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07SR023

March 30, 2007

Ms. Vicki Fisher
Growth Management Department
City of Rapid City
300 Sixth Street
Rapid City, SD 57701

**RE: 11-6-19 SDCL Review Applications
Rapid City Regional Airport**

Dear Vicki:

On behalf of the Rapid City Regional Airport you will find the following 11-6-19 SDCL Review Applications for review and approval by the Growth Management Department and Planning Commission:

- General Aviation Area and Access Road Security Upgrades and Lighting
- Runway 14-32 / Taxiway A Separation Watermain Extensions and Miscellaneous Items

In addition to seeking your Department's approval regarding planning and zoning issues, the project development of both projects is concurrently under review by the Federal Aviation Administration and the South Dakota Department of Transportation Office of Aeronautics pertaining to their respective criteria. Upon their concurrence, a set of engineer sealed plans will be produced. If you would like a copy of these documents, please notify our office with that request.

If you should have any questions or need additional information pertaining to either of the applications, please feel free to contact either Mr. Ken Simmons at Rapid City Regional Airport at telephone number 394-4195 or myself at telephone number 721-5553.

Sincerely,
KADRMAS, LEE & JACKSON, INC.



Rod Senn, PE

Enc.

cc: K. Simmons - RAP

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**11-6-19 SDCL REVIEW
AIP 3-46-0048-031 & 032
RUNWAY 14-32 AND TAXIWAY A SEPARATION PROJECT
WATERMAIN EXTENSIONS
RAPID CITY REGIONAL AIRPORT**

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DESCRIPTION OF REQUEST

Rapid City Growth
Management Department

The Rapid City Regional Airport requests approval from the Planning Commission in regards to the 11-6-19 SDCL review for the *Parallel Taxiway A / Runway 14-32 Separation Project Watermain Extensions*. Project development has been coordinated with the Federal Aviation Administration and the South Dakota Department of Transportation Office of Aeronautics and meets their design criteria. Phases 1 through 4 of this project have been previously cleared through City of Rapid City Planning Commission.

In 2006, the Rapid City Regional Airport increased the distance between the Runway 14-32 centerline and the Taxiway A centerline from 262 feet to 450 feet to enhance safety. The Federal Aviation Administration's Advisory Circular 150/5300-12 and 150/5340 – 1E required the runway centerline to parallel taxiway centerline separation to be a minimum of 400 feet and the standard location for holding aircraft to be 250 feet from runway centerline.

In 1970 the FAA imposed restrictions on operations at the Rapid City Regional Airport to provide for adequate safety standards. Specifically, the FAA prohibited the use of the taxiway within 400 feet of the runway centerline for simultaneous use by large aircraft (Convair 240 and larger). In other words, the simultaneous use of the runway and parallel taxiway was not permitted when two large aircraft were involved. However, an aircraft was permitted at the holding line at the end of the runway.

In 1983, a waiver was granted which permitted the holding markings to be placed at 200 feet from the runway centerline rather than the required 250 feet since the separation distance between the runway centerline and taxiway centerline was less than the required 400 feet.

In 2003 the FAA informed the Airport that the waiver would not be renewed for safety concerns and that the Airport must implement improvements to meet current design criteria or enforce the restriction on the movement of multiple aircraft within the previously discussed zone. The Airport and the FAA agreed that the movement restrictions would greatly hamper the capacity of the Airport and have a negative impact on commercial services and begun the project development process to increase the separation between the Taxiway A and Runway 14-32 and bring the Airport into compliance with FAA standards for separation distances and holding markings.

The previous project phases approved by the Planning Commission included:

- Phase 1 – Construct Earthwork for Taxiway A South. This phase consist of the earthwork to increase the separation to 450 feet between centerlines and the relocation of the perimeter security fence to accommodate the earthwork activities.
- Phase 2 – Construct Pavements for Taxiway A South. This phase consists of the final grading, placement of base courses, placement of concrete pavements, installation of taxiway lighting, installation of a pavement conditions sensor system, relocation of internal communication facilities and miscellaneous activities.
- Phase 3 – Construct Earthwork for Taxiway A North. This phase consist of the earthwork to increase the separation to 450 feet between centerlines and the relocation of the perimeter security fence to accommodate the earthwork activities.
- Phase 4 – Construct Pavements for Taxiway A North. This phase consists of the final grading, placement of base courses, placement of concrete pavements, installation of taxiway lighting, installation of a pavement conditions sensor system and miscellaneous activities.

The current phase being presented for Planning Commission approval will provided for an extension of the existing watermain system on the airside of the Airport to allow firefighter access to water on the airfield. The proposed watermain will be placed in between the Runway 14-32 runway safety area and the Taxiway A taxiway safety area at a distance of 290 feet from the Runway 14-32 centerline. The watermain improvements will be designed and installed as per the current edition of the City of Rapid City Standard Specifications for Public Works Construction as well as Federal Aviation Administration Airport Design Advisory Circular criteria.

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