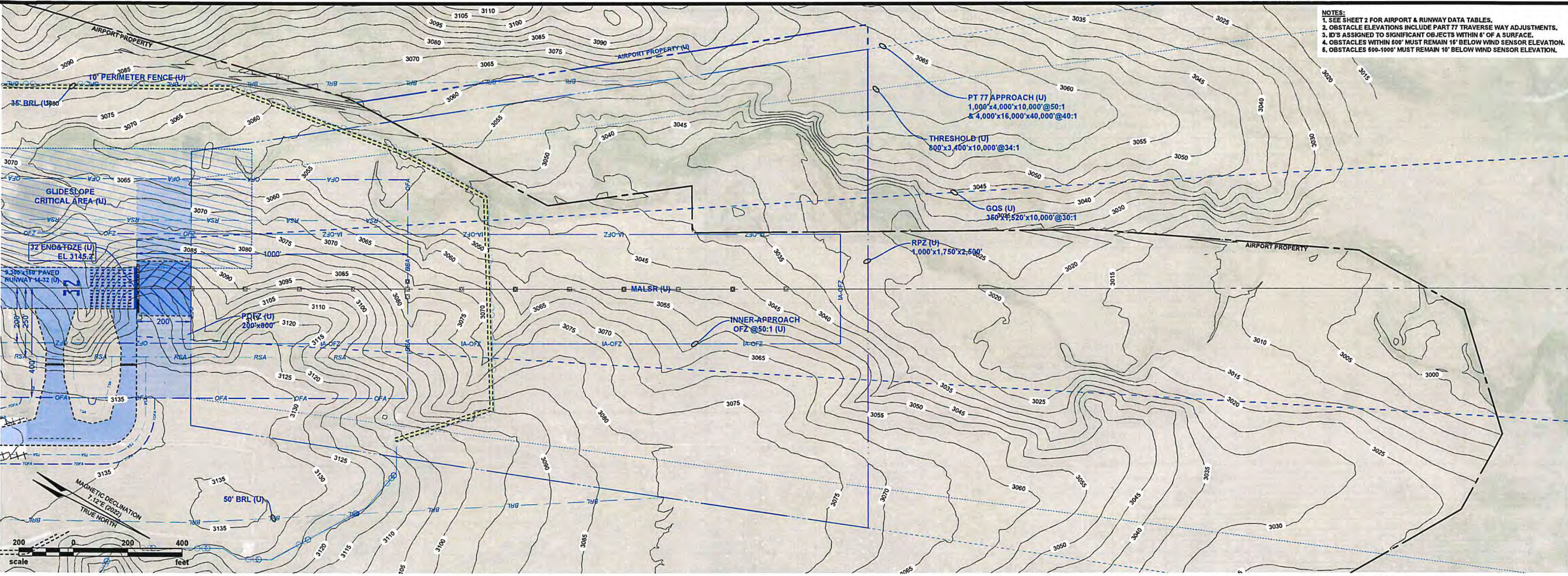
TO BE USED AS A COMPLETE DRAWING SET FOR PLANNING PURPOSES ONLY, NOT FOR CONSTRUCTION

**INNER APPROACH SURFACE
RUNWAY 32 END (ULTIMATE)**

DRAFTED
TLG
REVIEWED
KLP
PROJECT NUMBER
1905-02130

SHEET
A-17

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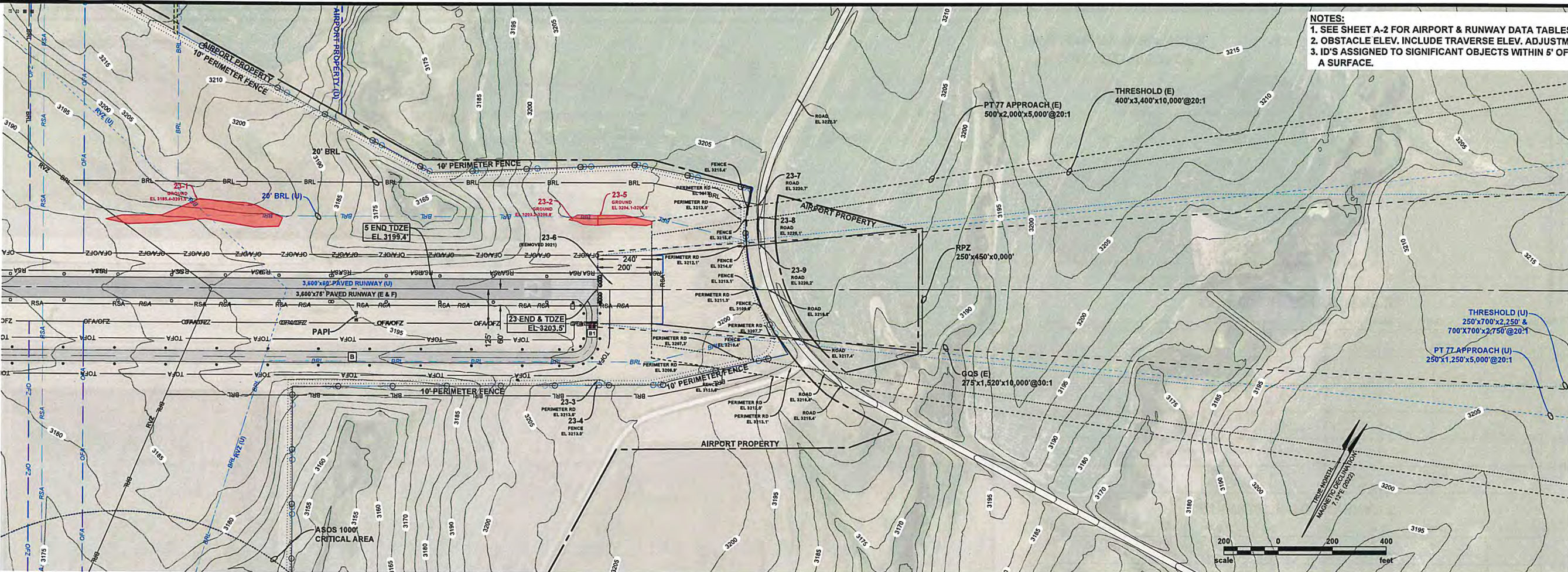


STATION	ELEVATION	HIGH/LOW
10+00	3192.7	HIGH
30+62.8	3179.3	-
73+00	3157.7	-
103+00	3145.2	LOW

SCHEDULE OF OBSTACLES

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

PR=PT 77 PRIMARY SURFACE AP=PT 77 APPROACH SURFACE TR=TRANSITIONAL SURFACE TH=THRESHOLD SURFACE GQS=GLIDESLOPE QUALIFICATION SURFACE (W/F BELOW SURFACE) *F* = ABOVE SURFACE *O* = OBJECT LIGHTED
NOTE: AN AERONAUTICAL SURVEY IS REQUIRED FOR OBSTACLE VERIFICATION DEPARTURE OBSTACLES IDENTIFIED ON DEPARTURE SHEET (A-25) 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 16, 2014 BY FIGRO.
(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.)

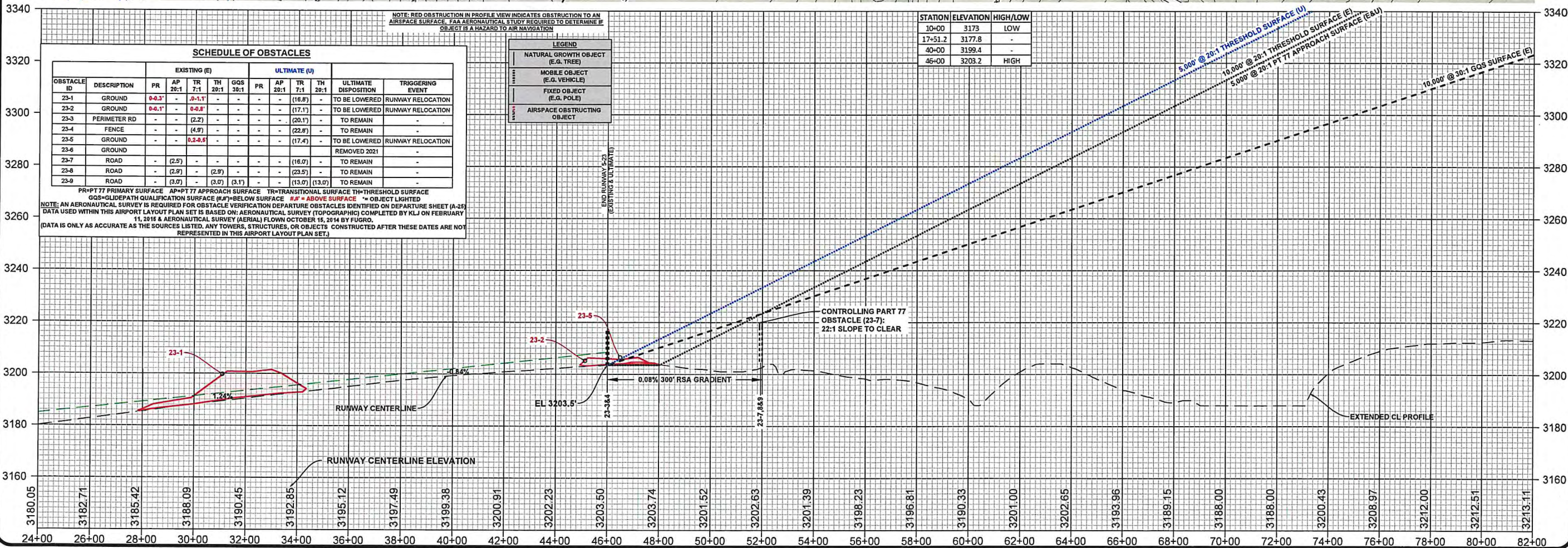


- NOTES:
1. SEE SHEET A-2 FOR AIRPORT & RUNWAY DATA TABLES.
 2. OBSTACLE ELEV. INCLUDE TRAVERSE ELEV. ADJUSTMENTS.
 3. ID'S ASSIGNED TO SIGNIFICANT OBJECTS WITHIN 5' OF A SURFACE.



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

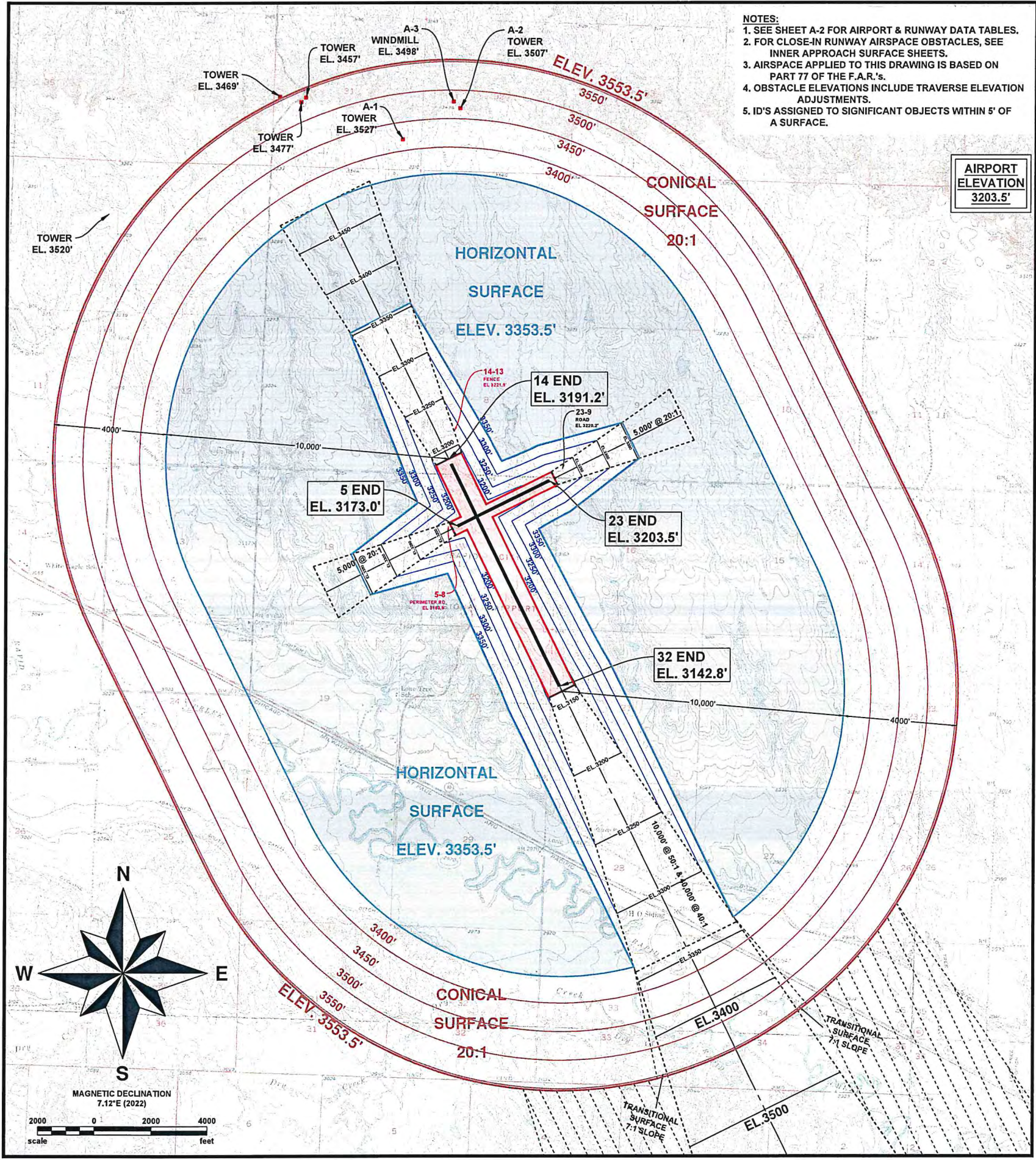
TO BE USED AS A COMPLETE DRAWING SET FOR PLANNING PURPOSES ONLY, NOT FOR CONSTRUCTION



INNER APPROACH SURFACE
RUNWAY 23 END

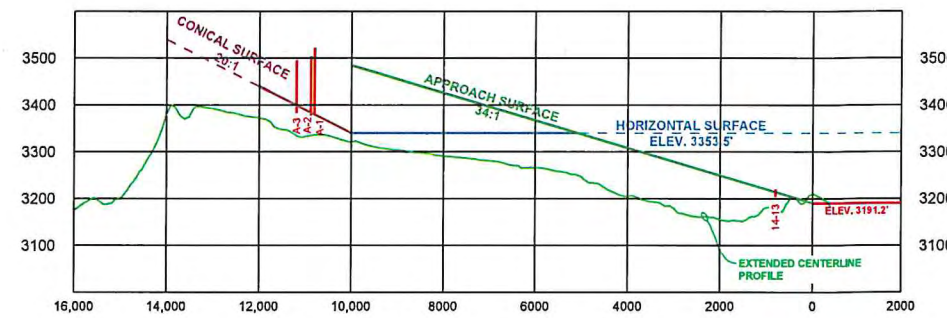
DRAFTED
TLG
REVIEWED
KLP
PROJECT NUMBER
1905-02130

SHEET
A-19

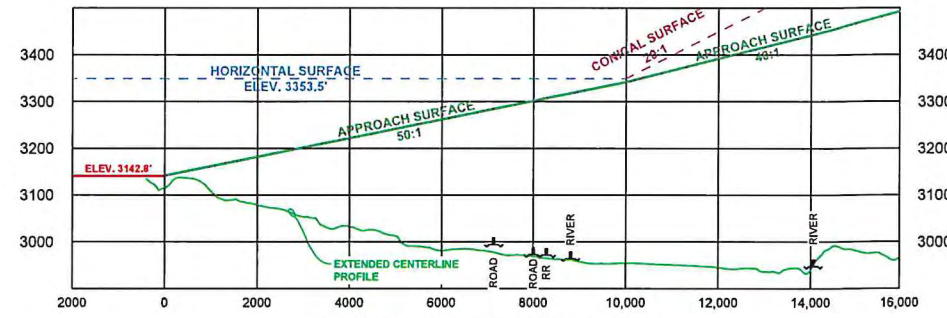


- NOTES:
1. SEE SHEET A-2 FOR AIRPORT & RUNWAY DATA TABLES.
 2. FOR CLOSE-IN RUNWAY AIRSPACE OBSTACLES, SEE INNER APPROACH SURFACE SHEETS.
 3. AIRSPACE APPLIED TO THIS DRAWING IS BASED ON PART 77 OF THE F.A.R.'s.
 4. OBSTACLE ELEVATIONS INCLUDE TRAVERSE ELEVATION ADJUSTMENTS.
 5. ID'S ASSIGNED TO SIGNIFICANT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

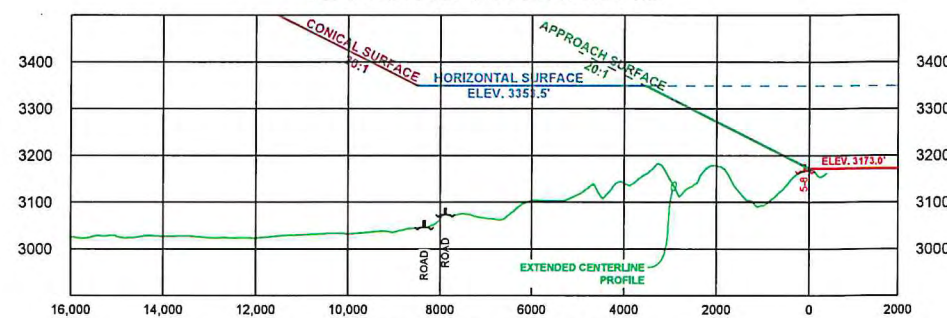
AIRPORT
ELEVATION
3203.5'



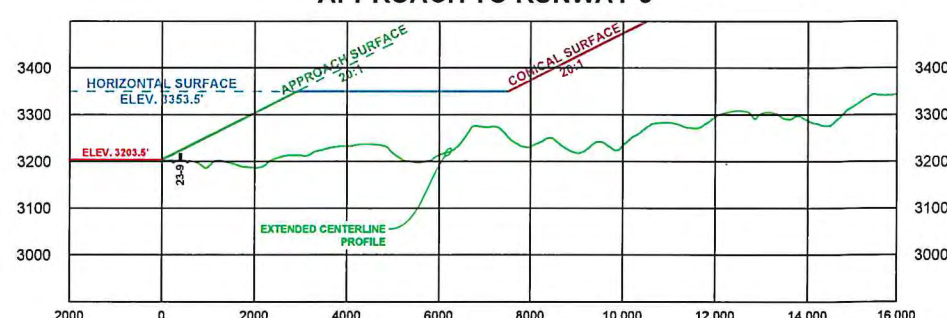
APPROACH TO RUNWAY 14



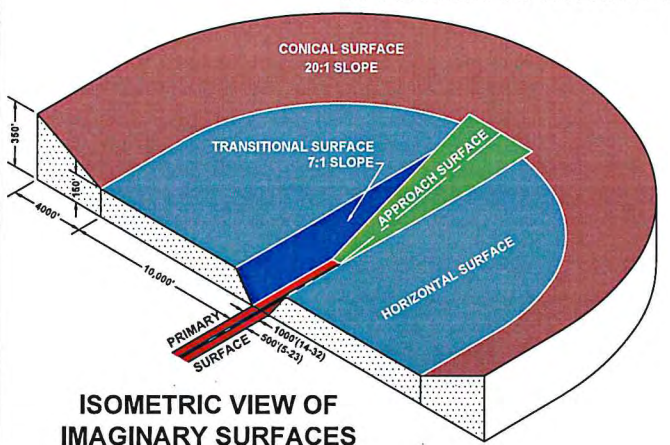
APPROACH TO RUNWAY 32



APPROACH TO RUNWAY 5



APPROACH TO RUNWAY 23



ISOMETRIC VIEW OF
IMAGINARY SURFACES

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

**PART 77 AIRSPACE
(EXISTING)**

DRAFTED	TLG
REVIEWED	KLP
PROJECT NUMBER	1905-02130

SHEET
A-20

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

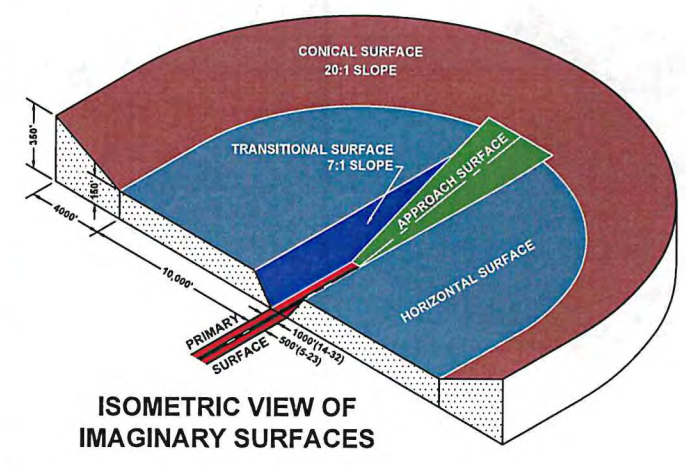
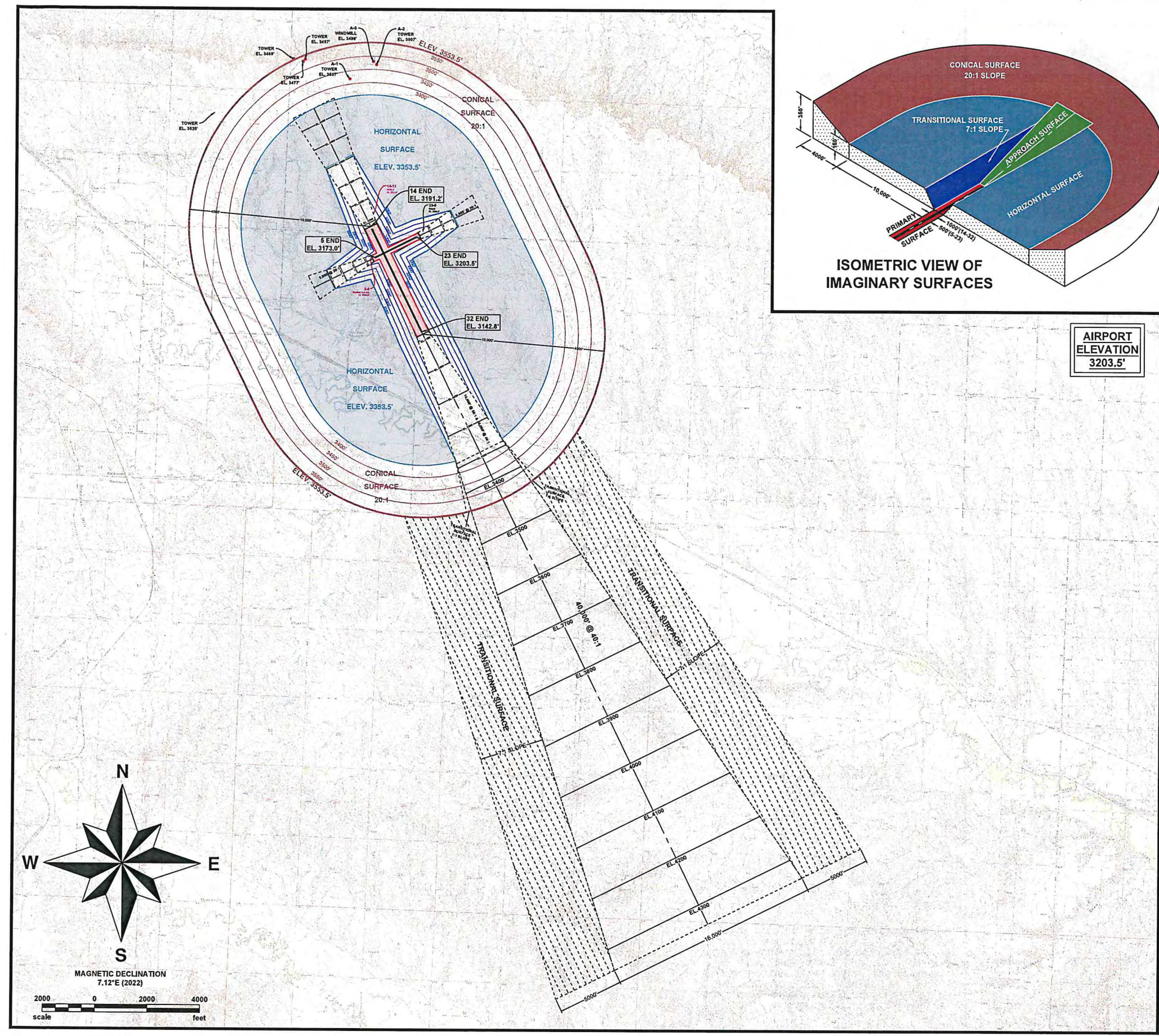
TO BE USED AS A COMPLETE DRAWING SET FOR PLANNING PURPOSES ONLY, NOT FOR CONSTRUCTION

EXTENDED PART 77 AIRSPACE
32 END (EXISTING)

DRAFTED
TLG
REVIEWED
KLP
PROJECT NUMBER
1905-02130

SHEET
A-21

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PART 77 AIRSPACE SCHEDULE OF OBSTACLES
RAPID CITY REGIONAL AIRPORT

OBSTACLE		CHARACTERISTICS			
ID	DESCRIPTION	ELEVATION AMSL (FT.)	PART 77 SURFACE	OBJECT PENETRATION	FUTURE DISPOSITION
5-8	PERMETER RD	3184	APPROACH	4(A)	TO REMAIN
14-13	FENCE	3222	TRANSITIONAL	4(A)	TO BE RELOCATED
23-8	ROAD	3220	APPROACH	2(A)	TO REMAIN
A-1	TOWER(OL)	3527	CONICAL	119(A)	TO REMAIN
A-2	TOWER(OL)	3557	CONICAL	27(A)	TO REMAIN
A-3	VANDMILL	3498	CONICAL	37(A)	TO REMAIN

(A) = ABOVE SURFACE

(B) = BELOW SURFACE

** LIGHTING OF OBJECT REQUIRED

(OL) = OBJECT LIGHTED

(U) = UNVERIFIED LIGHTING

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



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)**

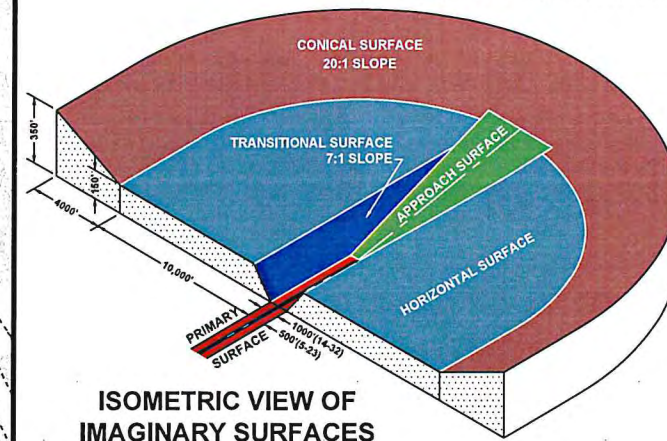
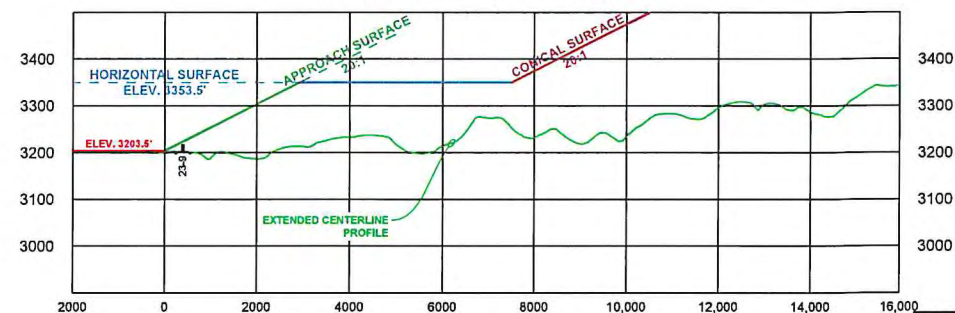
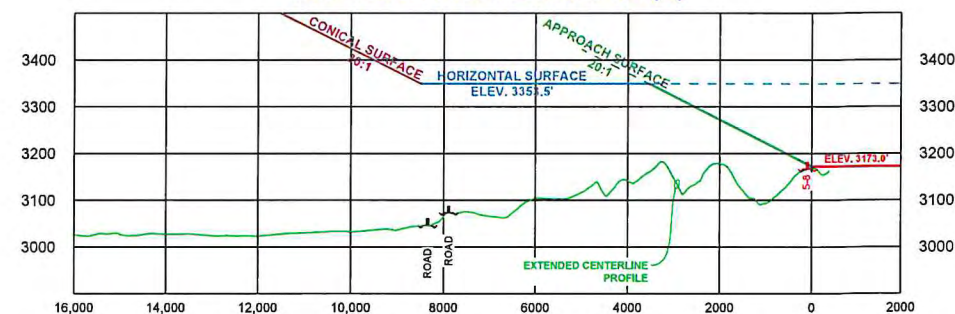
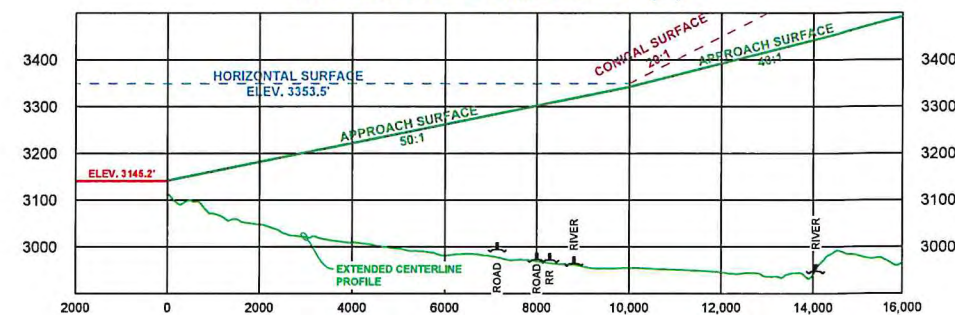
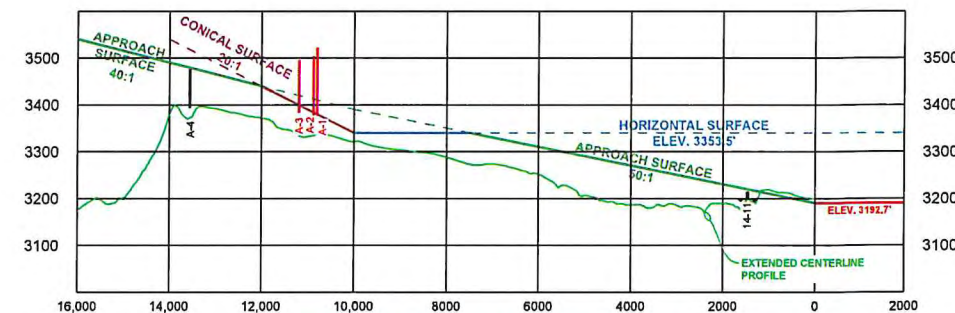
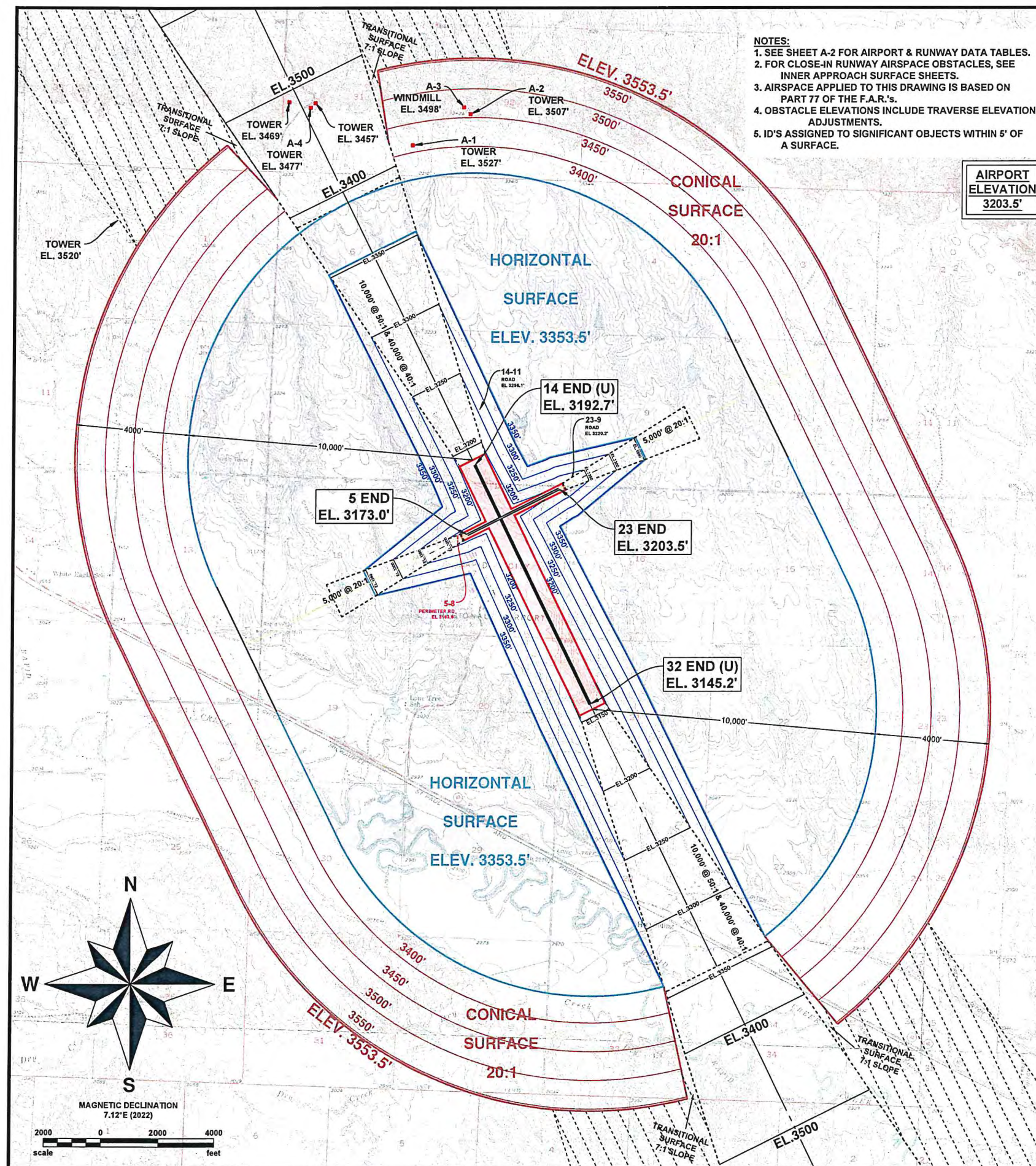
DRAFTED
TLG
REVIEWED
KLP
PROJECT NUMBER
1905-02130

SHEET
A-22

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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.

AIRPORT
ELEVATION
3203.5'





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

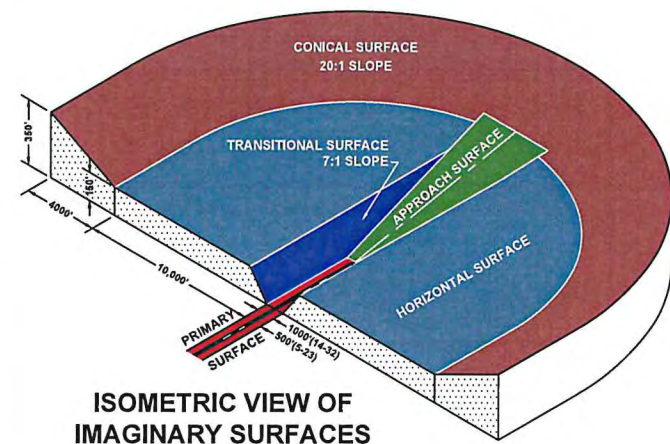
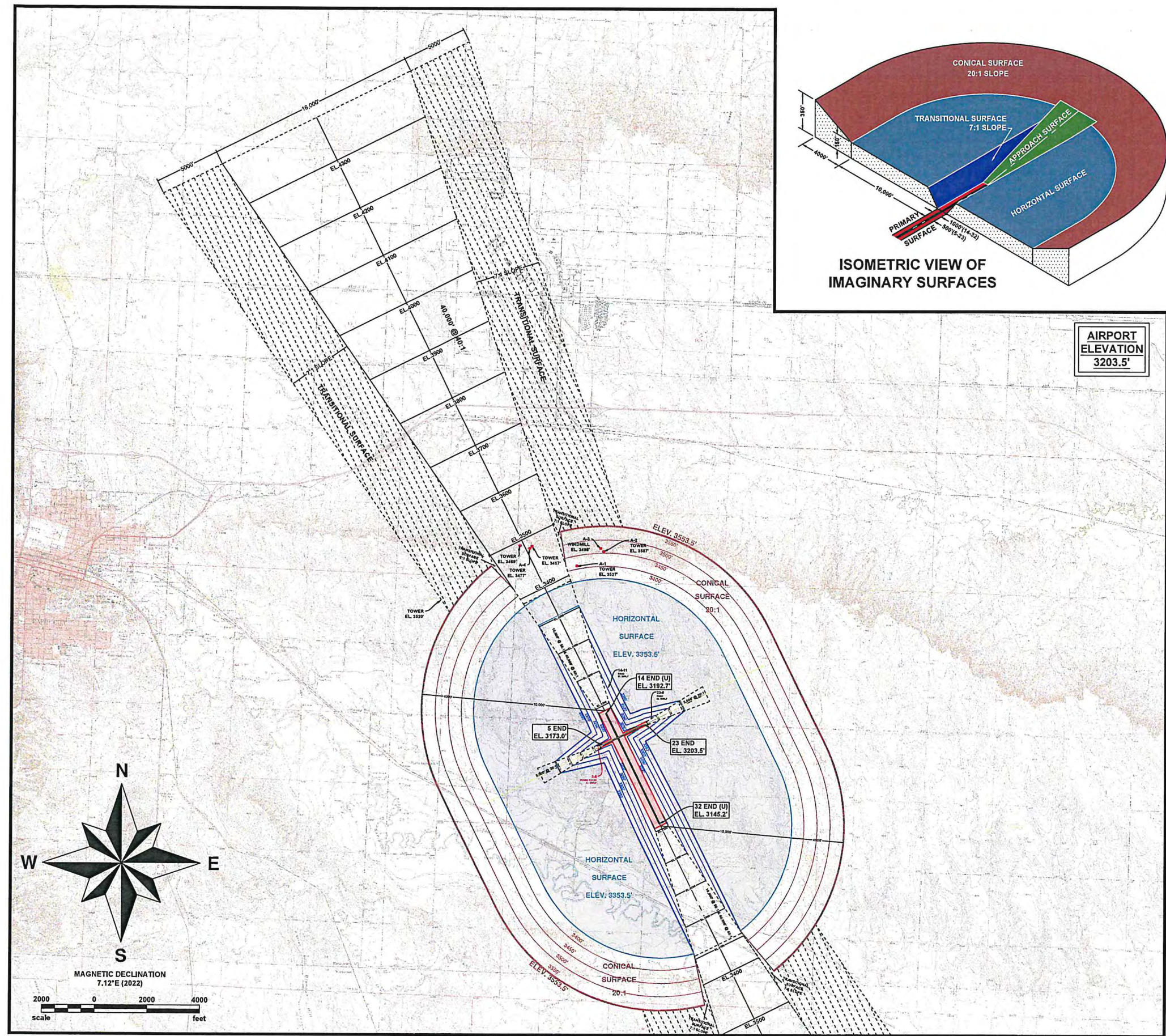
TO BE USED AS A COMPLETE DRAWING SET FOR PLANNING PURPOSES ONLY, NOT FOR CONSTRUCTION

EXTENDED PART 77 AIRSPACE
14 END (ULTIMATE)

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REVIEWED
KLP
PROJECT NUMBER
1905-02130

SHEET
A-23

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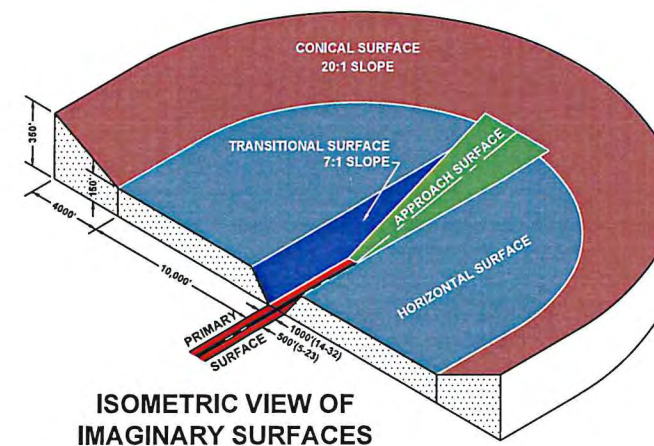
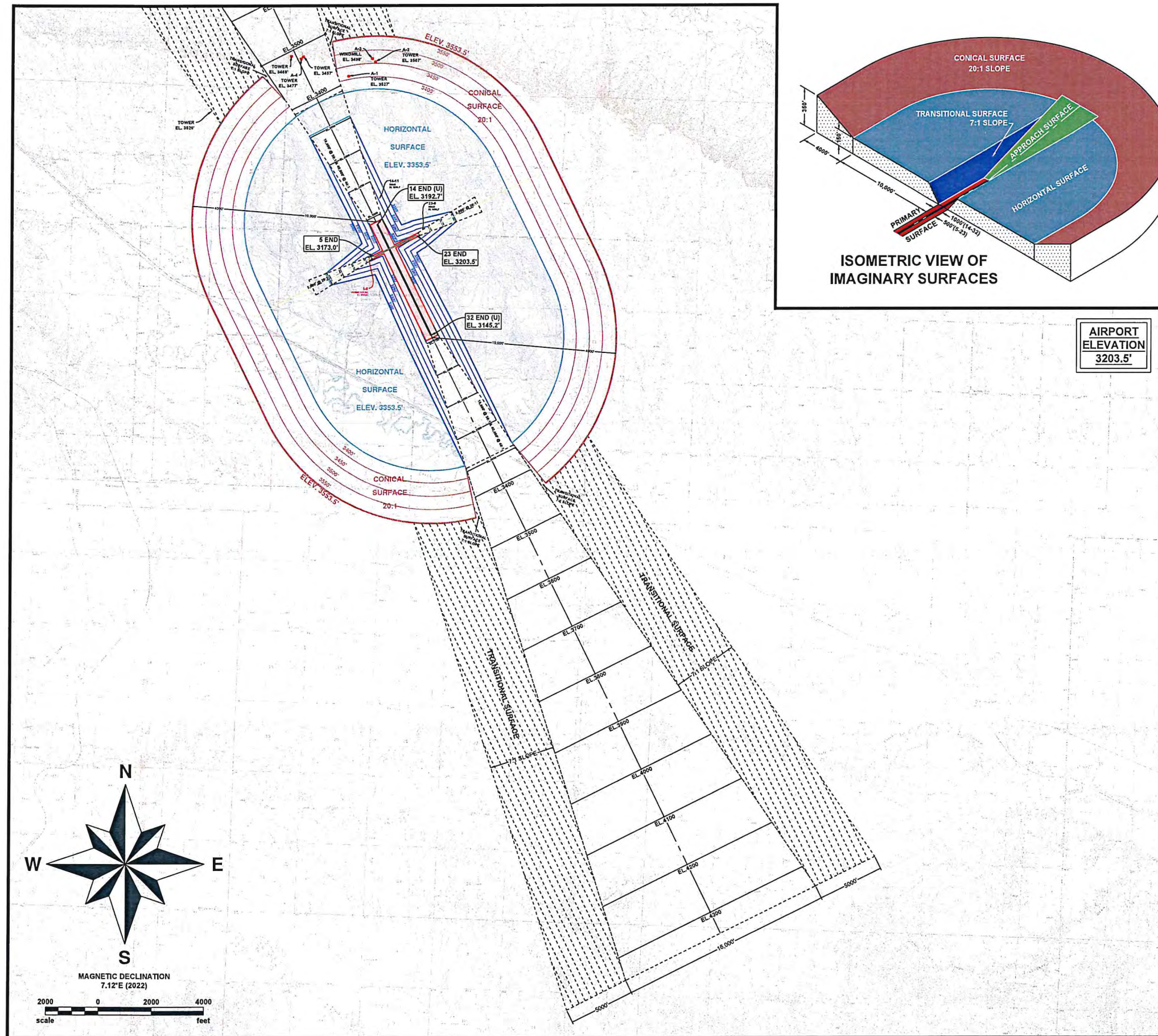
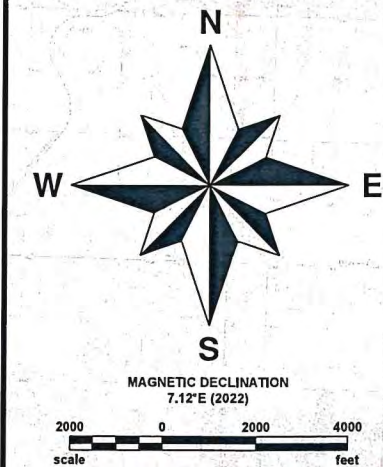


PART 77 AIRSPACE SCHEDULE OF OBSTACLES
RAPID CITY REGIONAL AIRPORT

OBSTACLE		CHARACTERISTICS			
ID	DESCRIPTION	ELEVATION AMSL (FT.)	PART 77 SURFACE	OBJECT PENETRATION	FUTURE DISPOSITION
S-8	PERIMETER RD	3184	TRANSITIONAL	4(A)	TO REMAIN
14-11	ROAD	3256	TRANSITIONAL	1(B)	TO BE LOWERED
23-8	ROAD	3220	TRANSITIONAL	12(B)	TO REMAIN
A-1	TOWER(OL)	3527	CONICAL	115(A)	TO REMAIN
A-2	TOWER(OL)	3507	CONICAL	21(A)	TO REMAIN
A-3	WINDMILL	3498	CONICAL	36(A)	TO REMAIN
A-4	TOWER(OL)	3477	APPROACH	7(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.



PART 77 AIRSPACE SCHEDULE OF OBSTACLES RAPID CITY REGIONAL AIRPORT				
OBSTACLE	CHARACTERISTICS			
ID	DESCRIPTION	ELEVATION AMSL (FT.)	PART 77 SURFACE	FUTURE DISPOSITION
S-8	PERMETER RD	3184	TRANSITIONAL	41(A)
14-11	ROAD	3256	TRANSITIONAL	51(B)
23-8	ROAD	3229	TRANSITIONAL	17(B)
A-1	TOWER	3527	CONICAL	115(A)
A-2	TOWER	3507	CONICAL	21(A)
A-3	WINDMILL	3498	CONICAL	30(A)
A-4	TOWER	3477	APPROACH	31(B)
(A) = ABOVE SURFACE (B) = BELOW SURFACE				
** LIGHTING OF OBJECT REQUIRED (OL) = OBJECT LIGHTED (U) = UNVERIFIED LIGHTING				

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



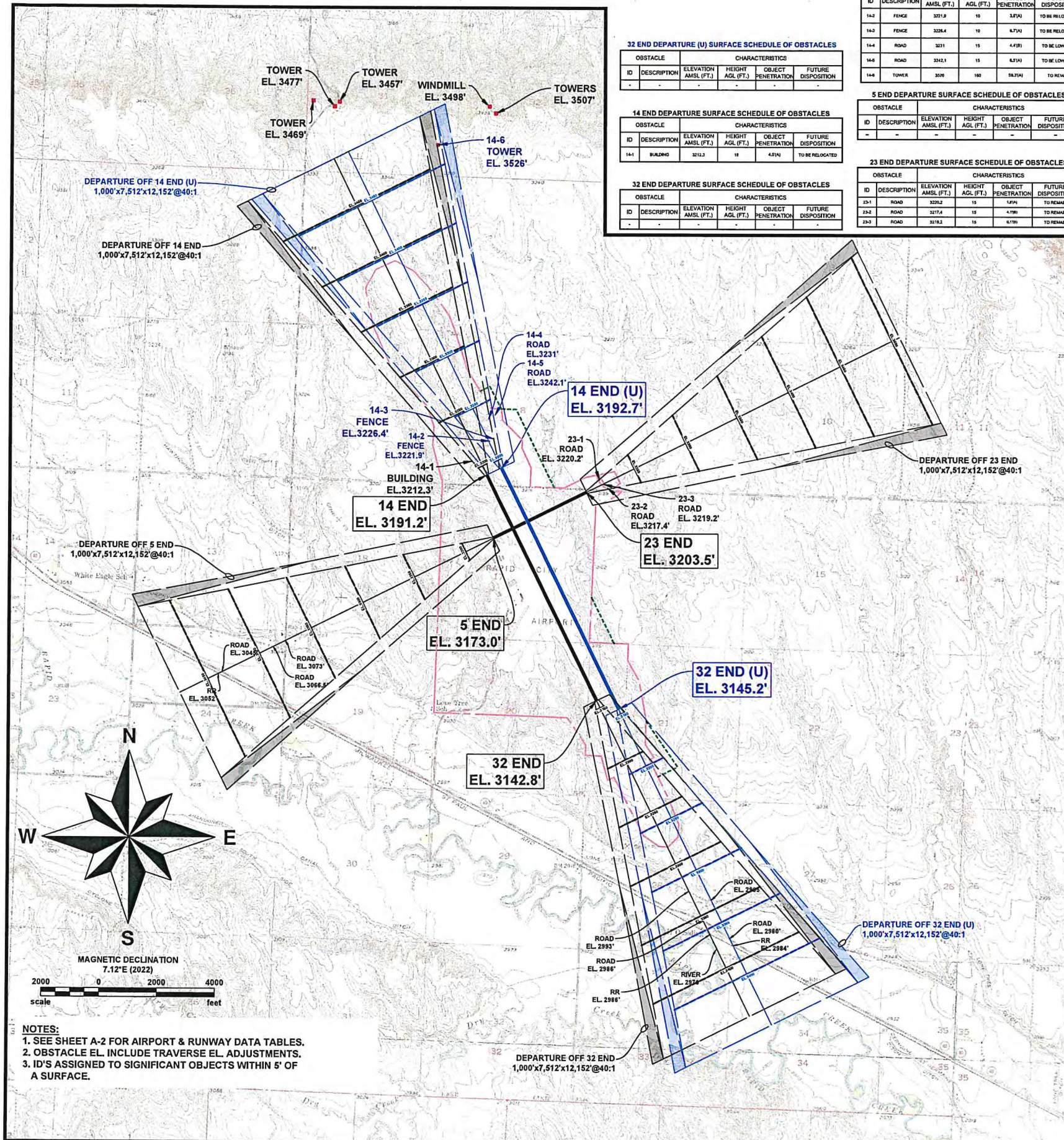
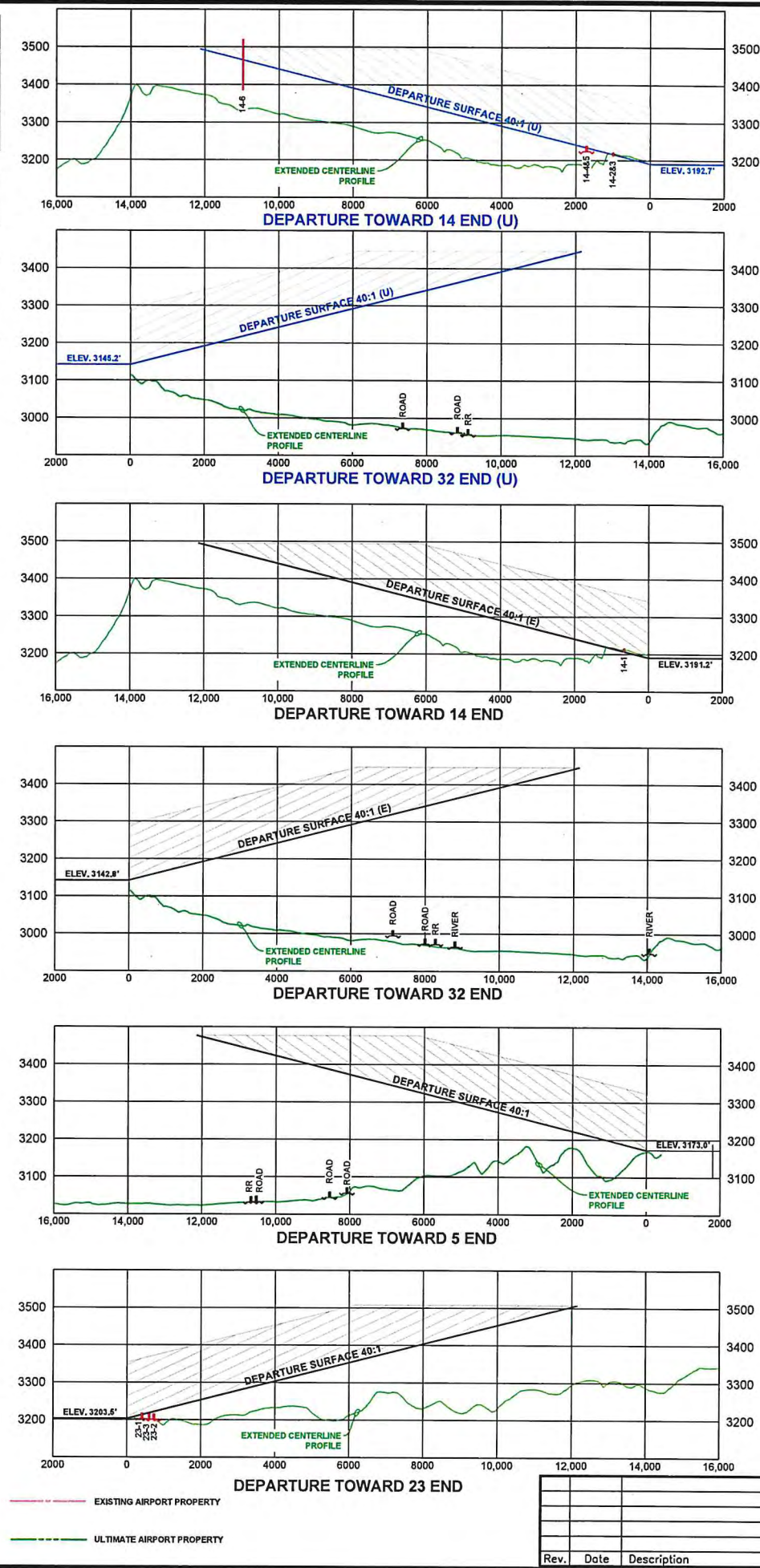
RAPID CITY REGIONAL AIRPORT
CITY OF RAPID CITY (OWNER)
RAPID CITY, SOUTH DAKOTA

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

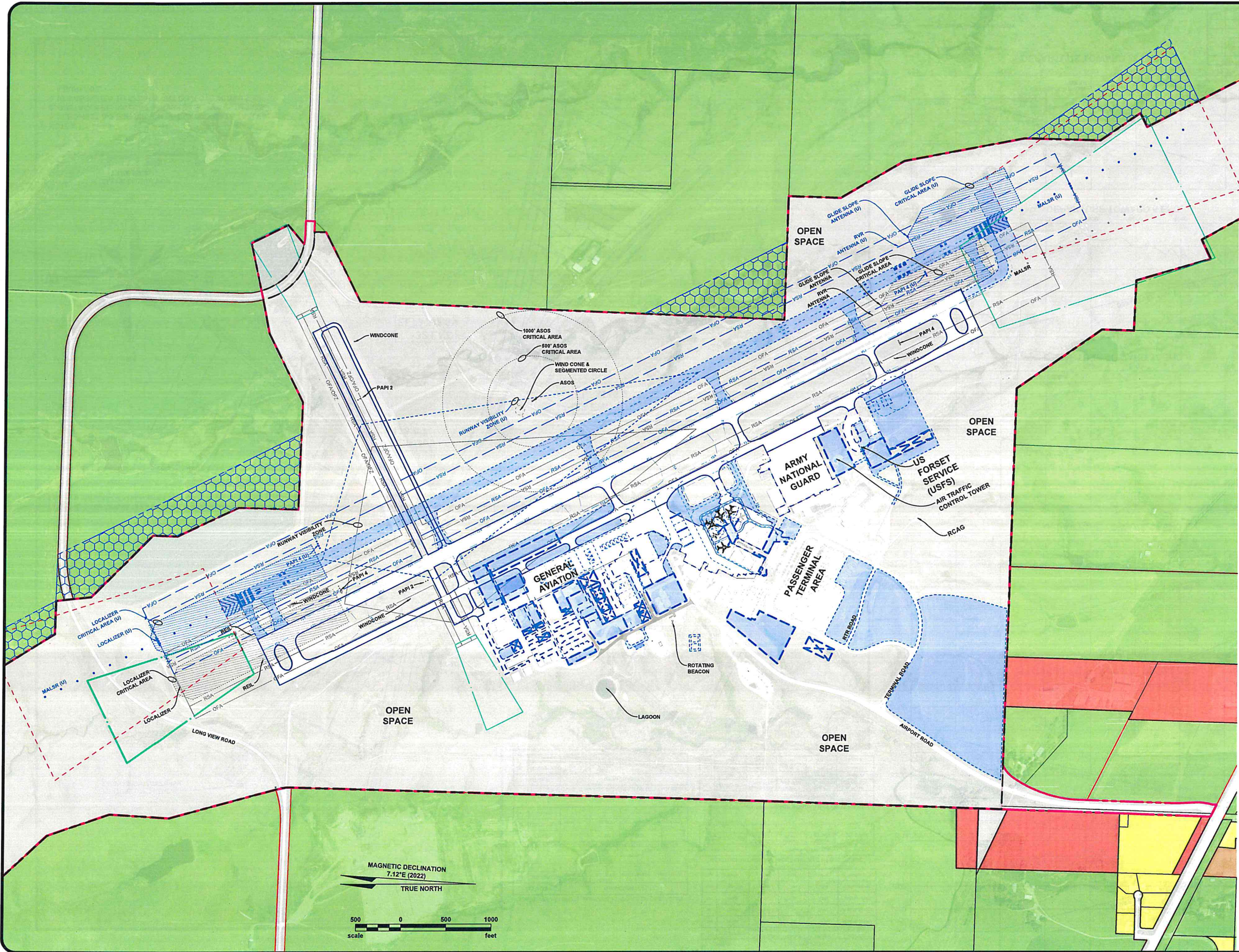
AIRSPACE PLAN (DEPARTURE)

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. OBSTACLE EL. INCLUDE TRAVERSE EL. ADJUSTMENTS.
 3. ID'S ASSIGNED TO SIGNIFICANT OBJECTS WITHIN 5' OF A SURFACE.



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

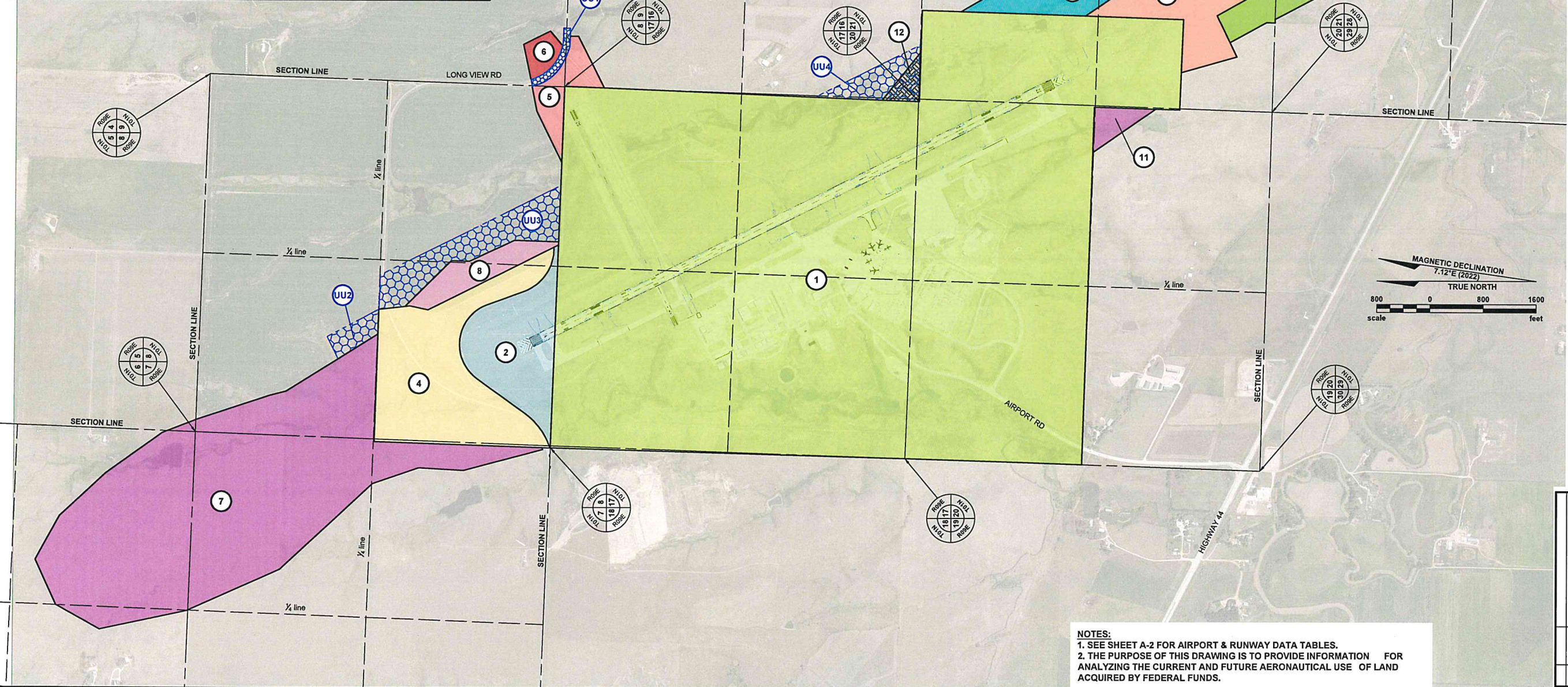
LAND USE PLAN

Rev.	Date	Description

DRAFTED
TLG
REVIEWED
KLP
PROJECT NUMBER
1905-02130

SHEET
A-26

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	1989
8	13	CITY OF RAPID CITY	FEE SIMPLE	3-46-0048-05	1989
9	26	CITY OF RAPID CITY	FEE SIMPLE	3-46-0048-05	1989
10	68	CITY OF RAPID CITY	FEE SIMPLE	3-46-0048-05	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	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.

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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