

**11-6-19 SDCL REVIEW  
PREMIER AVIATION, LLC  
HANGAR AREA SITE IMPROVEMENTS  
RAPID CITY REGIONAL AIRPORT**

**DESCRIPTION OF REQUEST**

Premier Aviation, LLC requests approval from the Planning Commission in regards to the 11-6-19 SDCL review for the *Hangar Area Site Improvements* at the Rapid City Regional Airport

During the past several years, the Airport has seen an increased interest in the building of general aviation hangars and the leasing of areas for hangars under development. Premier Aviation, LLC proposes to construct two nested T hangar buildings at the Airport. One building would house 8 units plus support facilities the second would be home to 7 aircraft. In order to build hangar buildings which are financially feasible to the developer, existing facilities must be slightly relocated to avoid underground improvements to be located outside of the building footprints and meet safety area spacing requirements for aircraft under the criteria of the Federal Aviation Administration.

Phase 1 will consist of the relocation of the asphalt taxiways, relocation of the stormsewer, relocation of the security fencing and relocation of a gas service line. Also included in this phase will be the water and sewer service lines to the hangar buildings. Phase 2 will include the construction of the hangar buildings with the associated activities. This submittal only addresses Phase 1 activities. Building details will be addressed by the Contractor and the Owner through the Development Service Center Building Permit Review process at a later date.

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FEB 08 2008

Rapid City Growth  
Management Department

Kadrmass  
Lee &  
Jackson  
Engineers Surveyors  
Planners

February 6, 2008

Mr. Travis Tegethoff  
Growth Management Department  
City of Rapid City  
300 Sixth Street  
Rapid City, SD 57701

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

Dear Travis:

On behalf of Premier Aviation, LLC you will find the following applications for review and approval by the Growth Management Department and Planning Commission for a project entitled *Hangar Area Site Improvements* at Rapid City Regional Airport:

- 11-6-19 SDCL Review Application
- Request for Exception to Rapid City Design Standard / Criteria /Regulations

In addition to seeking your Department's approval regarding planning and zoning issues, the project development is concurrently under review by the Federal Aviation Administration and the Rapid City Regional Airport pertaining to their respective criteria. Upon concurrence from each entity, a set of engineer sealed plans will be produced and a copy of these documents will be provided to you at that time. Premier Aviation, LLC will be coordinating the hangar building permits through your Department at a later date. This submittal is to obtain approval for the footprint of the buildings and the associated facility relocations necessary to accommodate the buildings.

If you should have any questions or need additional information pertaining to these applications, please feel free to contact 721-5553.

Sincerely,  
**KADRMAS, LEE & JACKSON, INC.**



Rod Senn, PE

Enc.

cc: D. Eatherton - Premier Aviation  
M. Short - RAP

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FEB 08 2008

Rapid City Growth  
Management Department

605 721 5553  
330 Knollwood Drive  
PO Box 3416  
Rapid City, SD 57709-3416  
Fax 605 721 5575  
kljeng.com  
Kadrmass, Lee & Jackson, Inc.  
A KLJ Solutions Company



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

Federal Aviation Administration  
Bismarck Airports District Office  
2301 University Drive Bldg 23B  
Bismarck, North Dakota 58504

July 12, 2007

David J. Eatherton  
Premier Aviation Services, LLC  
4275 Airport Road, Suite A  
Rapid City, SD 57701

Dear Mr. Eatherton:

Rapid City Regional Airport  
Rapid City, South Dakota  
Airspace Case No. 2007-AGL-527-NRA  
Proposed Premier Aviation Hangar Dimensions 54' x 229' x 28.5'  
Airspace Determination

We have completed an aeronautical study of the subject proposal per your submittal dated March 15, 2007. Based on that study, we interpose no objection from an airspace utilization standpoint provided:

1. All construction is done in accordance with Federal Aviation Administration (FAA) Advisory Circular (AC) 150/5370-2E "Operational Safety on Airports During Construction" and FAA AC 150/5300-13 "Airport Design".
2. Construction equipment/vehicles must be marked and lighted in accordance with FAA AC 70/7460-1K, "Obstruction Marking and Lighting".
3. Permanent structure poses no IFR effect
4. Construction equipment (crane) was evaluated as having a maximum height of 50 feet. Crane shall be flagged and lowered to the ground during the hours of sunrise to sunset unless the runway has been NOTAM closed.
5. The 50' temporary crane penetrates the RWY 23 departure surface, which will require a departure restriction via NOTAM [departure restriction: RWY 23, 200 - 1 or departure Not Authorized]. Airport Management is required to request the departure restriction NOTAM through the Central Flight Procedures Office a minimum of 72 hours prior to raising crane to have NOTAM developed and disseminated.
6. When construction is within the Taxiway Object Free Area, comply with paragraph 3-3 of Advisory Circular 150/5370-2E "Operational Safety on Airports During Construction".

7. At least 72-hours prior to the preconstruction meeting and/or construction start, the contractor shall notify the Minneapolis Air Route Traffic Control Center (ARTCC) District, Technical Support Center Manager (TSCM). The sponsor should request to have an ARTCC representative attend this meeting for the purpose of identifying all FAA facilities, their associated critical areas, their associated cables (power & control) and schedule shutdown of these facilities, when runways are shut down as a result of the proposed construction work. All ARTCC concerns must be addressed/resolved prior to the start of construction. Notification should be faxed to 952-997-9213 and include the following project information:
  - a. Airport Location:
  - b. Nature of Project:
  - c. Start Date:
  - d. Projected End Date:
  - e. POC Name:
  - f. POC Telephone number:
  - g. Airspace Case Number: 2007-AGL-371-NRA
8. The contractor shall be responsible for locating utility lines and hand digging to locate FAA cabling and shall provide adequate provisions to protect all FAA cables exposed during the proposed work. The sponsor/contractor shall be responsible for notifying the Minneapolis ARTCC District at the project preconstruction meeting should cable relocation be necessary.
9. Any damage to FAA cables, access roads, or to FAA facilities during construction will require the contractor to replace the damaged cables, access road, or FAA facilities to the Minneapolis ARTCC District requirements, and at the contractor's expense. Splicing of cables is not an acceptable form of repair. The phone number for the Minneapolis ARTCC District TSCM is 952-997-9261.
10. Contractor shall clearly define the exact pathway or haul road for the contractors to consistently utilize to ensure no accidental access to the movement areas or safety areas occurs.
11. The contractor will coordinate construction of the hangar with the Rapid City Regional Airport Air Traffic Control Tower, Air Traffic Manager (ATM). The ATM may be contacted at 605-393-1161.
12. Sufficient lighted (red) barricades and/or fencing shall be provided and maintained to physically prevent inadvertent entry onto movement area construction vehicles/equipment and vice versa for aircraft. Barricades should provide sufficient clearance of the group/type of aircraft, or area restricted and NOTAMs issued to provide additional safety. Low profile barricades should be used when appropriate.
13. Airport management shall inspect all barricades daily (or more often, if necessary) to ensure they are properly positioned and all lighting is operational.
14. Airport management shall take action to ensure that vehicle/equipment operators who will have access to or near the movement areas and safety areas are properly trained by airport personnel relative to FAR Part 139 compliance. Airport management shall ensure that these vehicle

operators have been trained/briefed on ground vehicle/equipment operations and airport familiarization, with special emphasis on runway incursion prevention and airport familiarization.

15. Airport management shall ensure that adequate construction oversight is maintained throughout all phases of the project and conduct additional self-inspections in the vicinity of the project with special emphasis on the presence of FOD that could damage aircraft.
16. Airport management shall issue and maintain appropriate NOTAMS during construction.

FAA AC's may be obtained from the Internet at [www.faa.gov](http://www.faa.gov). If you have additional questions or require assistance of any kind, please contact our office at 701-323-7380.

Sincerely,



Patricia L. Dressler  
Environmental Protection Specialist  
Bismarck Airports District Office

Cc: South Dakota Department of Transportation, Office of Local Transportation Programs  
Manager, Rapid City Regional Airport  
ATCT Air Traffic Manager, Rapid City Regional Airport



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2301 University Drive Bldg 23B  
Bismarck, North Dakota 58504

July 12, 2007

David J. Eatherton  
Premier Aviation Services, LLC  
4275 Airport Road, Suite A  
Rapid City, SD 57701

Dear Mr. Eatherton:

Rapid City Regional Airport  
Rapid City, South Dakota  
Airspace Case No. 2007-AGL-528-NRA  
Proposed Premier Aviation Hangar Dimensions 54' x 229' x 28.5'  
Airspace Determination

We have completed an aeronautical study of the subject proposal per your submittal dated March 15, 2007. Based on that study, we interpose no objection from an airspace utilization standpoint provided:

1. All construction is done in accordance with Federal Aviation Administration (FAA) Advisory Circular (AC) 150/5370-2E "Operational Safety on Airports During Construction" and FAA AC 150/5300-13 "Airport Design".
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6. When construction is within the Taxiway Object Free Area, comply with paragraph 3-3 of Advisory Circular 150/5370-2E "Operational Safety on Airports During Construction".
7. At least 72-hours prior to the preconstruction meeting and/or construction start, the contractor shall notify the Minneapolis Air Route Traffic Control Center (ARTCC) District, Technical Support Center Manager (TSCM). The sponsor should request to have an ARTCC representative attend this meeting for the purpose of identifying all FAA facilities, their associated critical areas, their associated cables (power & control) and schedule shutdown of these facilities, when runways are shut down as a result of the proposed construction work. All ARTCC concerns must be addressed/resolved prior to the start of construction. Notification should be faxed to 952-997-9213 and include the following project information:
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  - d. Projected End Date:
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  - f. POC Telephone number:
  - g. Airspace Case Number: 2007-AGL-371-NRA
8. The contractor shall be responsible for locating utility lines and hand digging to locate FAA cabling and shall provide adequate provisions to protect all FAA cables exposed during the proposed work. The sponsor/contractor shall be responsible for notifying the Minneapolis ARTCC District at the project preconstruction meeting should cable relocation be necessary.
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Manager, Rapid City Regional Airport  
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