

Riddick Field Airport

Airport Planning Committee Meeting - March 30, 2022



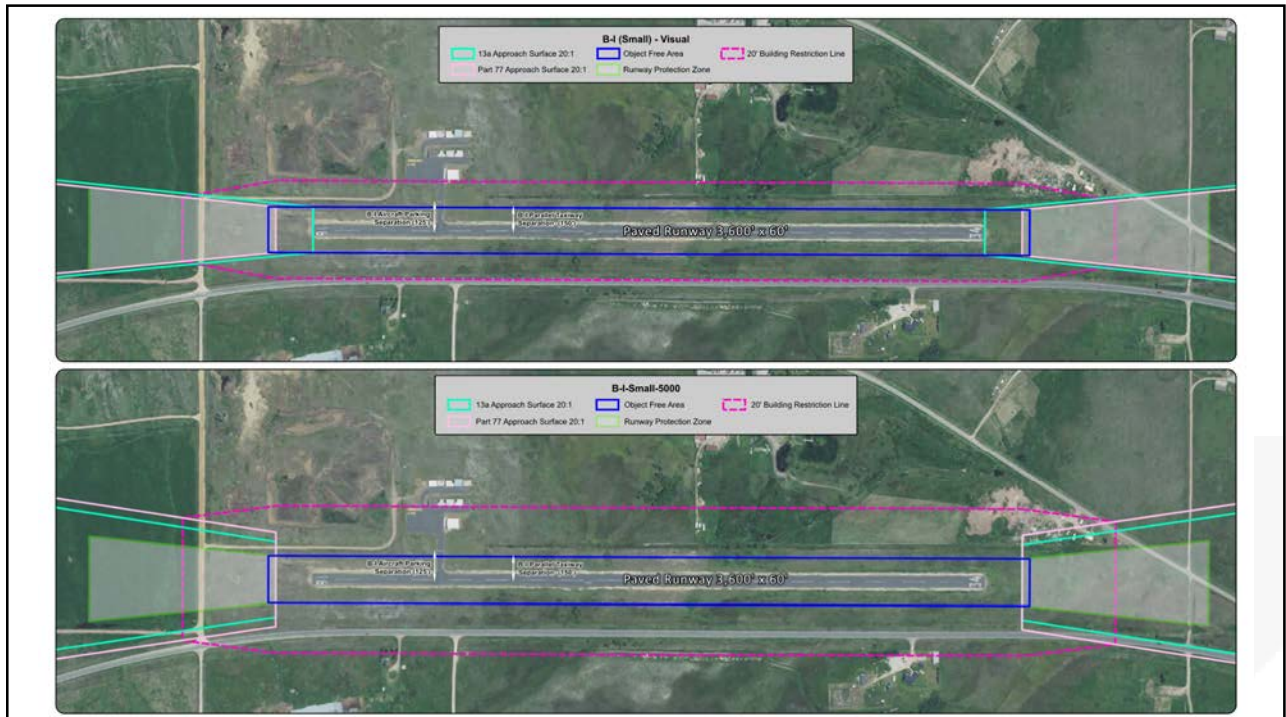
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Agenda

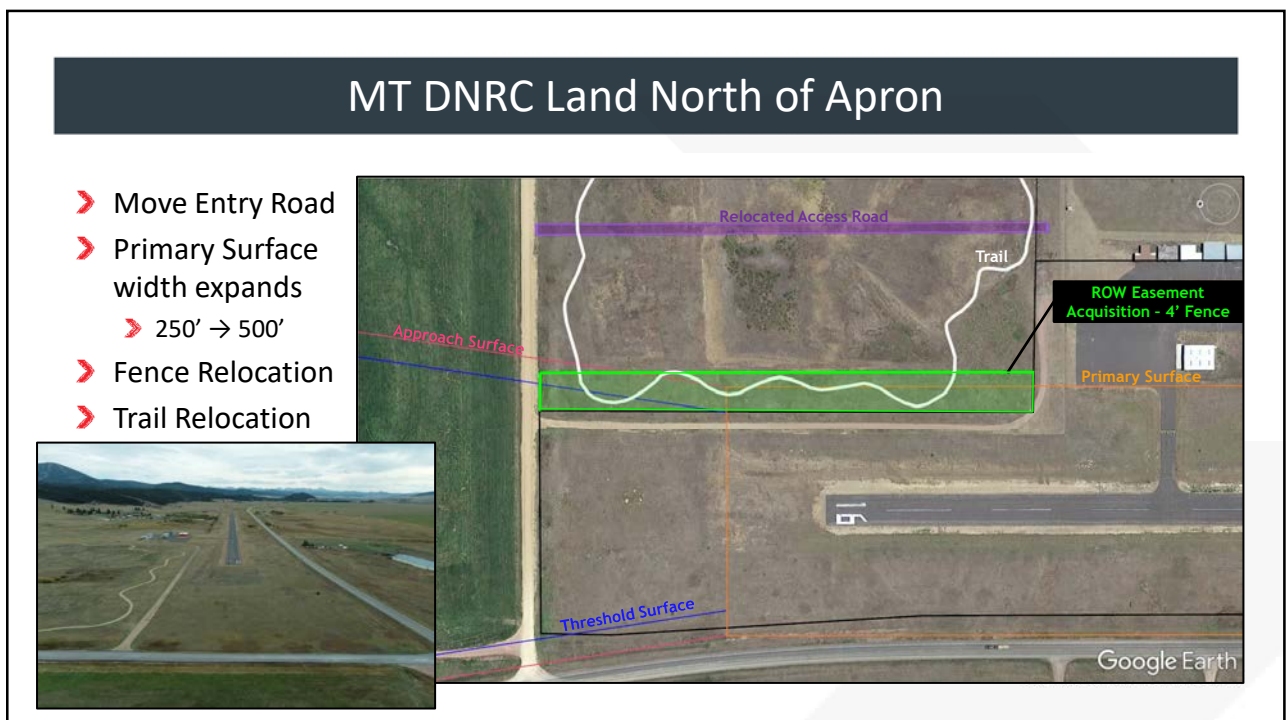
- Airfield / Instrument Approach
- MT DNRC Land North of Apron
- Ultimate Property Impacts
- Terminal/Hangar Area
- Next Steps



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Ultimate Property Impacts

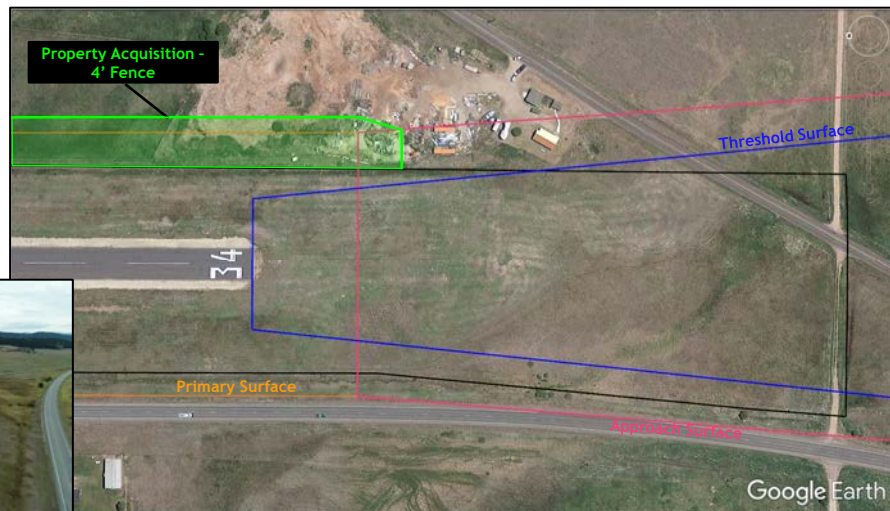
- Primary Surface width expands
 - 250' → 500'
- Fence Relocation



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Ultimate Property Impacts

- Primary Surface width expands
 - 250' → 500'
- Fence Relocation



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Terminal/Hangar Area – Facility Requirements

Based Aircraft Storage Requirements

Category	Existing	Base	PAL 1	PAL 2	PAL 3	PAL 4
Based Aircraft Storage Space (SF)						
Aircraft Storage Space	11,780	13,310	14,520	18,150	19,360	22,990
Capacity/Deficiency	-	1,530	2,740	6,370	7,580	11,210

Transient Aircraft Storage Requirements

Category	Existing	Base	PAL 1	PAL 2	PAL 3	PAL 4
Transient Aircraft Storage Space (SF)						
Corporate Hangar	0	4,400	4,400	4,400	4,400	6,600
Capacity/Deficiency	-	4,400	4,400	4,400	4,400	6,600

Transient Aircraft Apron Size Requirements

Category	Existing	Base	PAL 1	PAL 2	PAL 3	PAL 4
Busy Day Operations						
Apron Area (SY)		15.7	16.9	18.2	19.6	21.2
Equivalent Tie-Downs ¹	0	4	4	5	5	5
Size Per Aircraft ²	500	500	500	500	700	700
Transient Apron Area	1,700	2,000	2,000	2,500	3,500	3,500
Capacity/Deficiency	-	300	300	800	1,800	1,800

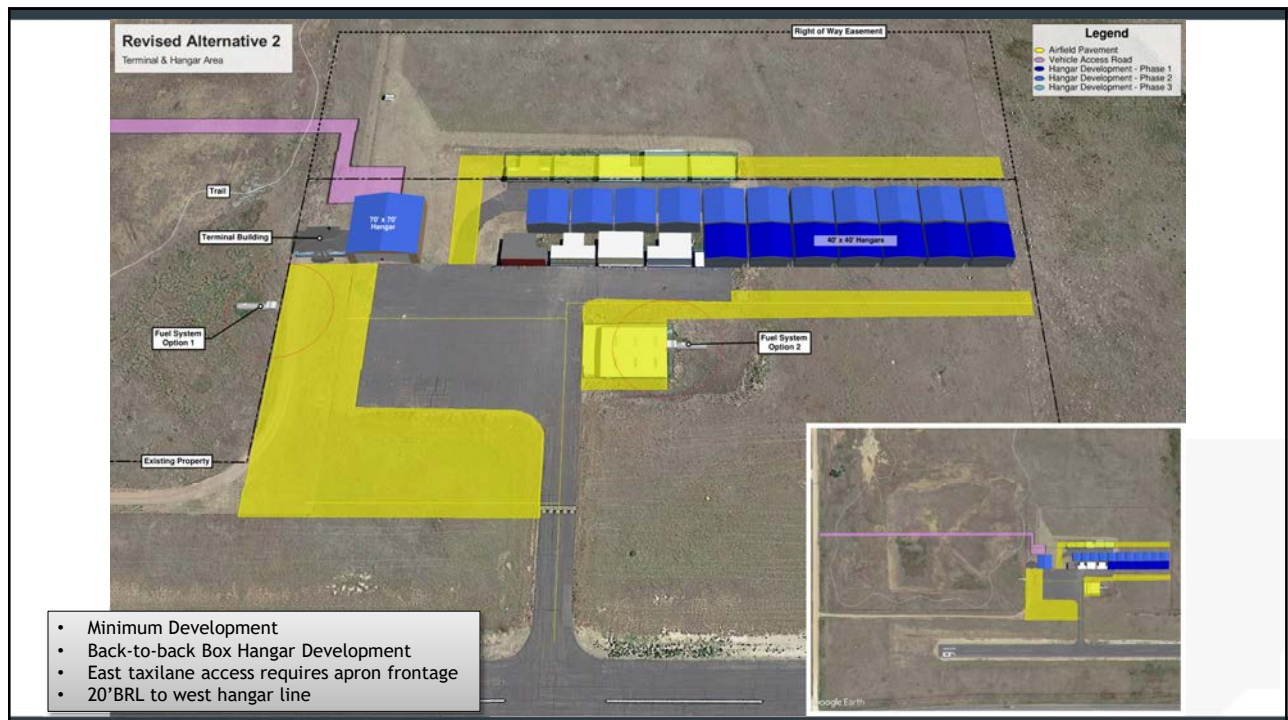
- Based aircraft hangar construction is demand driven
- Additional right of way from DNRC should be considered
- Taxilane OFA is currently 59', needs to be 79'
- Access Taxilane for hangars east of the Apron
- What should be on Apron Frontage

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Current Terminal Area



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Next Steps

- Airport Layout Plan
- Implementation Chapter
- Next Project (Environmental and Design for Runway Reconstruction)

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Questions/Comments

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