

Riddick Field Airport

County Commission Committee Meeting - May 24, 2022



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Agenda

- Critical Design Aircraft
- Preferred Airfield / Instrument Approach
- MT DNRC Land North of Apron
- Ultimate Property Impacts
- Terminal/Hangar Area



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Critical Design Aircraft

ARC A-I/Small Aircraft		ARC A-II/Small Aircraft	
Cessna 402		Pilatus PC-12	
ARC B-I/Small Aircraft		ARC B-II/Small Aircraft	
Piper Navajo		Beech King Air 90	
Citation CJ1		Beech King Air 200	
Helicopter (less than 7,000 lbs)		ARC B-II	
Aerostar 350		Air Tractor 802 Fire Boss (SEAT)	

Photography Source: Airlines.net

	Existing A/B-I(S) - VIS Cessna 182 & Citation CJ1	A/B-I(S)-5000 Cessna 182 & Citation CJ1	A/B-II-5000 King Air B200	C/D-II-5000 Citation Ultra
Aircraft ¹	Cessna 182 & Citation CJ1	Cessna 182 & Citation CJ1	King Air B200	Citation Ultra
Runway Safety Area (width)	120'	120'	150'	500'
Runway Object Free Area (width) ²	250'	250'	500'	800'
Runway Protection Zone (Inner Width x Outer Width x Length)	250'x450' x1000'	250'x450' x1000'	500'x700' x1000'	500'x1010' x1700'
Separation from Runway Centerline ³				
20' Building Restriction Line ³	265'	390'	390'	390'
Parking Area	125'	125'	250'	400'
Parallel Taxiway	150'	150'	240'	300'
Runway Width	60'	60'	75'	100'
		Future		

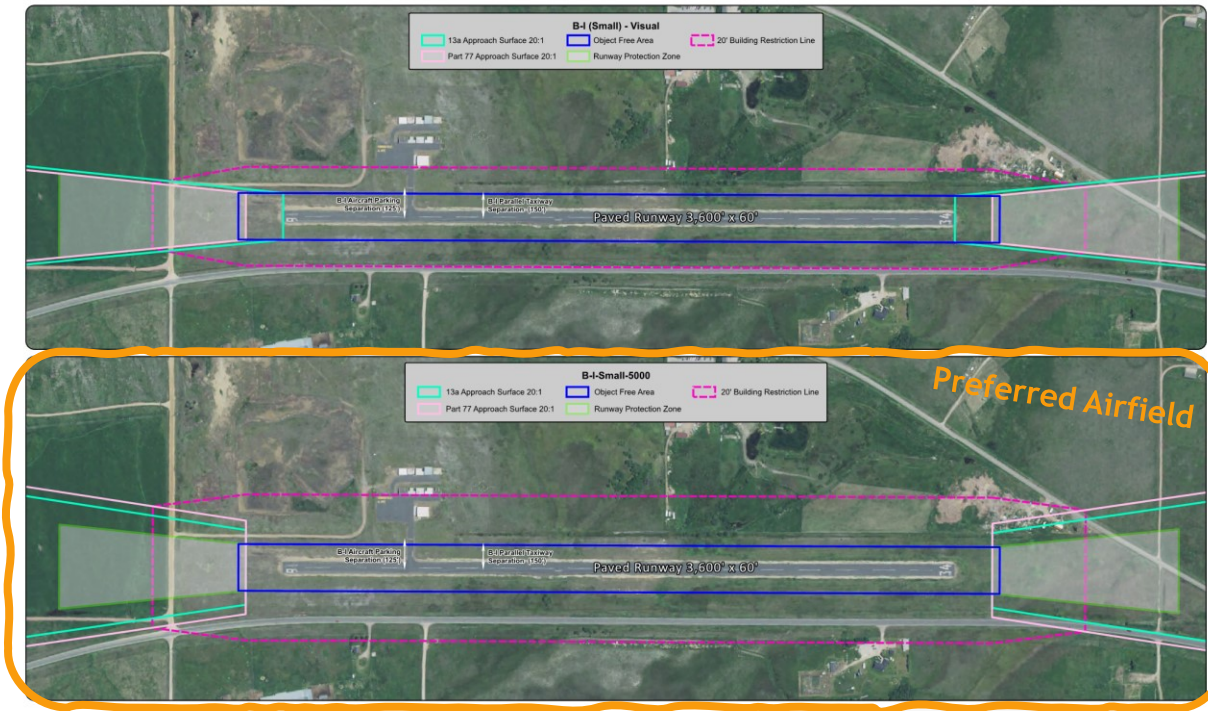
Source: KLJ Analysis, S = Small Aircraft [12,500 lbs. or less]

- ¹ Aircraft meeting these design standards may still have limitations based on runway length which varies by each aircraft make and model.
- ² The property line and fence on the west side of the airport is 200 feet from the centerline, allowing a maximum 400 foot-wide object free area.
- ³ The first airport hangar from the runway is 280 feet from the runway centerline and the next group of hangars are 395 feet from centerline.

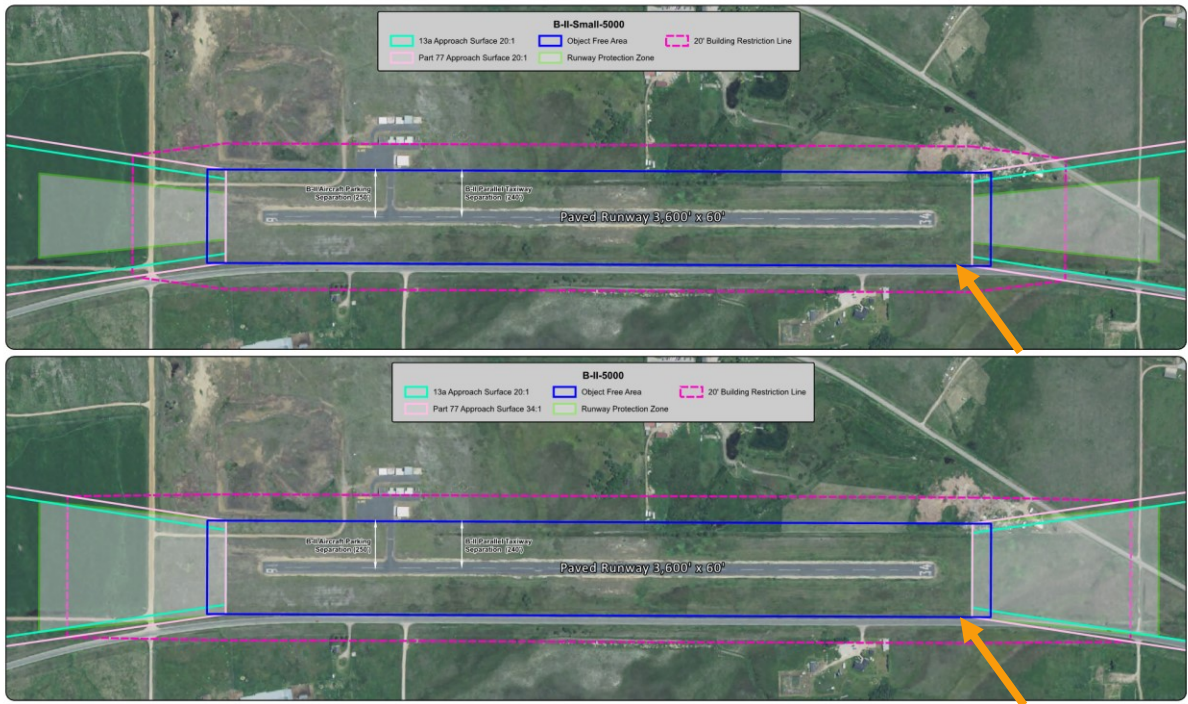


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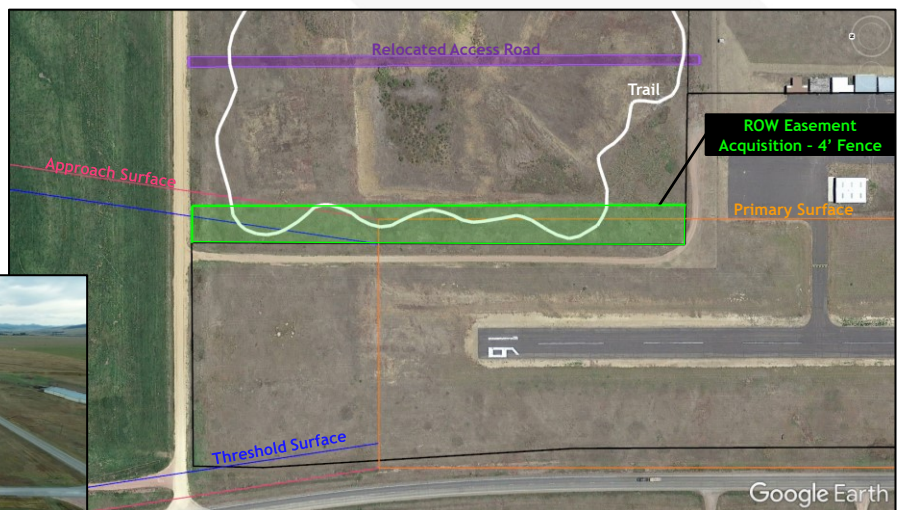
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MT DNRC Land North of Apron

- Move Entry Road
- Primary Surface width expands
 - 250' → 500'
 - 80' east
- Fence Relocation
- Trail Relocation



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Ultimate Property Impacts

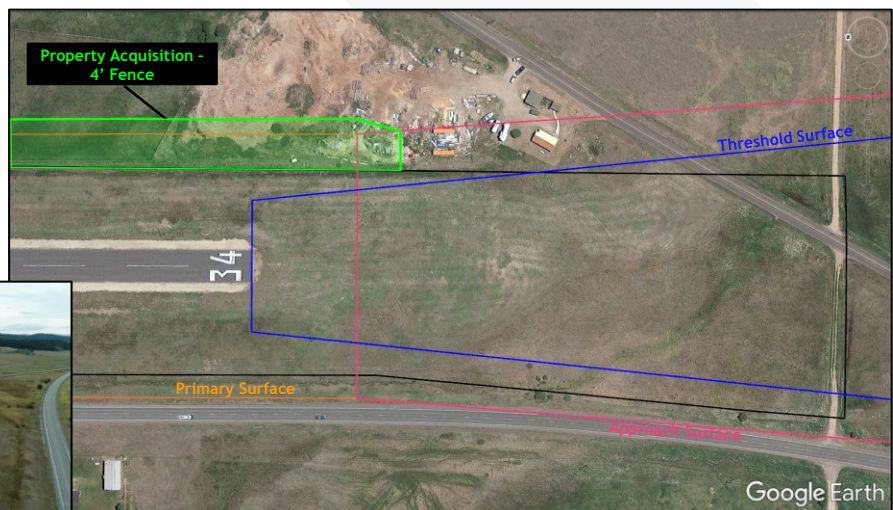
- Primary Surface width expands
 - 250' → 500'
 - 80' east
- Fence Relocation
- USFS Property
 - Requires Congressional Action



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Ultimate Property Impacts

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



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Current Terminal Area



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Preferred Terminal Area



- > Hangars are Demand Driven
- > Entry Moved East
- > Terminal/Hanger & Fuel
- > Access to East Hangars moved to the South
- > All Hangars within existing DNRC right of way agreement



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Preferred Terminal Area (phasing)



- Phase out existing East hangars
- Relocate Apron Hangar
- Additional Hangars can be added without impacting East hangars



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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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