



RAPID CITY REGIONAL AIRPORT MASTER PLAN UPDATE EXECUTIVE SUMMARY



Prepared for
The City of Rapid City



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Master Plan Purpose:

The Rapid City Regional Airport Master Plan is prepared to provide a long-term vision for the Airport and serve as a guide for future airport development. The Master Plan outlines demand-driven airport development plans that will accommodate future needs in a manner that is financially feasible and sensitive to the aviation, social and environmental interests of the community.

Master Plan Goals:

The Airport Master Plan identified four Goals representing the City's strategic Vision for the Airport. The four goals include:

- Provision of quality air service
- Economic self-sufficiency
- Continued support of area tourism
- Optimization of on-airport land uses

Forecast

The forecasts project aviation activity for a 20-year period. These forecasts of aircraft activity and passenger use of the Airport provide a basis for determining the type, size, and timing of facility development.

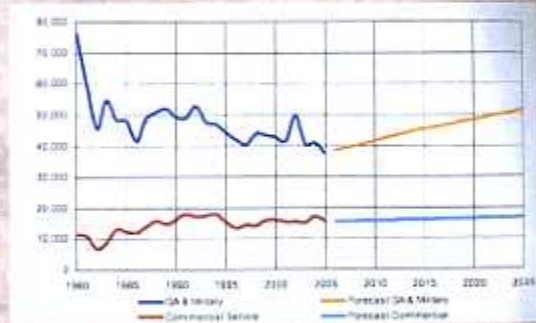
Passengers using the Airport are expressed as enplanements, or passengers boarding an aircraft. Total passengers using the Airport's terminal facilities include boarding plus arriving passengers. Passenger are expected to increase nearly 2.4% per year, resulting in over 815,000 passengers in 2025.

Aircraft activity is expressed in operations, or landings plus takeoffs, and is segregated as commercial service, general aviation (GA) and military operations. Aircraft activity will grow at 1.3% per year, with total operations growing by over 15,000 to a total of over 68,000 annual operations in 2025.

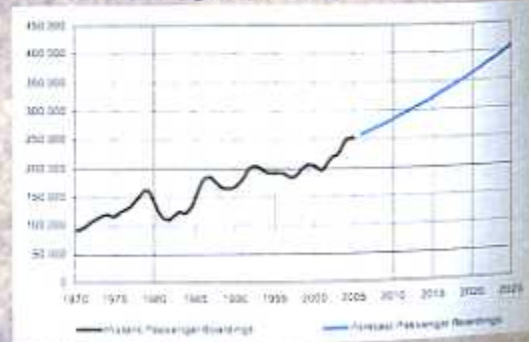
Forecast Summary

Description	Planning Activity Level				Average Annual Growth (2005 - 2025)
	1	2	3		
YEAR	2005	2010	2015	2025	
PASSENGER BOARDINGS					
Annual	252,109	284,414	320,594	407,743	2.4%
ANNUAL OPERATIONS					
Commercial Service					
Air Carrier	3,144	3,320	3,519	3,939	1.1%
Commuter	12,336	12,474	12,613	12,855	0.2%
Annual Subtotal	15,480	15,800	16,132	16,834	0.4%
General Aviation					
Annual Subtotal	33,114	36,822	40,656	46,900	1.8%
Military					
Annual Subtotal	4,633	4,833	4,633	4,633	0.0%
Total Annual Operations	53,227	57,255	61,421	68,367	1.3%
BASED AIRCRAFT	117	129	144	173	2.0%

Annual Aircraft Operations



Annual Passenger Boardings



Airport Development:

The master plan defines the Airport's future facility needs based on existing facilities conditions, forecast Aviation activity, and the strategic vision for the Airport. From these facility requirements, alternatives for facility development are created and evaluated to select the preferred development alternatives.

The need for many of the facility improvements is based on forecast future activity levels. For these facilities, improvements will occur if activity grows as forecasted. The resulting needed major facility improvements are listed and illustrated below:

- 1 – Relocate the airport rescue and fire fighting facility to provide space for aeronautical uses and ensure compliance with grant assurances.
- 2 - Straighten Taxiway A providing increased aircraft parking.
- 3 – Construct 650 parking spaces for long term passenger, employee, and rental car parking.
- 4 – Construct a temporary cargo facility to accommodate the existing cargo operations when the existing cargo facility is removed.
- 5 – Relocate the Northern Great Plains Interagency Dispatch Center to allow for space for aeronautical uses and ensure compliance with grant assurances.
- 6 – Provide additional aircraft parking with new apron.
- 7 – Construct 30 additional conventional hangars.
- 8 – Construct 550 rental car spaces for overflow/storage parking with future expansion for an additional 1,100 vehicles plus a rental car preparation facility.
- 9 – Relocate airport maintenance facilities to promote space for aeronautical uses.
- 10 – Improve terminal facilities including expanded passenger holdrooms, expanded and reconfigured passenger security screening, and improved checked baggage security screening.
- 11 – Develop an area dedicated to cargo operations to enhance safety, increase security, and provide for future growth.
- 12 – Extend Runway 32 500 feet to meet the needs of existing users.
- 13 – Replace existing and construct additional T-hangars.
- 14 – Replace the air traffic control tower to improve airfield visibility.
- 15 – Provide for U.S. Forest Service facility growth.
- 16 – Plan for extension of the terminal concourse.



Implementation Plan:

The master plan includes guidance on implementing the recommendations of the master plan, particularly given the funding limitations and project sequencing challenges the Airport faces. The total cost of development over the next 20 years is estimated to be approximately \$221 million. Under current law, airport sponsors are eligible for FAA funding for specifically approved airport projects through the FAA's Airport Improvement Program, with eligible projects receiving 95% of the project cost. The State of South Dakota, through the Department of Transportation, Office of Aeronautics, also provides funding to public airport sponsors for eligible projects. Additional sources of revenue could include third party funding, such as a private developer funding a project and receiving revenue from its use. Remaining project costs must be funded from local sources. Local funding for airport improvements may include the use of passenger facility charges, local enterprise funds, or cash or debt based funding from the City of Rapid City.

A financial plan has been completed to determine the Airport's ability to fund the master plan projects. Historical funding sources were analyzed to identify likely funding sources over the next 20-year period as defined by this master plan. Based on anticipated funding eligibility, the following funding sources and contributions have been identified:

- Federal Aviation Administration (FAA) - \$195.3 million
- SDDOT - \$3.8 million
- Third Party- \$0.4 million
- Local - \$21.5 million

A financial feasibility analysis for Rapid City Regional Airport indicates that funding will likely be available to meet its future financial obligations.

Where Do We Go From Here?

The Master Plan is the first step in the airport development process. A number of subsequent activities must occur before the Airport Development Plan can be fully realized. Some of these activities will occur very quickly in the 20-year planning period while others may not take place until late in the planning period, if at all.

A few of the next steps are described below:

- Finding the Funding –Funding sources must be identified and funding procured. This effort may include preparing and submitting grant applications and executing grant agreements, issuing bonds, FAA approval to collect passenger facility charges, or establishing agreements with third party developers.
- Environmental Approvals – Some of the projects in the Airport Development Plan must undergo environmental review before the projects can move forward. The type and magnitude of the project will determine what level of environmental review is needed. Environmental review of proposed airport development projects must be coordinated with and approved by the FAA.
- Airport Layout Plan Approval – The FAA also approves the Airport Layout Plan (ALP). The ALP is engineering drawings that depict the airport's current and proposed boundaries; and the location and nature of existing and proposed airport facilities and structures and non-aviation areas on the airport.
- Facility Development – The actual development or construction of projects takes place when the city of Rapid City solicits firms for services to complete the project. The City then interviews firms and awards a contract for the services needed.



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