2. Inventory of System Conditions

2.1. Introduction

South Dakota's airport system supports air transportation by providing facilities and services needed for a wide range of users. To better understand the infrastructure and services available at airports, and the local context, an in-depth data collection effort was deployed to create a system-wide inventory. This chapter presents the results of that effort, including data gathered from the Federal Aviation Administration (FAA), the South Dakota Department of Transportation Office of Aeronautics Services (SDDOT), and existing airport master plans (MPs) and Airport Layout Plans (ALPs). In addition to these sources, new primary data were collected through individual airport manager surveys. The information included in this chapter provides the baseline from which airport system performance and recommendations are made in subsequent chapters. The results of the system-wide inventory are presented as follows:

- 2.2 SDSASP Airports
- 2.3 Inventory Process
- 2.4 Activity Indicators
- 2.5 Airside Facilities
- 2.6 Landside Facilities
- 2.7 Services and Support
- 2.8 Airport Planning
- 2.9 Airport Land Use
- 2.10 Inventory Summary

2.2. SDSASP Airports

As mentioned in **Chapter 1. Study Design and System Goals**, the 2020 SDSASP includes 56 airports that are open to the public, publicly owned, and are included in the FAA's National Plan of Integrated Airport Systems (NPIAS). Five of the system airports support some level of commercial service, while the remaining 51 support general aviation (GA) only. **Table 2-1** lists the 56 airports included in the SDSASP alphabetically by associated city, including their service level and classification in the 2019-2023 NPIAS Report (including ASSET classifications for GA airports). **Figure 2-1** is a map showing the commercial service and GA airports in the SDSASP.

Table 2-1: 2020 SDSASP Airports

Associated City	Airport Name	FAA ID	Service Level	2019 NPIAS Classification
Commercial Service				
Aberdeen	Aberdeen Regional	ABR	Commercial Service	Nonhub
Pierre	Pierre Regional	PIR	Commercial Service	Nonhub*
Rapid City	Rapid City Regional	RAP	Commercial Service	Nonhub
Sioux Falls	Sioux Falls Regional /Joe Foss Field	FSD	Commercial Service	Small Hub
Watertown	Watertown Regional	ATY	Commercial Service	Nonhub*

Associated City	Airport Name	FAA ID	Service Level	2019 NPIAS Classification
General Aviation				
Belle Fourche	Belle Fourche Municipal	EFC	General Aviation	Local
Bison	Bison Municipal	6V5	General Aviation	Basic
Britton	Britton Municipal	BTN	General Aviation	Basic
Brookings	Brookings Regional	BKX	General Aviation	Local
Buffalo	Harding County	9D2	General Aviation	Basic
Canton	Canton Municipal	7G9	General Aviation	Basic
Chamberlain	Chamberlain Municipal	9V9	General Aviation	Local
Clark	Clark County	8D7	General Aviation	Local
Custer	Custer County	CUT	General Aviation	Basic
De Smet	Wilder Field	6E5	General Aviation	Basic
Eagle Butte	Cheyenne Eagle Butte	84D	General Aviation	Basic
Edgemont	Edgemont Municipal	6V0	General Aviation	Unclassified
Eureka	Eureka Municipal	3W8	General Aviation	Basic
Faith	Faith Municipal	D07	General Aviation	Basic
Faulkton	Faulkton Municipal	3FU	General Aviation	Local
Flandreau	Flandreau Municipal	4P3	General Aviation	Basic
Gettysburg	Gettysburg Municipal	0D8	General Aviation	Basic
Gregory	Gregory Municipal-Flynn Field	9D1	General Aviation	Basic
Highmore	Highmore Municipal	9D0	General Aviation	Basic
Hot Springs	Hot Springs Municipal	HSR	General Aviation	Local
Hoven	Hoven Municipal	9F8	General Aviation	Basic
Howard	Howard Municipal	8D9	General Aviation	Unclassified
Huron	Huron Regional	HON	General Aviation	Local
Lemmon	Lemmon Municipal	LEM	General Aviation	Basic
Madison	Madison Municipal	MDS	General Aviation	Local
Martin	Martin Municipal	9V6	General Aviation	Basic
McLaughlin	McLaughlin Municipal	5P2	General Aviation	Basic
Milbank	Milbank Municipal	1D1	General Aviation	Basic
Miller	Miller Municipal	MKA	General Aviation	Basic
Mitchell	Mitchell Municipal	MHE	General Aviation	Regional
Mobridge	Mobridge Municipal	MBG	General Aviation	Local
Murdo	Murdo Municipal	8F6	General Aviation	Basic

Associated City	Airport Name	FAA ID	Service Level	2019 NPIAS Classification
Onida	Onida Municipal	98D	General Aviation	Local
Parkston	Parkston Municipal	8V3	General Aviation	Basic
Philip	Philip	PHP	General Aviation	Basic
Pine Ridge	Pine Ridge	IEN	General Aviation	Basic
Platte	Platte Municipal	1D3	General Aviation	Local
Redfield	Redfield Municipal	1D8	General Aviation	Local
Rosebud	Rosebud Sioux Tribal	SUO	General Aviation	Basic
Sisseton	Sisseton Municipal	8D3	General Aviation	Basic
Spearfish	Black Hills-Clyde Ice Field	SPF	General Aviation	Local
Springfield	Springfield Municipal	Y03	General Aviation	Basic
Sturgis	Sturgis Municipal	49B	General Aviation	Local
Tea	Marv Skie-Lincoln County	Y14	General Aviation	Local
Vermillion	Harold Davidson Field	VMR	General Aviation	Local
Wagner	Wagner Municipal	AGZ	General Aviation	Basic
Wall	Wall Municipal	6V4	General Aviation	Basic
Webster	The Sigurd Anderson	1D7	General Aviation	Basic
Wessington Springs	Wessington Springs	4X4	General Aviation	Basic
Winner	Winner Regional	ICR	General Aviation	Basic
Yankton	Chan Gurney Municipal	YKN	General Aviation	Local

Source: 2019-2023 NPIAS Report

**Note: Pierre and Watertown are classified as Regional airports in the 2019 NPIAS Report; however, both airports crossed the 10,000-enplanement threshold since the 2019 NPIAS Report data was gathered and published. As such, both airports are shown as Nonhub airports in this table.*

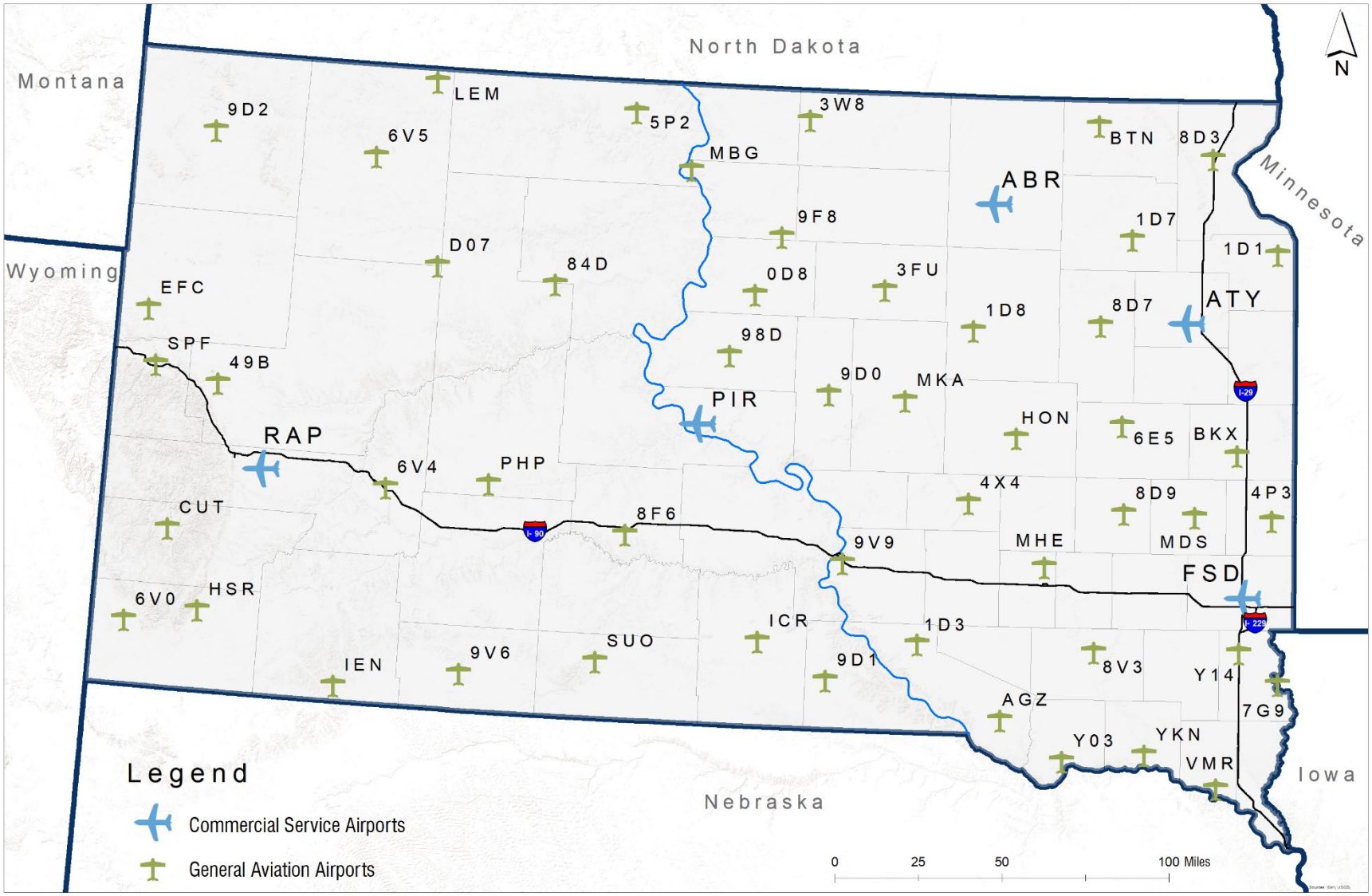
2.3. Inventory Process

Since not all inventory information is available from the FAA and SDDOT, an inventory form (called the 2020 SDSASP Inventory Form, or Inventory Form) was created to collect data from airport managers that was required to evaluate the system. The data points included those necessary to calculate the system's performance in meeting the performance measures and performance indicators documented in **Chapter 1. Study Design and System Goals**, and those necessary to evaluate the economic impact of each airport. To aid airport managers (and other airport staff, as appropriate) in the data collection process, the inventory forms were pre-populated using data available from a variety of sources that are listed below. Emails were distributed to airport representatives to explain the purpose of the study and their role in providing data. Each airport received an individual pre-populated inventory form to (1) verify data already collected for their facility, and (2) provide the remaining data unavailable through industry sources. Airports were given four weeks to respond. After that time, phone calls were made, and emails were sent to managers to remind them to complete the survey and to offer help if needed.

The following sources were used to aid in pre-population and data collection efforts:

- FAA Terminal Area Forecasts (TAF)
- FAA Form 5010, Airport Master Record forms from individual airports
- Airport MPs and ALPs
- SDDOT 2018 Pavement Condition Index (PCI) Surveys

Figure 2-1: SDSASP Commercial Service and General Aviation Facilities



Source: Kimley-Horn, 2020

2.4. Activity Indicators

One of the best ways to determine the level of activity at an airport is to evaluate the number of based aircraft, annual operations, and number of enplanements, as appropriate, at the facility. The following sections provide activity information by airport.

2.4.1. Based Aircraft

A based aircraft is generally defined as an aircraft that is stored at an airport for much of the year. An accurate based aircraft recording can provide insight to the adequacy of aircraft storage and facility capacity at an airport. The number of based aircraft at any given facility is subject to fluctuations as aircraft owners may choose to move their aircraft, buy or sell, and other factors. Non-primary NPIAS airports are required to report based aircraft to the FAA's National Based Aircraft Inventory Program via www.basedaircraft.com so they can be validated. The validated based aircraft counts are provided in **Table 2-2,** along with the based aircraft reported by airport managers on the 2020 SDSASP Inventory Form. Due to continual fluctuations in based aircraft at airports, these two sources do not always match. These counts represent a single point in time in 2019 when the data was collected. Airport managers were asked to report the total number of based aircraft, as well as the number of based aircraft by type:

- Single-Engine
- Multi-Engine
- Jet
- Helicopter
- Military
- Other

Rapid City Regional Airport reported the largest number of based aircraft of the commercial service airports with 125 based aircraft, while Marv-Skie Lincoln County reported the largest number of based aircraft of the GA airports with 94 based aircraft. Of the 56 SDSASP airports, 15 GA airports reported having less than ten based aircraft, and five reported no based aircraft. **Table 2-2** details the number of based aircraft, by type, that were identified by each airport on their Inventory Form. Although based aircraft counts from both www.basedaircraft.com and airport managers are reported, subsequent analyses in the 2020 SDSASP use the www.basedaircraft.com counts as approved by the FAA.

Table 2-2: 2018 Based Aircraft by Type

Associated City	Airport Name	FAA ID	2018 Based Aircraft as Reported by Type						Airport Reported Total	Basedaircraft.com
			Single-Engine	Multi-Engine	Jet	Heli-copter	Military	Other		
Commercial Service										
Aberdeen	Aberdeen Regional	ABR	34	15	5	2	0	0	56	56
Pierre	Pierre Regional	PIR	51	14	1	1	0	0	67	67
Rapid City	Rapid City Regional	RAP	94	21	4	5	0	1	125	125
Sioux Falls	Sioux Falls Regional/ Joe Foss Field	FSD	55	34	4	0	18	0	111	111
Watertown	Watertown Regional	ATY	40	7	3	0	0	2	52	52
General Aviation										
Belle Fourche	Belle Fourche Municipal	EFC	20	1	0	0	0	0	21	21
Bison	Bison Municipal	6V5	8	0	0	0	0	0	8	8
Britton	Britton Municipal	BTN	9	0	0	0	0	0	9	6
Brookings	Brookings Regional	BKX	46	3	1	0	0	0	50	45
Buffalo	Harding County	9D2	5	1	0	0	0	0	6	4
Canton	Canton Municipal	7G9	15	0	1	1	0	0	17	16
Chamberlain	Chamberlain Municipal	9V9	18	0	0	0	0	0	18	16
Clark	Clark County	8D7	21	2	1	1	0	0	25	22
Custer	Custer County	CUT	16	0	0	0	0	2	18	16
De Smet	Wilder Field	6E5	8	0	0	2	0	0	10	9
Eagle Butte	Cheyenne Eagle Butte	84D	3	0	0	0	0	0	3	2
Edgemont	Edgemont Municipal	6V0	4	0	0	0	0	0	4	5
Eureka	Eureka Municipal	3W8	3	0	0	0	0	0	3	4
Faith	Faith Municipal	D07	6	0	0	0	0	0	6	7
Faulkton	Faulkton Municipal	3FU	20	1	0	0	0	0	21	16

Associated City	Airport Name	FAA ID	2018 Based Aircraft as Reported by Type						Airport Reported Total	Basedaircraft.com
			Single-Engine	Multi-Engine	Jet	Heli-copter	Military	Other		
Flandreau	Flandreau Municipal	4P3	14	0	0	0	0	0	14	12
Gettysburg	Gettysburg Municipal	0D8	12	0	0	0	0	0	12	12
Gregory	Gregory Municipal-Flynn Field	9D1	10	1	0	1	0	0	12	11
Highmore	Highmore Municipal	9D0	1	0	7	1	0	0	9	12
Hot Springs	Hot Springs Municipal	HSR	22	0	1	0	0	7	30	23
Hoven	Hoven Municipal	9F8	9	0	0	0	0	0	9	8
Howard	Howard Municipal	8D9	5	0	0	0	0	0	5	6
Huron	Huron Regional	HON	20	3	4	0	0	1	28	26
Lemmon	Lemmon Municipal	LEM	12	0	0	0	0	0	12	11
Madison	Madison Municipal	MDS	58	4	0	3	0	4	69	70
Martin	Martin Municipal	9V6	5	0	0	0	0	0	5	5
McLaughlin	McLaughlin Municipal	5P2	1	0	0	1	0	0	2	10
Milbank	Milbank Municipal	1D1	12	0	0	0	0	1	13	9
Miller	Miller Municipal	MKA	6	1	3	0	0	0	10	10
Mitchell	Mitchell Municipal	MHE	26	4	1	0	0	0	31	31
Mobridge	Mobridge Municipal	MBG	7	4	0	0	0	0	11	18
Murdo	Murdo Municipal	8F6	1	0	0	0	0	0	1	1
Onida	Onida Municipal	98D	15	0	0	1	0	1	17	17
Parkston	Parkston Municipal	8V3	11	0	0	0	0	0	11	11
Philip	Philip	PHP	21	0	0	0	0	0	21	13
Pine Ridge	Pine Ridge	IEN	0	0	0	0	0	0	0	0
Platte	Platte Municipal	1D3	6	1	1	0	0	6	14	15
Redfield	Redfield Municipal	1D8	14	2	0	0	0	0	16	11

Associated City	Airport Name	FAA ID	2018 Based Aircraft as Reported by Type						Airport Reported Total	Basedaircraft.com
			Single-Engine	Multi-Engine	Jet	Heli-copter	Military	Other		
Rosebud	Rosebud Sioux Tribal	SUO	0	0	0	0	0	0	0	0
Sisseton	Sisseton Municipal	8D3	10	0	0	0	0	0	10	10
Spearfish	Black Hills-Clyde Ice Field	SPF	71	4	1	2	0	0	78	70
Springfield	Springfield Municipal	Y03	8	0	0	0	0	0	8	10
Sturgis	Sturgis Municipal	49B	42	2	0	0	0	0	44	47
Tea	Marv Skie-Lincoln County	Y14	90	3	1	0	0	0	94	80
Vermillion	Harold Davidson Field	VMR	23	1	1	1	0	0	26	23
Wagner	Wagner Municipal	AGZ	12	1	0	0	0	0	13	13
Wall	Wall Municipal	6V4	12	0	0	0	0	0	12	13
Webster	The Sigurd Anderson	1D7	4	0	0	0	0	0	4	4
Wessington Springs	Wessington Springs	4X4	3	1	0	0	0	0	4	4
Winner	Winner Regional	ICR	16	0	0	0	0	0	16	16
Yankton	Chan Gurney Municipal	YKN	33	0	1	0	0	0	34	34
State Totals			**1,088**	**131**	**41**	**22**	**18**	**25**	**1,325**	**1274**

Sources: 2020 SDSASP Inventory Form; Kimley-Horn, 2020

2.4.2. Annual Aircraft Operations

Like based aircraft, aircraft operations data provides insight into an airport's capacity and level of activity that is useful in determining future facility needs. An aircraft operation represents either a take-off or landing conducted by an aircraft. For example, a touch-and-go, which includes a take-off and landing, counts as two operations. Accurate annual aircraft operations data are only available from airports that have an air traffic control tower, as all operations are monitored. Operations at non-towered airports are typically estimated since they are not consistently monitored; as such, these estimations do not always reflect the actual total number of annual operations that occurred.

Aircraft operations are recorded on an annual basis into several categories established by the FAA:

- **Air Carrier** – Company transporting people or goods by an aircraft with a seating capacity of 60 or more or a maximum payload of 18,000 pounds
- **Air Taxi/Commuter** – On-demand service that makes short flights on smaller commercial planes with less than 60 seats and maximum of 18,000 pounds of payload
- **General Aviation** – Civil operations other than scheduled air service
- **Military** – Aircraft operations performed by the military and armed services

In addition to the FAA operation categories, the Inventory Form asked managers to report any air cargo or freight operations at their facility. General aviation operations were separated into GA-Local and GA-Itinerant. Local operations are defined as those performed by an aircraft that remain in the local traffic pattern, execute simulated instrument approaches or low passes at the airport, and operations to or from the same airport within a designated practice area within a 20-mile radius of the airport. Itinerant include the operations not considered local.

Sioux Falls Regional Airport reported the largest number of operations for 2018 with 69,986 total operations. On average, the SDSASP commercial service airports reported a total of 41,592 operations in 2018. Brookings Regional Airport reported the most operations for a GA airport with 47,560 total operations in 2018. On average, GA airports in the system conducted 5,060 operations in 2018. **Table 2-3** summarizes the reported 2018 annual operations at each airport in the SDSASP by type.

2.4.3. Passenger Enplanements

Passenger enplanements represent the number of paying passengers boarding an aircraft that departs and travels to a different airport. Most commonly, passenger enplanements occur at airports that serve commercial airlines; however, they can also occur at GA airports that offer on-demand air taxi or charter services. Annual enplanement figures for both scheduled commercial airline and air taxi/charter services were collected on the Inventory Form.

Commercial service passenger enplanements occur at commercial service airports only. Sioux Falls Regional Airport and Rapid City Regional Airport account for the majority of the state's enplanements reporting 533,614 and 310,810, respectively. The other three commercial service airports in the state experience significantly fewer enplanements, all reporting fewer than 30,000 enplanements in 2018. It is important to note that the enplanements at Pierre and Watertown have fluctuated over the past few years resulting from disruptions in commercial service. In the spring of 2019, reliable service to Denver was restored to these communities and enplanements are expected to return to consistent levels. Service is also provided from Watertown to Chicago.

While GA airports do not serve commercial airlines, they do sometimes experience revenue passenger enplanements with Part 135 air taxi or charter operations. Part 135 refers to Federal Aviation Regulation (FAR) Part 135 which establishes rules for commuter and on-demand operations. Marv Skie-Lincoln County Airport in Tea reported the most enplanements of GA airports at 700, while most GA airports reported having no enplanements at all. **Table 2-4** summarizes the 2018 annual reported enplanements by type. It is important to note that some airports report enplanements differently than what the FAA would classify them as. For example, some airports are reporting all enplanements as commercial service enplanements even though they would be classified as Part 135 air taxi or charter operations due to the size of aircraft used.

Table 2-3: 2018 SDSASP Airport Operations by Type

Associated City	Airport Name	FAA ID	2018 Operations as Reported by Type						
			Commercial Airlines	Air Cargo/ Freight	Air Taxi	Military	GA Local	GA Itinerant	Total
Commercial Service									
Aberdeen	Aberdeen Regional	ABR	1,510	1,300	5,190	60	7,200	26,280	41,540
Pierre	Pierre Regional	PIR	4,380	2,920	7,300	720	7,500	15,000	37,820
Rapid City	Rapid City Regional	RAP	3,034	1,090	11,270	2,569	10,809	16,370	45,142
Sioux Falls	Sioux Falls Regional/Joe Foss Field	FSD	10,005	6,399	22,623	3,184	6,330	21,445	69,986
Watertown	Watertown Regional	ATY	1,250	624	600	0	8,000	3,000	13,474
General Aviation									
Belle Fourche	Belle Fourche Municipal	EFC	0	0	0	0	900	738	1,638
Bison	Bison Municipal	6V5	0	0	0	0	2,100	180	2,280
Britton	Britton Municipal	BTN	0	0	0	0	2,500	240	2,740
Brookings	Brookings Regional	BKX	0	0	900	80	44,500	2,000	47,480
Buffalo	Harding County	9D2	0	0	0	0	500	250	750
Canton	Canton Municipal	7G9	0	10	40	0	3,600	150	3,800
Chamberlain	Chamberlain Municipal	9V9	0	0	6	6	6,500	1,000	7,512
Clark	Clark County	8D7	0	0	4	0	3,100	96	3,200
Custer	Custer County	CUT	0	0	60	400	1,920	3,880	6,260
De Smet	Wilder Field	6E5	0	0	0	0	40	0	40
Eagle Butte	Cheyenne Eagle Butte	84D	0	0	0	0	48	2,200	2,248
Edgemont	Edgemont Municipal	6V0	0	0	0	0	180	28	208
Eureka	Eureka Municipal	3W8	0	0	0	0	500	80	580
Faith	Faith Municipal	D07	0	0	0	0	1,200	80	1,280
Faulkton	Faulkton Municipal	3FU	0	0	0	0	3,400	160	3,560

Associated City	Airport Name	FAA ID	2018 Operations as Reported by Type						
			Commercial Airlines	Air Cargo/ Freight	Air Taxi	Military	GA Local	GA Itinerant	Total
Flandreau	Flandreau Municipal	4P3	0	0	0	0	3,300	178	3,478
Gettysburg	Gettysburg Municipal	0D8	0	0	0	0	5,100	500	5,600
Gregory	Gregory Municipal-Flynn Field	9D1	0	0	0	0	720	3,600	0
Highmore	Highmore Municipal	9D0	0	0	0	0	12	5	17
Hot Springs	Hot Springs Municipal	HSR	0	12	65	120	1,974	816	2,987
Hoven	Hoven Municipal	9F8	0	0	0	0	1,400	120	1,520
Howard	Howard Municipal	8D9	0	0	0	0	660	60	720
Huron	Huron Regional	HON	0	700	3,000	200	6,000	1,500	11,400
Lemmon	Lemmon Municipal	LEM	0	0	20	0	650	220	890
Madison	Madison Municipal	MDS	0	0	60	0	12,500	2,400	14,960
Martin	Martin Municipal	9V6	0	0	0	0	870	670	1,540
McLaughlin	McLaughlin Municipal	5P2	0	0	0	0	70	60	130
Milbank	Milbank Municipal	1D1	0	0	0	0	4,200	240	4,400
Miller	Miller Municipal	MKA	0	0	0	0	5,500	600	6,100
Mitchell	Mitchell Municipal	MHE	0	0	580	60	9,100	5,200	14,940
Mobridge	Mobridge Municipal	MBG	0	270	0	25	65	40	400
Murdo	Murdo Municipal	8F6	0	0	0	0	100	300	400
Onida	Onida Municipal	98D	0	0	0	0	5,200	300	5,500
Parkston	Parkston Municipal	8V3	0	0	0	0	3,300	160	3,460
Philip	Philip	PHP	0	0	0	0	520	148	668
Pine Ridge	Pine Ridge	IEN	0	0	0	0	0	2,400	2,400
Platte	Platte Municipal	1D3	0	0	0	0	600	96	696
Redfield	Redfield Municipal	1D8	0	0	0	0	3,500	500	4,000

Associated City	Airport Name	FAA ID	2018 Operations as Reported by Type						
			Commercial Airlines	Air Cargo/ Freight	Air Taxi	Military	GA Local	GA Itinerant	Total
Rosebud	Rosebud Sioux Tribal	SUO	0	0	0	0	0	1,200	1,200
Sisseton	Sisseton Municipal	8D3	0	0	0	0	3,200	120	3,320
Spearfish	Black Hills-Clyde Ice Field	SPF	0	0	360	200	10,132	4,041	14,733
Springfield	Springfield Municipal	Y03	0	0	0	0	2,500	200	2,700
Sturgis	Sturgis Municipal	49B	0	0	0	0	5,800	2,500	8,300
Tea	Marv Skie-Lincoln County	Y14	0	0	650	0	29,750	5,250	35,650
Vermillion	Harold Davidson Field	VMR	0	0	18	0	3,500	580	4,098
Wagner	Wagner Municipal	AGZ	0	0	0	0	500	0	500
Wall	Wall Municipal	6V4	0	0	40	75	1,500	2,200	3,815
Webster	The Sigurd Anderson	1D7	0	0	0	0	900	60	960
Wessington Springs	Wessington Springs	4X4	0	0	0	0	120	30	150
Winner	Winner Regional	ICR	0	500	1,520	0	2,000	500	2,500
Yankton	Chan Gurney Municipal	YKN	0	2	100	20	2,400	1,500	4,022
	State Totals		**21,354**	**7,428**	**59,360**	**7,719**	**238,470**	**131,471**	**466,072**

Sources: 2020 SDSASP Inventory Form; Kimley-Horn, 2020

Table 2-4: 2018 Scheduled Commercial and Air Taxi Enplanements

Associated City	Airport Name	FAA ID	Scheduled Commercial Service	Part 135 Air Taxi/Charter	Total Enplanements
Commercial Service					
Aberdeen	Aberdeen Regional	ABR	28,847	892	29,739
Pierre	Pierre Regional	PIR	10,442	500	10,942
Rapid City	Rapid City Regional	RAP	310,229	581	310,810
Sioux Falls	Sioux Falls Regional/Joe Foss Field	FSD	533,614	0	533,614

Associated City	Airport Name	FAA ID	Scheduled Commercial Service	Part 135 Air Taxi/Charter	Total Enplanements
Watertown	Watertown Regional	ATY	0	12,794	12,794
		General Aviation			
Belle Fourche	Belle Fourche Municipal	EFC	0	0	0
Bison	Bison Municipal	6V5	0	0	0
Britton	Britton Municipal	BTN	0	0	0
Brookings	Brookings Regional	BKX	0	0	0
Buffalo	Harding County	9D2	0	0	0
Canton	Canton Municipal	7G9	0	0	0
Chamberlain	Chamberlain Municipal	9V9	0	0	0
Clark	Clark County	8D7	0	0	0
Custer	Custer County	CUT	0	320	320
De Smet	Wilder Field	6E5	0	0	0
Eagle Butte	Cheyenne Eagle Butte	84D	0	0	0
Edgemont	Edgemont Municipal	6V0	0	0	0
Eureka	Eureka Municipal	3W8	0	0	0
Faith	Faith Municipal	D07	0	0	0
Faulkton	Faulkton Municipal	3FU	0	0	0
Flandreau	Flandreau Municipal	4P3	0	0	0
Gettysburg	Gettysburg Municipal	0D8	0	0	0
Gregory	Gregory Municipal-Flynn Field	9D1	0	320	320
Highmore	Highmore Municipal	9D0	0	0	0
Hot Springs	Hot Springs Municipal	HSR	0	0	0
Hoven	Hoven Municipal	9F8	0	0	0

Associated City	Airport Name	FAA ID	Scheduled Commercial Service	Part 135 Air Taxi/Charter	Total Enplanements
Howard	Howard Municipal	8D9	0	0	0
Huron	Huron Regional	HON	0	0	0
Lemmon	Lemmon Municipal	LEM	0	60	60
Madison	Madison Municipal	MDS	0	0	0
Martin	Martin Municipal	9V6	0	0	0
McLaughlin	McLaughlin Municipal	5P2	0	0	0
Milbank	Milbank Municipal	1D1	0	0	0
Miller	Miller Municipal	MKA	0	0	0
Mitchell	Mitchell Municipal	MHE	0	0	0
Mobridge	Mobridge Municipal	MBG	0	0	0
Murdo	Murdo Municipal	8F6	0	0	0
Onida	Onida Municipal	98D	0	0	0
Parkston	Parkston Municipal	8V3	0	0	0
Philip	Philip	PHP	0	0	0
Pine Ridge	Pine Ridge	IEN	0	0	0
Platte	Platte Municipal	1D3	0	0	0
Redfield	Redfield Municipal	1D8	0	0	0
Rosebud	Rosebud Sioux Tribal	SUO	0	0	0
Sisseton	Sisseton Municipal	8D3	0	0	0
Spearfish	Black Hills-Clyde Ice Field	SPF	0	0	0
Springfield	Springfield Municipal	Y03	0	0	0
Sturgis	Sturgis Municipal	49B	0	0	0
Tea	Marv Skie-Lincoln County	Y14	0	700	700

Associated City	Airport Name	FAA ID	Scheduled Commercial Service	Part 135 Air Taxi/Charter	Total Enplanements
Vermillion	Harold Davidson Field	VMR	0	0	0
Wagner	Wagner Municipal	AGZ	0	0	0
Wall	Wall Municipal	6V4	0	0	0
Webster	The Sigurd Anderson	1D7	0	0	0
Wessington Springs	Wessington Springs	4X4	0	0	0
Winner	Winner Regional	ICR	0	500	500
Yankton	Chan Gurney Municipal	YKN	0	0	0
		State Totals	**883,132**	**16,667**	**899,799**

Sources: 2020 SDSASP Inventory Form; Kimley-Horn, 2020

2.5. Airside Facilities

The following sections detail key airside facilities at SDSASP airports in 2018. This section is not all-inclusive of the facilities present at system airports. The facilities identified in this section are for the purpose of evaluating system performance measures and indicators that are assessed in a later chapter.

2.5.1. Runways

Runways at system airports vary in length, width, surface type, lighting and more. Runway dimensions determine the type of aircraft operations that can safely occur at a given airport. It is important to take inventory of runway dimensions to evaluate if facilities are meeting current demand and are prepared for future demand changes. The following sections include data collected for the primary runways only.

2.5.1.1. Airport Reference Code (ARC)

The FAA classifies airports by an Airport Reference Code (ARC) which subsequently drives the overall planning and design criteria for airports. Establishing an ARC starts with selecting a "critical aircraft" or "design aircraft" that uses, or is expected to use, the runway. The critical aircraft is defined as the most demanding aircraft conducting at least 500 annual operations on the runway. An airport's critical aircraft can reflect either a specific aircraft model or a grouping of aircraft with similar characteristics considered collectively. The ARC classification system is based on groupings of aircraft types relative to their operating performance and geometric characteristics. It is comprised of an alpha-numeric identifier representing the Aircraft Approach Category (AAC) and Airplane Design Group (ADG). The AAC reflects the approach speed of the critical aircraft, and the ADG reflects the critical aircraft's wingspan and tail height.

Table 2-6 lists the ARC for all system airports, as reported on the Inventory Form and ALPs. Airport Reference Codes vary between airports, with most GA airports categorized as A/B-I, while commercial service airports are classified as C-II and greater. Sioux Falls Regional Airport has an ARC of D-IV category, representing the most demanding aircraft class in the state.

2.5.1.2. Primary Runway Length, Width, and Surface

The dominant feature of any airport is its runway(s). Runway length, width, and surface type all impact the type of aircraft that can land at an airport. Longer and wider runways can support a more demanding type of aircraft. For example, corporate jet aircraft generally require a minimum of 5,000 feet to operate safely depending on the elevation of the airport and the temperature. Fourteen system airports report having a primary runway of 5,000 feet or longer, five of which are South Dakota's commercial service airports. The longest runway is located at Sioux Falls Regional Airport, measuring 8,998 feet long and 150 feet wide. Rapid City Regional has the second longest runway in the system at 8,699 feet long and 150 feet wide. The smallest primary runways in the system are located at Flandreau Municipal and Platte Municipal airports and measure 3,100 feet long and 60 feet wide.

Paved runway surfaces include concrete and asphalt, while some runways are turf and have no pavement. Concrete and asphalt are the more durable surface types and can support heavier aircraft. The majority of system airports (40) have asphalt primary runways, while four of the five commercial service airports have a concrete primary runway. Howard Municipal is the only airport in the system with a turf primary runway. **Table 2-6** includes details on runway length, width, and surface for the primary runways of all 56 SDSASP airports.

2.5.1.3. Runway Lighting

The FAA recognizes three types of runway lighting: High, Medium, and Low Intensity Runway Lights referred to as HIRL, MIRL, and LIRL, respectively. Runway lighting is necessary for night-time operations and operations during times of reduced visibility and is present at all 56 of South Dakota's system airports.

All the commercial airports in the SDSASP are equipped with HIRL and three GA airports, Brookings Regional, Mitchell Municipal, and Chan Gurney Municipal are also equipped with HIRL. All primary runways in the system have some form of standard lighting, with the majority of GA airports having MIRL. Five GA airports have LIRL. **Table 2-6** includes details on primary runway lighting at system airports.

2.5.2. Taxiways

An efficient taxiway system enhances operational safety and provides for the orderly flow of aircraft onto and off of runways, thereby reducing the potential for congestion and/or pilot confusion. Some system airports have multiple taxiways servicing multiple runways. The following sections include data collected for the primary taxiways only.

2.5.2.1. Type and Width

The FAA provides taxiway design standards to facilitate overall taxiway development. There are four types of taxiways recognized by the FAA:

- Full-length parallel - connects at both ends of the runway and typically includes a connector taxiway near the mid-field
- Partial-parallel – connects from one end of the runway to the midfield
- Turnaround – widened sections of pavement or a designed lane to turn aircraft around and back-taxi to the apron area
- Connector – small taxiway that connects from the apron directly to the runway

In terms of utility, a full-length parallel taxiway is considered the best. An airport can have multiple types of taxiways servicing their runway (e.g. an airport may have turnaround and a connector taxiway for their primary runway). **Table 2-6** lists the best type of taxiway serving each airport's primary runway. Ten of the 56 airports included in the system report having a full parallel taxiway, while most airports report having a connector taxiway. The widest primary taxiway in the SDSASP measures 79 feet and is located at Winner Regional. The narrowest taxiway is at Edgemont Municipal and measures 24 feet wide.

2.5.2.2. Lighting

Like runway lighting, taxiway lights are needed for nighttime operations and during other times of reduced visibility (e.g. inclement weather). There are three types of taxiway lighting: High, Medium, and Low Intensity Taxiway Lights referred to as HITL, MITL, and LITL, respectively. Alternatively, some system airports report having reflectors in place of, or in combination with, traditional lighting systems on their primary taxiways. Twenty-nine system airports report having only reflectors or no taxiway lighting, leaving 27 system airports with at least LITL on their primary taxiways**. Table 2-6** details the type of taxiway lighting available on the primary taxiways of the 56 system airports.

2.5.3. Pavement Condition Index (PCI)

Pavement condition is critical to the safe and efficient operation of aircraft at airports, and its upkeep is often one of the most significant capital investments an airport makes. PCI is an industry standard for measuring and rating pavements so that maintenance and repair can be planned and implemented at the appropriate time during its lifecycle. PCI is expressed on a scale of 0 (failed pavement) to 100 (perfect condition). The SDDOT Office of Aeronautics sets minimum PCI standards for runways, taxiways, and aprons as shown in **Table 2-5.** Weighted, average PCI scores for runways, taxiways, and aprons as documented on 2018 PCI surveys from SDDOT are provided in **Table 2-6.**

Table 2-5: South Dakota Minimum PCI Standards

Pavement Surface	Minimum PCI Requirement
Runway	60
Taxiway	50
Apron	45

Source: SDDOT 2018 PCI Surveys

Table 2-6: Runway and Taxiway Facilities and PCI

Associated City	Airport Name	FAA ID	ARC	Primary Runway					Secondary Runway		Tertiary Runway		Primary Taxiway				Apron PCI
				Orientation	Length x Width	Surface	Lighting	PCI	Orientation	PCI	Orientation	PCI	Type	Width	Lighting	PCI	
Commercial Service																	
Aberdeen	Aberdeen Regional	ABR	C-II	13/31	6,900' x 100'	Concrete	HIRL	83	17/35	97			Full Parallel	50'	MITL	82	75
Pierre	Pierre Regional	PIR	C-II	13/31	6,900' x 100'	Asphalt	HIRL	86	07/25	61			Full Parallel	60'	MITL	82	39
Rapid City	Rapid City Regional	RAP	C-III	14/32	8,699' x 150'	Concrete	HIRL	76	05/23	67			Full Parallel	75'	MITL	80	72
Sioux Falls	Sioux Falls Regional/Joe Foss Field	FSD	D-IV	03/21	8,998' x 150'	Concrete	HIRL	73	15/33	83	09/27	70	Full Parallel	75'	MITL	77	73
Watertown	Watertown Regional	ATY	C-II	17/35	6,893' x 100'	Concrete	HIRL	98	12/30	92			Partial	50'	MITL	77	62
General Aviation																	
Belle Fourche	Belle Fourche Municipal	EFC	B-I	14/32	4,500' x 60'	Asphalt	MIRL	93	18/36	Turf			Connector	35'	Reflectors	85	97
Bison	Bison Municipal	6V5	A/B-I	11/29	3,500' x 60'	Asphalt	MIRL	93					Connector	35'	Reflectors	85	97
Britton	Britton Municipal	BTN	B-II	13/31	4,200' x 75'	Asphalt	MIRL	77	01/19	Turf			Connector	35'	LITL/Reflectors	90	79
Brookings	Brookings Regional	BKX	C-IV	12/30	6,000 x 100'	Asphalt	HIRL	98	17/35	97			Full Parallel	50'	MITL	95	32
Buffalo	Harding County	9D2	B-I	12/30	3,900' x 60'	Asphalt	MIRL	91	08/26	Turf			Connector	36'	None	91	91
Canton	Canton Municipal	7G9	B-I	18/36	3,600' x 60'	Asphalt	MIRL	90					Connector	25'	None	96	98
Chamberlain	Chamberlain Municipal	9V9	B-II	13/31	4,299' x 75'	Asphalt	MIRL	47	18/36	Turf			Connector	35'	None	62	62
Clark	Clark County	8D7	A/B-I	13/31	3,698' x 60'	Asphalt	MIRL	60	03/21	Turf			Connector	35'	LITL/Reflectors	86	61
Custer	Custer County	CUT	A/B-I	08/26	5,498' x 60'	Asphalt	MIRL	68					Connector	35'	Reflectors	93	98
De Smet	Wilder Field	6E5	A/B-I	15/33	3,700' x 60'	Asphalt	MIRL	77					Connector	30'	LITL/Reflectors	73	74
Eagle Butte	Cheyenne Eagle Butte	84D	B-I	13/31	4,200' x 60'	Asphalt	MIRL	42					Connector	28'	None	28	6
Edgemont	Edgemont Municipal	6V0	A-I	12/30	3,900' x 60'	Asphalt	MIRL	85	16/34	Turf			Connector	24'	Reflectors	95	96
Eureka	Eureka Municipal	3W8	A-I	12/30	3,113' x 60'	Asphalt	MIRL	86	07/25	Turf			Connector	25'	Reflectors	97	89
Faith	Faith Municipal	D07	A/B-I	13/31	4,200' x 60'	Asphalt	MIRL	69					Connector	25'	None	76	96
Faulkton	Faulkton Municipal	3FU	A/B-II	13/31	3,248' x 60'	Asphalt	LIRL	51					Partial	35'	LITL/Reflectors	55	23
Flandreau	Flandreau Municipal	4P3	A/B-I	10/28	3,100' x 60'	Asphalt	LIRL	58	18/36	Turf			Connector	25'	LITL/Reflectors	78	78
Gettysburg	Gettysburg Municipal	0D8	B-II	13/31	4,399' x 75'	Asphalt	MIRL	66	04/22	Turf			Partial	35'	MITL	65	74
Gregory	Gregory Municipal-Flynn Field	9D1	A/B-I	13/31	3,800' x 60'	Asphalt	MIRL	63					Connector	35'	None	90	78
Highmore	Highmore Municipal	9D0	B-II	13/31	3,701' x 60'	Asphalt	MIRL	73					Connector	35'	Reflectors	94	47
Hot Springs	Hot Springs Municipal	HSR	B-II	01/19	4,506' x 100'	Asphalt	MIRL	72	06/24	Turf			Connector	35'	Reflectors	98	70
Hoven	Hoven Municipal	9F8	A/B-I	13/31	3,700 x 60'	Asphalt	MIRL	95					Connector	30'	LITL/Reflectors	100	100
Howard	Howard Municipal	8D9	A-I	13/31	2,672' x 150'	Turf	LIRL	NA	18/36	Turf			NA	N/A	None		
Huron	Huron Regional	HON	C-II	12/30	7,200' x 100'	Concrete	HIRL	91	17/35	84			Full Parallel	50'	MITL	91	58
Lemmon	Lemmon Municipal	LEM	B-II	11/29	4,499' x 75'	Asphalt	MIRL	52	07/25	Turf			Connector	39'	MITL	64	59
Madison	Madison Municipal	MDS	B-II	15/33	5,000' x 75'	Concrete	MIRL	95	03/21	Turf			Connector	43'	Reflectors	70	14
Martin	Martin Municipal	9V6	B-II	14/32	3,700' x 60'	Asphalt	MIRL	81					Connector	32'	None	78	68

Associated City	Airport Name	FAA ID	ARC	Primary Runway					Secondary Runway		Tertiary Runway		Primary Taxiway				Apron PCI
				Orientation	Length x Width	Surface	Lighting	PCI	Orientation	PCI	Orientation	PCI	Type	Width	Lighting	PCI	
McLaughlin	McLaughlin Municipal	5P2	A/B-I	13/31	3,800' x 60'	Asphalt	MIRL	76					Connector	35'	None	91	78
Milbank	Milbank Municipal	1D1	A/B-I	13/31	4,000' x 60'	Concrete	MIRL	92	07/25	Turf			Partial	35'	LITL/Reflectors	77	92
Miller	Miller Municipal	MKA	A/B-I	15/33	3,600' x 60'	Concrete	MIRL	98					Connector	25'	LITL	67	94
Mitchell	Mitchell Municipal	MHE	C-III	13/31	6,700' x 100'	Asphalt	HIRL	79	18/36	65			Partial Parallel	50'	MITL	68	51
Mobridge	Mobridge Municipal	MBG	A/B-II	12/30	4,400' x 75'	Asphalt	MIRL	31	17/35	Turf			Connector	54'	None	47	63
Murdo	Murdo Municipal	8F6	A/B-I	14/32	4,000' x 60'	Asphalt	LIRL	58					Connector	35'	Reflectors	82	82
Onida	Onida Municipal	98D	A/B-I	13/31	3,800' x 60'	Asphalt	MIRL	66	08/26	Turf			Connector	35'	LITL/Reflectors	82	81
Parkston	Parkston Municipal	8V3	A/B-I	15/33	3,600' x 60'	Asphalt	MIRL	30					Partial Parallel	35'	LITL/Reflectors	90	78
Philip	Philip	PHP	A/B-I	12/30	4,000' x 75'	Asphalt	MIRL	57	05/23	Turf			Connector	30'	Reflectors	71	45
Pine Ridge	Pine Ridge	IEN	A/B-I	12/30	5,000' x 75'	Asphalt	MIRL	83					Connector	50'	Reflectors	91	94
Platte	Platte Municipal	1D3	A/B-I	14/32	3,100' x 60'	Concrete	MIRL	100					Connector	35'	N/A	88	69
Redfield	Redfield Municipal	1D8	B-II	17/35	3,500' x 75'	Asphalt	MIRL	100					Connector	35'	MITL	89	50
Rosebud	Rosebud Sioux Tribal	SUO	B-II	16/34	4,801' x 75'	Concrete	MIRL	96					Connector	35'	MITL	92	96
Sisseton	Sisseton Municipal	8D3	A/B-I	16/34	3,400' x 60'	Asphalt	MIRL	23	04/22	Turf			Connector	35'	MITL	29	80
Spearfish	Black Hills-Clyde Ice Field	SPF	B-II	13/31	6,401' x 75'	Asphalt	MIRL	83	08/26	Turf	4/22	Turf	Full Parallel	35'	MITL	85	77
Springfield	Springfield Municipal	Y03	B-I	15/33	3,500' x 60'	Asphalt	MIRL	47	01/19	Turf			Connector	35'	None	50	50
Sturgis	Sturgis Municipal	49B	B-I	11/29	5,100' x 60'	Asphalt	MIRL	97	05/23	Turf			Partial	35'	Reflectors	75	67
Tea	Marv Skie-Lincoln County	Y14	B-I	16/34	3,650' x 60'	Concrete	MIRL	98					Full Parallel	25'	MITL	84	42
Vermillion	Harold Davidson Field	VMR	B-II	12/30	4,104' x 75'	Concrete	MIRL	97					Full Parallel	35'	LITL/Reflectors	71	77
Wagner	Wagner Municipal	AGZ	A/B-I	09/27	3,500' x 60'	Asphalt	MIRL	74	14/32	Turf			Connector	35'	None	89	96
Wall	Wall Municipal	6V4	B-I	12/30	3,499' x 60'	Asphalt	LIRL	70	18/36	Turf			Connector	25'	None	81	75
Webster	The Sigurd Anderson	1D7	A/B-I	12/30	3,704' x 60'	Asphalt	MIRL	100	01/19	Turf			Connector	35'	LITL/Reflectors	92	100
Wessington Springs	Wessington Springs	4X4	A/B-I	12/30	3,600' x 60'	Asphalt	MIRL	53					Connector	35'	MITL	55	43
Winner	Winner Regional	ICR	A/B-II	13/31	4,500' x 75'	Concrete	MIRL	96	03/21	Turf			Connector	79'	Reflectors	93	87
Yankton	Chan Gurney Municipal	YKN	B-II	13/31	6,095' x 100'	Concrete	HIRL	94	01/19	47			Full Parallel	35'	MITL	93	73

Sources: 2020 SDSASP Inventory Form; 2018 PCI Surveys; Kimley-Horn, 2020

2.5.4. Runway Approach, NAVAIDS, and Weather Reporting

This section discusses the different instrumentation and technology available to aid pilots operating to and from South Dakota airports in a variety of conditions. Runway approaches, navigational aids (NAVAIDS), and weather reporting equipment are detailed in this section.

2.5.4.1. Runway Approach

The series of procedures that inform route, direction, and rate of descent of an aircraft are known as an approach. The precision of the course guidance provided by navigational aids (NAVAIDS) has improved to such a degree that it is possible to execute an approach within a few hundred feet off the ground. However, it is important to note that not all airports in the system are equipped with NAVAIDS and approach circumstances vary between airports. Approaches can be grouped into three types (ordered from least to greatest utility) – visual, non-precision, and precision. Visual approaches have no instrumentation, while precision approaches allow for landing in most weather conditions. Each are described in more detail below. The Inventory Form was prepopulated with the approach type as reported by www.airnav.com. Airport managers confirmed the best type of approach available for their primary runway(s) during the Inventory process.

- **Visual**: A visual approach is conducted under Visual Meteorological Conditions (VMC), which are defined as a cloud ceiling greater than 1,000 feet above ground level (AGL) and visibility conditions equal to or greater than three statute miles. Under VMC conditions, pilots approach an airport using only visual standards or cues. There are 20 airports in the SDSASP that have only visual approach procedures to land. These airports cannot be used during times of inclement weather or reduced visibility.
- **Non-Precision Instrument Approach (NPI):** Non-precision instrument (NPI) approaches provide only lateral guidance from either ground based or satellite-based GPS NAVAIDS. Non-precision instrument approaches are the most common instrument approach nationwide. Visibility minimums are dependent upon several conditions and vary at all airports. There are 27 SDSASP airports with non-precision instrument approaches as their primary approach procedure.
- **Precision Instrument Approach (PI)**: Precision instrument approaches provide both lateral and vertical guidance and have traditionally been supported by multiple ground based NAVAIDS collectively called an Instrument Landing System (ILS). An ILS includes a localizer (providing lateral guidance), a glideslope (providing vertical guidance), and an Approach Light System (ALS) that provides close-in visual guidance. This approach provides the most guidance, allowing operation under most weather conditions, including those when pilots cannot see out of the windshield and must rely on instrumentation to land. Sioux Falls Regional Airport is the only airport in the SDSASP that has a precision instrument approach procedure for both ends of its primary runway. There are seven other airports in the system that have a precision instrument approach on one end of their primary runway.

Table 2-7 summarizes the type of approach available on the 56 primary runways in the system.

2.5.4.2. Approach Obstructions

A controlling obstruction is the obstruction within the approach (routes in and out of the airport) of a runway that determines the minimum approach slope to clear the obstruction. Per 14 Code of Federal Regulations (CFR) Part 77: Safe, Efficient Use, and Preservation of the Navigable Airspace (Part 77), visual approaches require a 20:1 slope (one foot in vertical height for every 20 feet in horizontal distance), NPI approaches require a 34:1 slope, and precision approaches require a 50:1 slope. Maintaining the

approaches clear of natural or manmade features that could pose a physical obstruction to flight is critical. The FAA maintains records of approach slopes as well as the controlling obstruction (what it is, where it is located, how tall it is) in the FAA 5010 Master Record. Obstructions can include manmade infrastructure, such as buildings, transmission lines, and cell phone towers, as well as natural features like hills, mountains, and vegetation. When obstructions are present in a runway approach, it can result in the approach slope being modified so aircraft can clear the obstruction. When this happens, the visibility minimums are raised, requiring pilots to have the runway in sight at higher elevations in order to land. This reduces the usability of an airport in times of reduced visibility and inclement weather. As such, airports should maintain clear approaches to all runway ends to the greatest extent feasible. Of the 56 SDSASP airports, 20 have approach obstructions on at least one end of their primary runway that result in raised visibility minimums.

Table 2-7 details the obstructions reported for the primary runway approaches at system airports, and the corresponding obstruction clearance slope. Those in red text are negatively affecting the approach slope.

2.5.4.3. Visual/Communications NAVAIDS

Visual and Communications NAVAIDS provide aircraft the ability to most effectively land and operate from SDSASP airports. Below is information on commonly used visual and communications NAVAIDS that are found at SDSASP airports.

- **Visual Guide Slope Indicator (VGSI):** A VGSI is a system of lights on the runway end that provides vertical guidance to the pilot on final approach to help determine if the aircraft is approaching too high, too low, or on course. VGSIs provide the basic means to transition from instrument flight to visual flight for landing. Operational requirements dictate the sophistication and configuration of the approach light system for a runway. Two common types of VGSIs are Precision Approach Path Indicators (PAPIs) and Visual Approach Slope Indicators (VASIs), which provide the basic means to transition from instrument flight to visual flight or landing. Forty-nine SDSASP airports are equipped with VGSIs on at least one end of their primary runway. In 2010, 45 airports were equipped with VGSIs.
- **Runway End Identifier Lights (REILs):** REILs positively denote the runway end point. REIL systems are comprised of two unidirectionally synchronized flashing lights set on the corners of the runway's landing threshold and aimed upwards at an angle of 10-15 degrees. Twelve SDSASP airports have REILs on at least one end of the primary runway. In 2010, only eight airports had REILs.
- **Rotating Beacon:** Rotating beacons are lights which rotate 360 degrees that identify the location and type of airport. Rotating beacons aid pilots in identifying the location of an airport or airports when en route to a destination. All 56 SDSASP airports have rotating beacons.
- **Lighted Wind Cone**: Wind indicators are conical fabric tubes which indicate wind direction and intensity, as they will fill with air in windy conditions. This NAVAID is typically located near runway ends as they provide pilots with important wind information which is utilized to make course adjustments if needed prior to landing or after takeoff. Often these wind indicators are lighted which allows them to be used by pilots in times of reduced visibility or at night. All 56 SDSASP airports are equipped with lighted wind cones.
- **Remote Communication Outlets (RCOs):** RCOs are radio receiver equipment which allows pilots to contact Flight Services Stations (FSS) for weather and flight planning information. This equipment increases the normal signal range of on-aircraft radios through ultra-high frequency (UHF) and/or very high frequency (VHF) signals. This communication equipment is especially

useful for pilots in areas that experience radio interference due to either environmental conditions or other radio frequency bands. It is also useful for airports which are located outside of the normal radio range needed to make contact with an FSS. Seventeen system airports have RCO equipment, compared to eight in 2010.

- **Approach Lighting Systems (ALS)**: An ALS provides a means to transition from instrument flight rules (IFR) to visual flight rules (VFR) (visual confirmation of the runway) for landing. An ALS is a series of marker lights off the runway end to signal the aircraft toward the touchdown zone. There are nine system airports that have an approach lighting system for at least one end of their primary runway.

Table 2-7 reports on VGSI, REIL, and approach lighting systems, while **Table 2-8** reports the availability of rotating beacons, lighted wind cones, and RCOs at system airports.

2.5.4.4. Weather Reporting

Surface weather observation stations are increasingly common at airports. These systems consist of various sensors, a processor, computer-generated voice subsystem, and transmitter to broadcast local, minute-by-minute weather data directly to the pilot. While pilots can obtain weather data from the Air Traffic Control Tower (ACTC) at the two towered airports in the system, they rely on information disseminated via automated weather reporting systems at airports without ATCTs. There are two common types of weather observation stations:

- Automated Weather Observing System (AWOS): An AWOS is a weather-data sensing, processing, and disseminating system designed to support weather forecast activities and aviation operations. The AWOS observes, archives, and transmits observations through an automatic terminal information service (ATIS) to pilots operating at or near the airport. An AWOS can include multiple types of systems based on the types of weather data needed.
- Automated Surface Observing System (ASOS): Like an AWOS, the ASOS is a weather data sensing, processing, and disseminating system; however, unlike the AWOS, the ASOS converts surface winds to magnetic direction.

The majority of system airports (46) report having either AWOS or ASOS equipment at their airport. In 2010, 38 airports had weather reporting equipment. **Table 2-8** details the type of weather equipment available at system airports.

It should be noted that a third type of weather reporting equipment, the SuperAWOS can be found at 29 airports in the state. The SuperAWOS reports altimeter and visibility but is advisory-only and is not certified by the FAA. Some of the SuperAWOS units are planned to be replaced with an AWOS-AV (also reporting altimeter and visibility) that will provide certified weather. The AWOS-AV units will be installed at some of the airports most visited by medical operators.

2.5.4.5. Wind Coverage

Wind conditions affect all aircraft in varying degrees. Generally, the smaller the airplane, the more it is affected by wind, particularly crosswinds. Crosswinds blow in a perpendicular direction to the runway orientation, making it difficult for aircraft to land and takeoff during these conditions. In FAA Advisory Circular (AC) 150/5300-13A, the FAA instructs that a runway orientation should provide at least 95 percent wind coverage for the aircraft which are forecasted to use the airport on a regular basis. When this coverage is not possible with a single runway, crosswind runways may be constructed to provide the additional coverage needed. Fifty-two SDSASP airports reported having less than 95 percent wind coverage

for their primary runway, however, 30 of those airports have a crosswind runway that provides the extra coverage needed. **Table 2-8** includes primary runway wind coverage and availability of crosswind runways at the 56 SDSASP airports.

Table 2-7: NAVAIDS, Approach, Obstructions, and Lighting for SDSASP Runways

Associated City	Airport Name	FAA ID	Primary Runway								Secondary Runway				Tertiary Runway			
			Orientation	VGSI	REIL	Approach Type	Published Approach	Controlling Obstruction	Obstruction Clearance Slope	Approach Lighting	Orientation	Published Approach	Controlling Obstruction	Obstruction Clearance Slope	Orientation	Published Approach	Controlling Obstruction	Obstruction Clearance Slope
Commercial Service																		
Aberdeen	Aberdeen Regional	ABR	13	P4L	Y	NPI	RNAV (GPS), VOR	None	34:1	N	17	RNAV (GPS)	None	34:1				
			31	P4L	N	PI	ILS, RNAV (GPS), VOR	None	50:1	MALSR	35	RNAV (GPS)	None	34:1				
Pierre	Pierre Regional	PIR	13	P4L	Y	NPI	RNAV (GPS)	Tank	37:1	N	07	RNAV (GPS)	None	50:1				
			31	P4L	N	PI	ILS, RNAV (GPS)	None	50:1	MALSR	25	RNAV (GPS), VOR	None	50:1				
Rapid City	Rapid City Regional	RAP	14	P4L	Y	NPI	RNAV (GPS), VOR	Fence	32:1	N	05	RNAV (GPS)	None	50:1				
			32	P4L	N	PI	ILS, RNAV (GPS), VOR	None	50:1	MALSR	23	RNAV (GPS)	Road	28:1				
Sioux Falls	Sioux Falls Regional/ Joe Foss Field	FSD	03	P4L	N	PI	HI-ILS, ILS, RNAV (GPS)	Road	10:1	MALSR	15	RNAV (GPS), VOR, HI-TACAN	Tree	33:1	09	RNAV (GPS)	Tree	33:1
			21	V4L	N	PI	ILS, HI-ILS, RNAV (GPS)	Railroad	35:1	MALSR	33	RNAV (GPS), VOR/DME	Pole	29:1	27	RNAV (GPS)	Tree	26:1
Watertown	Watertown Regional	ATY	17	P4L	Y	NPI	RNAV (GPS), LOC BC, VOR	None	50:1	N	12	RNAV (GPS)	Tree	27:1				
			35	P4L	N	PI	ILS, RNAV (GPS)	Building	43:1	MALSR	30	RNAV (GPS)	Tree	35:1				
General Aviation																		
Belle Fourche	Belle Fourche Municipal	EFC	14	P2L	N	V	None	None	50:1	N	18	None	None	50:1				
			32	P2L	N	NPI	RNAV (GPS)	None	50:1	N	36	None	None	50:1				
Bison	Bison Municipal	6V5	11	P2L	N	V	None	None	50:1	N								
			29	P2L	N	V	None	Trees	20:1	N								
Britton	Britton Municipal	BTN	13	P2L	Y	NPI	RNAV (GPS) RNAV(GPS)	Road	40:1	N	01	None	Fence	20:1				
			31	P2L	Y	NPI		None	50:1	N	19	None	Road	21:1				
Brookings	Brookings Regional	BKX	12	P4L	N	PI	ILS, RNAV(GPS)	None	50:1	MALSR	17	None	None	20:1				
			30	P4L	Y	NPI	RNAV (GPS)	None	34:1	N	35	None	None	20:1				

Associated City	Airport Name	FAA ID	Primary Runway								Secondary Runway				Tertiary Runway			
			Orientation	VGSI	REIL	Approach Type	Published Approach	Controlling Obstruction	Obstruction Clearance Slope	Approach Lighting	Orientation	Published Approach	Controlling Obstruction	Obstruction Clearance Slope	Orientation	Published Approach	Controlling Obstruction	Obstruction Clearance Slope
Buffalo	Harding County	9D2	12	N	N	V	None	Fence	41:1	N	08	None	Road	20:1				
			30	N	N	V	None	None	50:1	N	26	None	Fence	20:1				
Canton	Canton Municipal	7G9	18	P2L	N	V	None	Road	26:1	N								
			36	P2L	N	V	None	Trees	21:1	N								
Chamberlain	Chamberlain Municipal	9V9	13	P2L	N	NPI	RNAV (GPS)	Tree	20:1	N	18	None	Pole	21:1				
			31	P2L	N	NPI	RNAV (GPS)	None	50:1	N	36	None	None	50:1				
Clark	Clark County	8D7	13	P2L	Y	NPI	RNAV (GPS)	Road	36:1	N	03	None	Road	23:1				
			31	P2L	Y	NPI	RNAV (GPS)	None	50:1	N	21	None	Trees	30:1				
Custer	Custer County	CUT	08	P4L	N	V	None	None	50:1	N								
			26	P4L	N	V	None	Trees	21:1	N								
De Smet	Wilder Field	6E5	15	P2L	N	V	None	Trees	23:1	N								
			33	P2L	N	V	None	Road	46:1	N								
Eagle Butte	Cheyenne Eagle Butte	84D	13	N	N	V	None	Road	38:1	N								
			31	N	N	NPI	RNAV (GPS)	None	50:1	N								
Edgemont	Edgemont Municipal	6V0	12	P2L	N	V	None	None	50:1	N	16	None	Building	21:1				
			30	P2L	N	V	None	None	50:1	N	34	None	Fence	20:1				
Eureka	Eureka Municipal	3W8	12	P2L	N	V	None	None	50:1	N	07	None	Fence	20:1				
			30	P2L	N	V	None	None	50:1	N	25	None	None	50:1				
Faith	Faith Municipal	D07	13	P2L	N	V	None	None	50:1	N								
			31	P2L	N	V	None	Road	23:1	N								
Faulkton	Faulkton Municipal	3FU	13	N	N	V	None	Road	22:1	N								
			31	N	N	V	None	Fence	30:1	N								
Flandreau	Flandreau Municipal	4P3	10	P2L	N	V	None	Trees	22:1	N	18	None	None	50:1				
			28	P2L	N	V	None	Road	21:1	N	36	None	Trees	11:1				
Gettysburg	Gettysburg Municipal	0D8	13	P2L	N	NPI	RNAV (GPS)	None	50:1	N	04	None	None	50:1				
			31	P2L	N	NPI	RNAV (GPS)	None	50:1	N	22	None	None	50:1				
Gregory	Gregory Municipal-Flynn Field	9D1	13	P2L	N	NPI	RNAV (GPS)	Trees	29:1	N								
			31	P2L	N	NPI	RNAV (GPS)	None	50:1	N								
Highmore	Highmore Municipal	9D0	13	N	N	NPI	RNAV (GPS)	Fence	42:1	N								
			31	N	N	NPI	RNAV (GPS)	None	50:1	N								

Associated City	Airport Name	FAA ID	Primary Runway								Secondary Runway				Tertiary Runway			
			Orientation	VGSI	REIL	Approach Type	Published Approach	Controlling Obstruction	Obstruction Clearance Slope	Approach Lighting	Orientation	Published Approach	Controlling Obstruction	Obstruction Clearance Slope	Orientation	Published Approach	Controlling Obstruction	Obstruction Clearance Slope
Hot Springs	Hot Springs Municipal	HSR	01 19	P2L P2L	N N	NPI NPI	RNAV (GPS) RNAV (GPS)	Trees Fence	26:1 35:1	N N	06 24	None None	None None	40:1 50:1				
Hoven	Hoven Municipal	9F8	13 31	N P2L	N N	V V	None None	None Road	50:1 22:1	N N								
Howard	Howard Municipal	8D9	13 31	N N	N N	V V	None None	Road Fence	21:1 50:1	N N	18 36	None None	Power Line Fence	26:1 20:1				
Huron	Huron Regional	HON	12 30	P4L P4L	N Y	PI NPI	ILS, RNAV (GPS), VOR RNAV (GPS), LOC/DME	None Antenna	50:1 28:1	MALSR N	17 35	None None	None None	20:1 20:1				
Lemmon	Lemmon Municipal	LEM	11 29	P2L P2L	N N	V NPI	None RNAV (GPS)	Road None	30:1 50:1	N N	07 25	None None	None None	20:1 20:1				
Madison	Madison Municipal	MDS	15 33	P4L P4L	Y Y	NPI NPI	RNAV (GPS) RNAV (GPS)	None Trees	50:1 32:1	N N	03 21	None None	None None	50:1 50:1				
Martin	Martin Municipal	9V6	14 32	P2L P2L	N N	V NPI	None RNAV (GPS)	Road None	36:1 50:1	N N								
McLaughlin	McLaughlin Municipal	5P2	13 31	N N	N N	V V	None None	Fence None	20:1 50:1	N N								
Milbank	Milbank Municipal	1D1	13 31	P2L P2L	N N	V NPI	None RNAV (GPS)	None Road	50:1 21:1	N N	07 25	None None	Fence None	40:1 50:1				
Miller	Miller Municipal	MKA	15 33	P2L P2L	N N	NPI NPI	RNAV (GPS) RNAV (GPS)	None Pole	50:1 33:1	N N								
Mitchell	Mitchell Municipal	MHE	13 31	P4L P4L	Y N	NPI PI	RNAV (GPS), VOR ILS, RNAV (GPS)	None None	50:1 50:1	N MALSR	18 36	RNAV (GPS) RNAV (GPS)	None None	50:1 50:1				
Mobridge	Mobridge Municipal	MBG	12 30	P2L P2R	N N	NPI NPI	RNAV (GPS) RNAV (GPS)	Ground Powerline	45:1 30:1	N N	17 35	None None	Road None	20:1 50:1				
Murdo	Murdo Municipal	8F6	14 32	N N	N N	V V	None None	None Fence	50:1 23:1	N N								

Associated City	Airport Name	FAA ID	Primary Runway								Secondary Runway				Tertiary Runway			
			Orientation	VGSI	REIL	Approach Type	Published Approach	Controlling Obstruction	Obstruction Clearance Slope	Approach Lighting	Orientation	Published Approach	Controlling Obstruction	Obstruction Clearance Slope	Orientation	Published Approach	Controlling Obstruction	Obstruction Clearance Slope
Onida	Onida Municipal	98D	13	P2L	N	NPI	RNAV (GPS)	None	50:1	N	08	None	None	50:1				
			31	P2L	N	NPI	RNAV (GPS)	None	50:1	N	26	None	None	33:1				
Parkston	Parkston Municipal	8V3	15	P2L	N	NPI	RNAV (GPS)	Pole	21:1	N								
			33	P2L	N	NPI	RNAV (GPS)	None	50:1	N								
Philip	Philip	PHP	12	P2L	N	NPI	RNAV (GPS)	Pole	23:1	N	05	None	None	50:1				
			30	P2L	N	NPI	RNAV (GPS)	None	50:1	N	23	None	Tree	22:1				
Pine Ridge	Pine Ridge	IEN	12	N	N	NPI	RNAV (GPS)	Powerline	22:1	N								
			30	P2L	N	NPI	RNAV (GPS)	Fence	33:1	N								
Platte	Platte Municipal	1D3	14	P2L	N	V	None	Trees	21:1	N								
			32	P2L	N	V	None	Trees	21:1	N								
Redfield	Redfield Municipal	1D8	17	P2R	N	V	None	None	50:1	N								
			35	P2L	N	V	None	Road	32:1	N								
Rosebud	Rosebud Sioux Tribal	SUO	16	P2L	N	V	None	Hill	40:1	N								
			34	P2L	N	NPI	RNAV (GPS)	Hill	20:1	N								
Sisseton	Sisseton Municipal	8D3	16	P2L	N	NPI	RNAV (GPS)	Road	25:1	N	04	None	Pole	25:1				
			34	P2L	N	NPI	RNAV (GPS)	Fence	21:1	N	22	None	Tree	28:1				
Spearfish	Black Hills-Clyde Ice Field	SPF	13	P4L	N	NPI	RNAV (GPS)	Hill	20:1	N	08	None	None	50:1	04	None	Road	36:1
			31	P4L	N	NPI	RNAV (GPS)	Interstate	20:1	N	26	None	None	50:1	22	None	Fence	50:1
Springfield	Springfield Municipal	Y03	15	P2L	N	V	None	None	50:1	N	01	None	None	50:1				
			33	P2L	N	V	None	Road	32:1	N	19	None	Fence	37:1				
Sturgis	Sturgis Municipal	49B	11	P2L	N	NPI	RNAV (GPS)	None	50:1	N	05	None	None	20:1				
			29	P2L	N	NPI	RNAV (GPS)	None	50:1	N	23	None	None	20:1				
Tea	Marv Skie-Lincoln County	Y14	16	P2L	N	V	None	Road	27:1	N								
			34	P2L	N	V	None	None	50:1	N								
Vermillion	Harold Davidson Field	VMR	12	P2L	N	NPI	RNAV (GPS)	None	50:1	N								
			30	P2L	N	NPI	RNAV (GPS)	Trees	24:1	N								
Wagner	Wagner Municipal	AGZ	09	P2L	N	NPI	RNAV (GPS)	Powerline	35:1	N	14	None	Road	24:1				
			27	P2L	N	NPI	RNAV (GPS)	Road	28:1	N	32	None	Powerline	24:1				
Wall	Wall Municipal	6V4	12	P2L	N	V	None	None	50:1	N	18	None	None	50:1				
			30	P2L	N	V	None	Antenna	22:1	N	36	None	None	50:1				

Associated City	Airport Name	FAA ID	Primary Runway								Secondary Runway				Tertiary Runway			
			Orientation	VGSI	REIL	Approach Type	Published Approach	Controlling Obstruction	Obstruction Clearance Slope	Approach Lighting	Orientation	Published Approach	Controlling Obstruction	Obstruction Clearance Slope	Orientation	Published Approach	Controlling Obstruction	Obstruction Clearance Slope
Webster	The Sigurd Anderson	1D7	12	P2L	N	V	None	Road	21:1	N	01	None	Fence	20:1				
			30	P2L	N	V	None	None	50:1	N	19	None	Trees	20:1				
Wessington Springs	Wessington Springs	4X4	12	P4L	Y	NPI	RNAV (GPS)	Powerline	25:1	N								
			30	P4L	Y	NPI	RNAV (GPS)	None	50:1	N								
Winner	Winner Regional	ICR	13	P2L	N	NPI	RNAV (GPS)	None	50:1	N	03	None	None	50:1				
			31	P2L	N	NPI	RNAV (GPS)	None	50:1	N	21	None	Fence	20:1				
Yankton	Chan Gurney Municipal	YKN	13	V4L	Y	NPI	RNAV (GPS), VOR	None	50:1	N	01	None	Powerline	26:1				
			31	V4L	N	PI	ILS, RNAV (GPS)	None	50:1	MALSR	19	None	Fence	30:1				

Sources: 2020 SDSASP Inventory Form; AirNav.com; Form 5010; ALP; Kimley-Horn, 2020
Note: Red text indicates the obstruction is negatively impacting the approach slope (raising the visibility minimums).

Table 2-8: NAVAIDS and Wind Coverage

Associated City	Airport Name	FAA ID	Beacon	Lighted Wind Cone	ATCT	Weather	RCO	Primary Wind Coverage	Crosswind Runway
Commercial Service									
Aberdeen	Aberdeen Regional	ABR	Y	Y	N	Y	Y	97%	Y
Pierre	Pierre Regional	PIR	Y	Y	N	Y	Y	92%	Y
Rapid City	Rapid City Regional	RAP	Y	Y	Y	Y	Y	96%	Y
Sioux Falls	Sioux Falls Regional/Joe Foss Field	FSD	Y	Y	Y	Y	Y	80%	Y
Watertown	Watertown Regional	ATY	Y	Y	N	Y	Y	89%	Y
General Aviation									
Belle Fourche	Belle Fourche Municipal	EFC	Y	Y	N	Y	N	94%	Y
Bison	Bison Municipal	6V5	Y	Y	N	Y	N	92%	N
Britton	Britton Municipal	BTN	Y	Y	N	Y	N	92%	Y
Brookings	Brookings Regional	BKX	Y	Y	N	Y	Y	87%	Y
Buffalo	Harding County	9D2	Y	Y	N	N	Y	87%	Y
Canton	Canton Municipal	7G9	Y	Y	N	Y	N	87%	N
Chamberlain	Chamberlain Municipal	9V9	Y	Y	N	Y	N	91%	Y
Clark	Clark County	8D7	Y	Y	N	Y	N	85%	Y
Custer	Custer County	CUT	Y	Y	N	Y	N	96%	N
De Smet	Wilder Field	6E5	Y	Y	N	Y	N	90%	N
Eagle Butte	Cheyenne Eagle Butte	84D	Y	Y	N	Y	N	88%	N
Edgemont	Edgemont Municipal	6V0	Y	Y	N	N	N	98%	Y
Eureka	Eureka Municipal	3W8	Y	Y	N	N	N	92%	Y
Faith	Faith Municipal	D07	Y	Y	N	Y	N	76%	N
Faulkton	Faulkton Municipal	3FU	Y	Y	N	Y	N	86%	N
Flandreau	Flandreau Municipal	4P3	Y	Y	N	Y	N	80%	Y

Associated City	Airport Name	FAA ID	Beacon	Lighted Wind Cone	ATCT	Weather	RCO	Primary Wind Coverage	Crosswind Runway
Gettysburg	Gettysburg Municipal	0D8	Y	Y	N	Y	N	93%	Y
Gregory	Gregory Municipal-Flynn Field	9D1	Y	Y	N	Y	Y	94%	N
Highmore	Highmore Municipal	9D0	Y	Y	N	Y	N	84%	N
Hot Springs	Hot Springs Municipal	HSR	Y	Y	N	Y	N	94%	Y
Hoven	Hoven Municipal	9F8	Y	Y	N	N	N	91%	N
Howard	Howard Municipal	8D9	Y	Y	N	N	N	Not on ALP	Y
Huron	Huron Regional	HON	Y	Y	N	Y	Y	87%	Y
Lemmon	Lemmon Municipal	LEM	Y	Y	N	Y	N	90%	Y
Madison	Madison Municipal	MDS	Y	Y	N	Y	N	92%	Y
Martin	Martin Municipal	9V6	Y	Y	N	Y	N	91%	N
McLaughlin	McLaughlin Municipal	5P2	Y	Y	N	N	N	92%	N
Milbank	Milbank Municipal	1D1	Y	Y	N	Y	N	85%	Y
Miller	Miller Municipal	MKA	Y	Y	N	Y	N	94%	N
Mitchell	Mitchell Municipal	MHE	Y	Y	N	Y	Y	99%	Y
Mobridge	Mobridge Municipal	MBG	Y	Y	N	Y	Y	90%	Y
Murdo	Murdo Municipal	8F6	Y	Y	N	N	N	92%	N
Onida	Onida Municipal	98D	Y	Y	N	Y	N	92%	Y
Parkston	Parkston Municipal	8V3	Y	Y	N	Y	N	94%	N
Philip	Philip	PHP	Y	Y	N	Y	Y	91%	Y
Pine Ridge	Pine Ridge	IEN	Y	Y	N	Y	N	87%	N
Platte	Platte Municipal	1D3	Y	Y	N	Y	N	94%	N
Redfield	Redfield Municipal	1D8	Y	Y	N	N	N	86%	N
Rosebud	Rosebud Sioux Tribal	SUO	Y	Y	N	N	Y	86%	N
Sisseton	Sisseton Municipal	8D3	Y	Y	N	Y	N	92%	Y

Associated City	Airport Name	FAA ID	Beacon	Lighted Wind Cone	ATCT	Weather	RCO	Primary Wind Coverage	Crosswind Runway
Spearfish	Black Hills-Clyde Ice Field	SPF	Y	Y	N	Y	Y	92%	Y
Springfield	Springfield Municipal	Y03	Y	Y	N	N	N	92%	Y
Sturgis	Sturgis Municipal	49B	Y	Y	N	Y	N	84%	Y
Tea	Marv Skie-Lincoln County	Y14	Y	Y	N	Y	N	93%	N
Vermillion	Harold Davidson Field	VMR	Y	Y	N	Y	Y	90%	N
Wagner	Wagner Municipal	AGZ	Y	Y	N	Y	N	75%	Y
Wall	Wall Municipal	6V4	Y	Y	N	Y	N	93%	Y
Webster	The Sigurd Anderson	1D7	Y	Y	N	Y	N	82%	Y
Wessington Springs	Wessington Springs	4X4	Y	Y	N	Y	N	86%	N
Winner	Winner Regional	ICR	Y	Y	N	Y	Y	85%	Y
Yankton	Chan Gurney Municipal	YKN	Y	Y	N	Y	Y	92%	Y

Sources: 2020 SDSASP Inventory Form; Kimley-Horn, 2020

2.6. Landside Facilities

The following sections detail key landside facilities at SDSASP airports in 2018. This section is not all-inclusive of the facilities present at system airports. The facilities identified in this section are for the purpose of evaluating system performance measures and indicators that are assessed in a later chapter.

2.6.1. Terminal/Fixed Base Operator (FBO) Amenities

Airports provide a variety of amenities to their passengers and pilots that enhance their traveling experience. Examples include the provision of food and beverage options, restrooms, pilot areas, and internet. **Table 2-9** indicates the amenities available at system airports.

Table 2-9: Terminal and FBO Amenities at SDSASP Airports

Associated City	Airport Name	FAA ID	Weekday Hours	Weekend Hours	Food/ Drink	Internet	Rest Room	Pilot Area
Commercial Service								
Aberdeen	Aberdeen Regional	ABR	Standard/ On Call	Standard/ On Call	Yes	Yes	Yes	Yes
Pierre	Pierre Regional	PIR	Standard/ On Call	Standard/ On Call	Yes	Yes	Yes	Yes
Rapid City	Rapid City Regional	RAP	Standard/ On Call	Standard/ On Call	Yes	Yes	Yes	Yes
Sioux Falls	Sioux Falls Regional/ Joe Foss Field	FSD	Standard/ On Call	Standard/ On Call	Yes	Yes	Yes	Yes
Watertown	Watertown Regional	ATY	Standard	Standard	Yes	Yes	Yes	Yes
General Aviation								
Belle Fourche	Belle Fourche Municipal	EFC	Standard	On Call	No	Yes	Yes	Yes
Bison	Bison Municipal	6V5	Unattended	Unattended	No	Yes	Yes	Yes
Britton	Britton Municipal	BTN	Standard/ On Call	On Call	Yes	Yes	Yes	Yes
Brookings	Brookings Regional	BKX	Standard/ On Call	On Call	Yes	Yes	Yes	Yes
Buffalo	Harding County	9D2	On Call	On Call	No	No	No	No
Canton	Canton Municipal	7G9	Standard/ On Call	On Call	No	Yes	Yes	Yes
Chamberlain	Chamberlain Municipal	9V9	Unattended	Unattended	No	Yes	Yes	Yes
Clark	Clark County	8D7	On Call	On Call	No	Yes	Yes	Yes
Custer	Custer County	CUT	Standard/ On Call	On Call	Yes	Yes	Yes	Yes
De Smet	Wilder Field	6E5	Unattended	Unattended	No	Yes	Yes	Yes
Eagle Butte	Cheyenne Eagle Butte	84D	Unattended	Unattended	No	No	No	Yes
Edgemont	Edgemont Municipal	6V0	Unattended	Unattended	No	No	No	No

Associated City	Airport Name	FAA ID	Weekday Hours	Weekend Hours	Food/ Drink	Internet	Rest Room	Pilot Area
Eureka	Eureka Municipal	3W8	Unattended	Unattended	No	No	No	No
Faith	Faith Municipal	D07	Unattended	Unattended	No	No	Yes	Yes
Faulkton	Faulkton Municipal	3FU	Unattended	Unattended	No	No	Yes	Yes
Flandreau	Flandreau Municipal	4P3	Unattended	Unattended	No	Yes	Yes	Yes
Gettysburg	Gettysburg Municipal	0D8	Unattended	Unattended	Yes	Yes	Yes	Yes
Gregory	Gregory Municipal-Flynn Field	9D1	On Call	On Call	No	Yes	Yes	Yes
Highmore	Highmore Municipal	9D0	Standard	Standard/ On Call	No	Yes	Yes	Yes
Hot Springs	Hot Springs Municipal	HSR	Standard/ On Call	On Call	Yes	Yes	Yes	Yes
Hoven	Hoven Municipal	9F8	On Call	On Call	No	No	Yes	Yes
Howard	Howard Municipal	8D9	Unattended	Unattended	No	No	No	No
Huron	Huron Regional	HON	Standard/ On Call	Standard/ On Call	Yes	Yes	Yes	Yes
Lemmon	Lemmon Municipal	LEM	On Call	On Call	Yes	Yes	Yes	Yes
Madison	Madison Municipal	MDS	Standard/ On Call	On Call	No	Yes	Yes	Yes
Martin	Martin Municipal	9V6	Unattended	Unattended	No	Yes	No	No
McLaughlin	McLaughlin Municipal	5P2	Unattended	Unattended	No	No	No	No
Milbank	Milbank Municipal	1D1	Standard Hours	Unattended	No	Yes	Yes	Yes
Miller	Miller Municipal	MKA	Unattended	Unattended	No	Yes	Yes	Yes
Mitchell	Mitchell Municipal	MHE	Standard/ On Call	Standard/ On Call	Yes	Yes	Yes	Yes
Mobridge	Mobridge Municipal	MBG	Standard/ On Call	Unattended	Yes	Yes	Yes	Yes
Murdo	Murdo Municipal	8F6	Unattended	Unattended	No	Yes	No	No
Onida	Onida Municipal	98D	Standard	On Call	No	Yes	Yes	Yes
Parkston	Parkston Municipal	8V3	Unattended	Unattended	No	Yes	Yes	No
Philip	Philip	PHP	Unattended	Unattended	No	No	Yes	Yes
Pine Ridge	Pine Ridge	IEN	Unattended	Unattended	No	No	No	No

Associated City	Airport Name	FAA ID	Weekday Hours	Weekend Hours	Food/ Drink	Internet	Rest Room	Pilot Area
Platte	Platte Municipal	1D3	Standard/ On Call	Standard/ On Call	No	Yes	Yes	No
Redfield	Redfield Municipal	1D8	On Call	On Call	No	No	Yes	Yes
Rosebud	Rosebud Sioux Tribal	SUO	On Call	Unattended	No	No	Yes	Yes
Sisseton	Sisseton Municipal	8D3	Unattended	Unattended	No	Yes	Yes	Yes
Spearfish	Black Hills-Clyde Ice Field	SPF	Standard/ On Call	Standard/ On Call	Yes	Yes	Yes	Yes
Springfield	Springfield Municipal	Y03	Unattended	Unattended	No	No	Yes	Yes
Sturgis	Sturgis Municipal	49B	Standard/ On Call	Standard/ On Call	Yes	Yes	Yes	Yes
Tea	Marv Skie-Lincoln County	Y14	Standard/ On Call	Standard/ On Call	Yes	Yes	Yes	Yes
Vermillion	Harold Davidson Field	VMR	Standard	On Call	No	Yes	Yes	Yes
Wagner	Wagner Municipal	AGZ	Standard	On Call	No	No	Yes	Yes
Wall	Wall Municipal	6V4	Unattended	Unattended	Yes	Yes	Yes	Yes
Webster	The Sigurd Anderson	1D7	Unattended	Unattended	No	No	Yes	Yes
Wessington Springs	Wessington Springs	4X4	Unattended	Unattended	No	No	Yes	Yes
Winner	Winner Regional	ICR	Standard/ On Call	Standard/ On Call	Yes	Yes	Yes	Yes
Yankton	Chan Gurney Municipal	YKN	Standard/ On Call	On Call	No	Yes	Yes	Yes

Sources: 2020 SDSASP Inventory Form; Kimley-Horn, 2020

2.6.2. Terminal Parking and Paved Entry

The availability of terminal parking and paved entry creates a more user-friendly environment with added convenience that can promote more frequent use by airport users. Over half of the SDSASP airports (33) reported having terminal parking and a paved entrance to their facility. **Table 2-10** identifies which of the 56 system airports have terminal parking and a paved entry.

2.6.3. Covered Aircraft Parking/Storage

Aircraft parking and storage facilities were analyzed to provide a measure of landside capacity within the South Dakota system of airports. Aircraft parking and storage availability can indicate not only an airport's capacity but can also inform future planning decisions when estimating capacity needs for changes in demand. There are two common types of covered aircraft storage: T-hangars and conventional hangars. When assessing capacity, T-hangar spaces are counted by the number of stalls or aircraft that can be stored, while conventional hangar space is counted by buildings and square footage

since multiple aircraft can be stored in one conventional hangar based on the size of the hangar and the size of the aircraft.

Black Hills-Clyde Ice Field has the most T-hangar spaces for both based and transient aircraft with 69 total spaces, followed by Rapid City Regional and Sioux Falls Regional airports with 50 spaces each. Pierre Regional Airport reported 32 conventional hangar buildings, totaling nearly 190,000 square feet and Sioux Falls Regional reported nearly 202,000 square feet of space in a total of 21 conventional hangars. Sturgis Municipal has the most square footage of conventional hangar space of the GA airports with approximately 187,000 square feet. **Table 2-10** summarizes the aircraft parking/storage available at system airports.

2.6.4. Apron Aircraft Parking

Another component of analyzing an airport's landside capacity is to measure the availability of apron aircraft parking space. An airport not only needs to provide aircraft storage but must also provide adequate apron space for loading and unloading passengers or cargo, refueling, and maintenance services. Adequate apron space contributes to safe and efficient operations and is an important component to consider when measuring an airport's landside capacity. **Table 2-10** shows the apron space and associated tie down spaces at all of the SDSASP airports. These tie down spaces can be on paved or grass areas. Rapid City Regional has the most tie down spaces for the commercial service airports with 39 paved spaces and 9 grass spaces. Mitchel Municipal has the most tie down spaces (30) for GA airports while Black Hills-Clyde Ice Field, Huron Regional, and Winner Regional all have 20 or more tie down spaces to accommodate aircraft.

Table 2-10: SDSASP Aircraft Parking and Storage

Associated City	Airport Name	FAA ID	Paved Entry	Total T-Hangar Spaces	Total Conv. Hangar Buildings	Total Conv. Hangar Square Footage	Total Hangar Spaces*	Tie Downs Spaces (Paved)	Tie Downs Spaces (Grass)
Commercial Service									
Aberdeen	Aberdeen Regional	ABR	Yes	6	18	51,097	46	12	0
Pierre	Pierre Regional	PIR	Yes	10	32	189,600	63	30	0
Rapid City	Rapid City Regional	RAP	Yes	50	28	186,000	119	39	9
Sioux Falls	Sioux Falls Regional/ Joe Foss Field	FSD	Yes	50	21	201,600	126	10	0
Watertown	Watertown Regional	ATY	Yes	41	9	48,480	53	15	0
General Aviation									
Belle Fourche	Belle Fourche Municipal	EFC	Yes	0	9	24,600	36	8	0
Bison	Bison Municipal	6V5	Yes	5	4	6,300	9	2	0
Britton	Britton Municipal	BTN	No	0	4	20,110	6	3	0
Brookings	Brookings Regional	BKX	Yes	13	10	34,780	50	11	3
Buffalo	Harding County	9D2	No	1	2	4,600	6	5	0
Canton	Canton Municipal	7G9	No	10	1	5,610	12	5	4
Chamberlain	Chamberlain Municipal	9V9	Yes	5	5	39,000	16	19	0
Clark	Clark County	8D7	yes	0	13	51,400	27	3	0
Custer	Custer County	CUT	Yes	0	11	23,100	19	16	0
De Smet	Wilder Field	6E5	No	0	5	18,408	16	3	0
Eagle Butte	Cheyenne Eagle Butte	84D	No	0	1	4,200	1	3	0
Edgemont	Edgemont Municipal	6V0	No	4	0	0	4	2	1
Eureka	Eureka Municipal	3W8	No	0	3	5,900	4	5	0
Faith	Faith Municipal	D07	Yes	0	5	11,200	4	6	0
Faulkton	Faulkton Municipal	3FU	Yes	1	12	38,858	25	3	0

Associated City	Airport Name	FAA ID	Paved Entry	Total T-Hangar Spaces	Total Conv. Hangar Buildings	Total Conv. Hangar Square Footage	Total Hangar Spaces*	Tie Downs Spaces (Paved)	Tie Downs Spaces (Grass)
Flandreau	Flandreau Municipal	4P3	Yes	0	8	25,300	14	6	0
Gettysburg	Gettysburg Municipal	0D8	Yes	1	12	49,357	15	5	0
Gregory	Gregory Municipal-Flynn Field	9D1	Yes	0	1	4,800	5	8	8 (temp.)
Highmore	Highmore Municipal	9D0	No	0	3	36,000	10	2	0
Hot Springs	Hot Springs Municipal	HSR	Yes	6	10	38,900	16	9	0
Hoven	Hoven Municipal	9F8	No	0	6	19,360	10	0	4
Howard	Howard Municipal	8D9	No	3	0	0	3	0	0
Huron	Huron Regional	HON	Yes	0	18	132,725	29	20	0
Lemmon	Lemmon Municipal	LEM	No	24	6	24,200	28	4	0
Madison	Madison Municipal	MDS	Yes	14	14	52,100	68	2	8
Martin	Martin Municipal	9V6	Yes	0	5	11,000	5	6	0
McLaughlin	McLaughlin Municipal	5P2	No	2	3	5,000	5	3	0
Milbank	Milbank Municipal	1D1	Yes	8	5	17,950	13	3	0
Miller	Miller Municipal	MKA	Yes	0	9	37,614	10	3	0
Mitchell	Mitchell Municipal	MHE	Yes	3	21	76,475	29	30	0
Mobridge	Mobridge Municipal	MBG	Yes	0	12	320,00	21	10	0
Murdo	Murdo Municipal	8F6	No	0	1	4,000	1	5	0
Onida	Onida Municipal	98D	No	3	9	34,840	20	2	0
Parkston	Parkston Municipal	8V3	No	0	3	5,160	3	5	0
Philip	Philip	PHP	No	0	4	10,846	13	8	0
Pine Ridge	Pine Ridge	IEN	No	0	1	6,400	2	6	0
Platte	Platte Municipal	1D3	No	4	1	5,200	5	10	0
Redfield	Redfield Municipal	1D8	Yes	0	19	41,800	19	3	0

Associated City	Airport Name	FAA ID	Paved Entry	Total T-Hangar Spaces	Total Conv. Hangar Buildings	Total Conv. Hangar Square Footage	Total Hangar Spaces*	Tie Downs Spaces (Paved)	Tie Downs Spaces (Grass)
Rosebud	Rosebud Sioux Tribal	SUO	No	0	1	10,000	0	4	0
Sisseton	Sisseton Municipal	8D3	Yes	11	2	8,575	13	3	0
Spearfish	Black Hills-Clyde Ice Field	SPF	Yes	69	21	78,700	65	22	3
Springfield	Springfield Municipal	Y03	No	5	2	6,400	7	4	0
Sturgis	Sturgis Municipal	49B	Yes	0	18	187,392	52	14	0
Tea	Marv Skie-Lincoln County	Y14	Yes	22	29	141,300	50	11	0
Vermillion	Harold Davidson Field	VMR	Yes	1	13	41,000	14	9	0
Wagner	Wagner Municipal	AGZ	Yes	6	4	12,900	13	3	0
Wall	Wall Municipal	6V4	No	2	3	16,000	6	2	0
Webster	The Sigurd Anderson	1D7	No	4	1	3,180	5	2	0
Wessington Springs	Wessington Springs	4X4	No	0	1	9,600	4	3	0
Winner	Winner Regional	ICR	Yes	0	7	25,325	6	17	10
Yankton	Chan Gurney Municipal	YKN	Yes	6	4	32,200	10	7	2

Sources: 2020 SDSASP Inventory Form; Kimley-Horn, 2020

**Note: This information came from a combination of calls with airport managers and SDDOT and calculations from ACRP Report 113.*

2.7. Services and Support

This section provides information about the support services an airport can have that benefit both direct users of the airport, as well as the surrounding community. These services include offering ground transportation options and public safety services by way of emergency and non-emergency medical flights and aerial wildland firefighting. In addition to those support services, an airport can support their community's economy through agricultural aerial application, cargo and freight activity, and using charters or air taxi operations. More details about these services are provided in the section below.

2.7.1. Fuel

The availability of fuel at airports can be one of the most influential factors driving operational activity. This is particularly the case for GA airports that can better serve their community and have greater economic impacts if they have fuel services available. Fuel services are also a substantial component of airport revenues, especially if there are no landing or user fees associated with an airport. There are two common types of fuel: Jet A is used for jet aircraft and 100 low-lead (100LL) is used for other GA aircraft. An airport may have one or the other, and in some cases an airport will provide both. In the past several years, some airports have been adding Jet A because of the proliferation of turbine agricultural applicators. Additionally, changes in medical transport aircraft to single turbine aircraft and the Beechcraft King Air make it important for GA airports to provide Jet A fuel at their facility. Depending on the airport, fuel services are available 24 hours a day, 7 days a week (24/7 - typically provided by a credit card reader) or only during airport or FBO business hours.

Of the 56 system airports, 27 offer Jet A (22 of which provide 24/7 access), and 43 offer 100LL (37 of which provide 24/7 access). Twenty-seven airports provide both Jet A and 100LL. In 2010, 24 provided Jet A and 42 airports provided 100LL, while 24 airports provided both.

Table 2-11 indicates the fuel services available at system airports.

Table 2-11: Fuel Services Available at SDSASP Airports

Associated City	Airport Name	FAA ID	Jet A Available	Jet A 24/7	100 LL Available	100 LL 24/7
Commercial Service						
Aberdeen	Aberdeen Regional	ABR	Yes	Yes	Yes	Yes
Pierre	Pierre Regional	PIR	Yes	Yes	Yes	Yes
Rapid City	Rapid City Regional	RAP	Yes	Yes	Yes	Yes
Sioux Falls	Sioux Falls Regional/Joe Foss Field	FSD	Yes	Yes	Yes	Yes
Watertown	Watertown Regional	ATY	Yes	Yes	Yes	Yes
General Aviation						
Belle Fourche	Belle Fourche Municipal	EFC	Yes	Yes	Yes	Yes
Bison	Bison Municipal	6V5	Yes	Yes	Yes	Yes
Britton	Britton Municipal	BTN	No	No	Yes	No
Brookings	Brookings Regional	BKX	Yes	Yes	Yes	Yes
Buffalo	Harding County	9D2	No	No	Yes	No

Associated City	Airport Name	FAA ID	Jet A Available	Jet A 24/7	100 LL Available	100 LL 24/7
Canton	Canton Municipal	7G9	No	No	Yes	Yes
Chamberlain	Chamberlain Municipal	9V9	Yes	Yes	Yes	Yes
Clark	Clark County	8D7	No	No	Yes	No
Custer	Custer County	CUT	Yes	Yes	Yes	Yes
De Smet	Wilder Field	6E5	No	No	No	No
Eagle Butte	Cheyenne Eagle Butte	84D	No	No	No	NA
Edgemont	Edgemont Municipal	6V0	No	No	No	No
Eureka	Eureka Municipal	3W8	No	No	No	NA
Faith	Faith Municipal	D07	No	No	Yes	Yes
Faulkton	Faulkton Municipal	3FU	No	No	No	NA
Flandreau	Flandreau Municipal	4P3	No	No	Yes	Yes
Gettysburg	Gettysburg Municipal	0D8	Yes	Yes	Yes	Yes
Gregory	Gregory Municipal-Flynn Field	9D1	Yes	Yes	Yes	Yes
Highmore	Highmore Municipal	9D0	No	No	No	NA
Hot Springs	Hot Springs Municipal	HSR	No	No	Yes	Yes
Hoven	Hoven Municipal	9F8	No	No	Yes	No
Howard	Howard Municipal	8D9	No	No	No	NA
Huron	Huron Regional	HON	Yes	Yes	Yes	Yes
Lemmon	Lemmon Municipal	LEM	Yes	No	Yes	No
Madison	Madison Municipal	MDS	Yes	Yes	Yes	Yes
Martin	Martin Municipal	9V6	No	No	No	No
McLaughlin	McLaughlin Municipal	5P2	No	No	No	No
Milbank	Milbank Municipal	1D1	No	No	Yes	Yes
Miller	Miller Municipal	MKA	Yes	Yes	Yes	Yes
Mitchell	Mitchell Municipal	MHE	Yes	Yes	Yes	Yes
Mobridge	Mobridge Municipal	MBG	Yes	Yes	Yes	Yes
Murdo	Murdo Municipal	8F6	No	No	No	NA
Onida	Onida Municipal	98D	Yes	Yes	Yes	Yes
Parkston	Parkston Municipal	8V3	Yes	Yes	Yes	Yes
Philip	Philip	PHP	No	No	Yes	Yes
Pine Ridge	Pine Ridge	IEN	No	No	No	NA
Platte	Platte Municipal	1D3	No	No	Yes	Yes
Redfield	Redfield Municipal	1D8	No	No	Yes	Yes
Rosebud	Rosebud Sioux Tribal	SUO	No	No	Yes	Yes
Sisseton	Sisseton Municipal	8D3	No	No	Yes	Yes

Associated City	Airport Name	FAA ID	Jet A Available	Jet A 24/7	100 LL Available	100 LL 24/7
Spearfish	Black Hills-Clyde Ice Field	SPF	Yes	Yes	Yes	Yes
Springfield	Springfield Municipal	Y03	Yes	No	Yes	No
Sturgis	Sturgis Municipal	49B	Yes	Yes	Yes	Yes
Tea	Marv Skie-Lincoln County	Y14	Yes	No	Yes	Yes
Vermillion	Harold Davidson Field	VMR	Yes	No	Yes	Yes
Wagner	Wagner Municipal	AGZ	No	No	Yes	Yes
Wall	Wall Municipal	6V4	No	No	No	No
Webster	The Sigurd Anderson	1D7	No	No	No	No
Wessington Springs	Wessington Springs	4X4	No	No	Yes	Yes
Winner	Winner Regional	ICR	Yes	Yes	Yes	Yes
Yankton	Chan Gurney Municipal	YKN	Yes	Yes	Yes	Yes

Sources: 2020 SDSASP Inventory Form; Kimley-Horn, 2020

2.7.2. Ground Transportation

Airports represent one of the multiple transportation modes that provide residents and visitors with access to all areas of South Dakota. Connection between remote communities, larger cities, and recreational areas are made even more accessible through aviation. The connectivity airports provide is important, but other forms of transportation are equally important to tie the state together such that users can leave the airport environment and conduct activities outside of the airport. These alternate forms of ground transportation are provided by both public and private entities. The ability of airports to promote intermodal connectivity is vital for many users of the state transportation system and communities in South Dakota. The five types of ground transportation provided by airports in the system are outlined below.

2.7.2.1. Courtesy Car

For airports located in smaller communities where public transportation, taxi service, shuttles, or ride share (Uber/Lyft) is not available, a courtesy car can provide the critical link between airports and communities. These cars are typically stored on-airport and are often sponsored by the airport owner/operator or by the FBO. Courtesy cars are often a favorite amenity for pilots and passengers who utilize these airports, as they provide a means to travel into town for meetings, meals, or entertainment. Users simply need to contact the car's overseer to gain access to keys. Courtesy car users are expected to return the vehicle in the same condition as they found it, to extend the courtesy of the vehicle to other future users. Courtesy car availability makes visiting small, perhaps isolated, communities not only a convenience, but something to enjoy. Courtesy cars provide support for economic activity and are an airport component of support services, particularly for smaller GA airports. Of the 56 system airports, 27 report having a courtesy car available to airport users.

2.7.2.2. Rental Car

Rental car availability is generally reserved for commercial service and larger GA airports. On-airport rental car facilities increase the airport's overall ability to facilitate economic activity within the community and region. On-airport rental car kiosks/facilities not only provide on-airport employment opportunities, but also provide reliable ground transportation options for users willing to pay for the

service. Sixteen system airports have rental car availability; all five of the commercial service airports have rental car options and 11 GA airports also provide rental car services.

2.7.2.3. Taxi/Ride Share

Taxi and ride share options, such as car hailing services like Lyft or Uber, are another component of ground transportation that is generally reserved for larger towns and cities. In smaller, more rural areas, ride share applications or taxi services may not be available as there is not significant demand for the services. In cases where taxi or ride share services are available, they are convenient ground transportation options for users looking to leave the airport environment for business or leisure activities. Fourteen SDSASP airports reports having taxi services available at their airport, and seven airports report having ride share applications, such as Lyft or Uber at their airport. Eight airports report having both taxi and ride share options.

2.7.2.4. Public Transportation

Public transportation within a community can greatly increase accessibility and encourage equitable economic opportunity to all residents and visitors. Direct connections from an airport to public transportation can provide quick and reliable mobility into, and within the community. Due to the rural nature of South Dakota, some public transit agencies provide limited and/or on-demand services, requiring riders to request service with 24-hours' notice. In some instances, transit providers only operate certain days of the week and/or offer paratransit only. While these limitations may impact public transportation availability at some system airports, 41 of the 56 SDSASP airports are served by some type of public transportation, including all five commercial service and 36 GA airports.

2.7.2.5. Other/Hotel Shuttle

Some airports are served by other forms of ground transportation not included in the sections above. These "other" forms of transportation vary. In some instances, local hotels will provide a shuttle service to pick up/drop off guests from/to the airport. In other cases, an airport manager may have a rapport with a local car dealership and contact them to provide a car for use by an airport patron. Hotel shuttles are available to airport users at 11 SDSASP airports, while eight report they have a different type of ground transportation option available, such as city employees transporting airport users, using cars from a dealership, or airport staff providing rides using their personal vehicles.

Table 2-12 includes the types of ground transportation available at each system airport.

Table 2-12: Types of Ground Transportation Available at SDSASP Airports

Associated City	Airport Name	FAA ID	Courtesy Car	Hotel Shuttle	Other Transportation	Rental Car	Ride Share	Taxi	Public Transportation
Commercial Service									
Aberdeen	Aberdeen Regional	ABR	Yes	Yes	No	Yes	Yes	Yes	Yes
Pierre	Pierre Regional	PIR	Yes	Yes	No	Yes	Yes	Yes	Yes
Rapid City	Rapid City Regional	RAP	Yes	Yes	No	Yes	Yes	Yes	Partial[1]
Sioux Falls	Sioux Falls Regional/ Joe Foss Field	FSD	Yes	Yes	No	Yes	Yes	Yes	Yes
Watertown	Watertown Regional	ATY	Yes	Yes	No	Yes	Yes	Yes	Yes
General Aviation									
Belle Fourche	Belle Fourche Municipal	EFC	Yes	No	No	Yes	No	No	Yes
Bison	Bison Municipal	6V5	No	No	No	No	No	No	No
Britton	Britton Municipal	BTN	No	No	No	No	No	No	Yes
Brookings	Brookings Regional	BKX	Yes	No	No	No	No	No	Yes
Buffalo	Harding County	9D2	No	No	No	No	No	No	No
Canton	Canton Municipal	7G9	Yes	No	No	No	No	No	No
Chamberlain	Chamberlain Municipal	9V9	No	Yes	No	Yes	No	No	Yes
Clark	Clark County	8D7	Yes	No	No	No	No	No	No
Custer	Custer County	CUT	No	No	No	Yes	No	Yes	Yes
De Smet	Wilder Field	6E5	No	No	Yes	No	No	No	No
Eagle Butte	Cheyenne Eagle Butte	84D	No	No	No	No	No	No	Yes
Edgemont	Edgemont Municipal	6V0	No	No	No	No	No	No	Yes
Eureka	Eureka Municipal	3W8	No	No	No	No	No	No	Yes
Faith	Faith Municipal	D07	No	No	No	No	No	No	Yes
Faulkton	Faulkton Municipal	3FU	No	No	No	No	No	No	No
Flandreau	Flandreau Municipal	4P3	No	No	No	No	No	No	Yes

Associated City	Airport Name	FAA ID	Courtesy Car	Hotel Shuttle	Other Transportation	Rental Car	Ride Share	Taxi	Public Transportation
Gettysburg	Gettysburg Municipal	0D8	Yes	No	No	No	No	No	No
Gregory	Gregory Municipal-Flynn Field	9D1	Yes	No	Yes	No	No	No	Yes
Highmore	Highmore Municipal	9D0	No	No	Yes	No	No	No	Yes
Hot Springs	Hot Springs Municipal	HSR	Yes	No	No	Yes	No	Yes	Yes
Hoven	Hoven Municipal	9F8	No	No	No	No	No	No	No
Howard	Howard Municipal	8D9	No	No	No	No	No	No	Yes
Huron	Huron Regional	HON	Yes	Yes	No	Yes	No	Yes	Yes
Lemmon	Lemmon Municipal	LEM	Yes	No	No	No	No	No	No
Madison	Madison Municipal	MDS	Yes	No	No	No	No	No	Yes
Martin	Martin Municipal	9V6	No	No	No	No	No	No	No
McLaughlin	McLaughlin Municipal	5P2	No	No	Yes	No	No	No	Partial[2]
Milbank	Milbank Municipal	1D1	No	No	Yes	No	No	No	Yes
Miller	Miller Municipal	MKA	No	No	Yes	Yes	No	No	Yes
Mitchell	Mitchell Municipal	MHE	Yes	No	No	Yes	Yes	Yes	Yes
Mobridge	Mobridge Municipal	MBG	Yes	No	No	No	No	No	No
Murdo	Murdo Municipal	8F6	No	No	No	Yes	No	No	Yes
Onida	Onida Municipal	98D	Yes	No	No	No	No	No	No
Parkston	Parkston Municipal	8V3	No	No	No	No	No	No	Yes
Philip	Philip	PHP	Yes	Yes	No	No	No	No	Yes
Pine Ridge	Pine Ridge	IEN	No	No	No	No	No	No	No
Platte	Platte Municipal	1D3	No	No	Yes	No	No	No	Yes
Redfield	Redfield Municipal	1D8	Yes	No	No	No	No	No	Yes
Rosebud	Rosebud Sioux Tribal	SUO	No	No	No	No	No	No	No
Sisseton	Sisseton Municipal	8D3	No	No	No	No	No	No	Yes

Associated City	Airport Name	FAA ID	Courtesy Car	Hotel Shuttle	Other Transportation	Rental Car	Ride Share	Taxi	Public Transportation
Spearfish	Black Hills-Clyde Ice Field	SPF	Yes	Yes	No	Yes	No	Yes	Yes
Springfield	Springfield Municipal	Y03	No	No	No	No	No	No	Yes
Sturgis	Sturgis Municipal	49B	Yes	Yes	No	No	No	Yes	Yes
Tea	Marv Skie-Lincoln County	Y14	Yes	No	No	No	Yes	Yes	No
Vermillion	Harold Davidson Field	VMR	Yes	No	No	No	No	No	Yes
Wagner	Wagner Municipal	AGZ	Yes	No	No	No	No	No	Yes
Wall	Wall Municipal	6V4	No	No	No	No	No	No	Yes
Webster	The Sigurd Anderson	1D7	No	No	Yes	No	No	No	Yes
Wessington Springs	Wessington Springs	4X4	No	No	No	No	No	No	Yes
Winner	Winner Regional	ICR	Yes	No	No	Yes	No	Yes	Yes
Yankton	Chan Gurney Municipal	YKN	Yes	Yes	No	Yes	Yes	Yes	Yes

Sources: 2020 SDSASP Inventory Form; Kimley-Horn, 2020
Notes: [1] Paratransit service only [2] Available Monday – Wednesday only

2.7.3. Aircraft Services

Aircraft services, such as rental aircraft, flight training, aircraft maintenance and/or repair, and aircraft charter can bring more users to an airport and increase the utility and viability of the facility. **Table 2-13** details some of these aircraft services available at SDSASP airports. All of the commercial service facilities in the SDSASP support charter services, major repair services, and flight instruction. Additionally, all commercial service airports (excluding Sioux Falls Regional Airport/Joe Foss Field) provide aircraft rental services. Flight instruction helps foster new pilots and aviation users in the state and is available at 19 GA airports. There are 20 GA airports in the SDSASP that provide at least minor aviation repair services, while seven of those 20 facilities can provide major repair services.

Table 2-13: Aircraft Services at SDSASP Airports

Associated City	Airport Name	FAA ID	Aircraft Rental	Flight Instruction	Aircraft Repair	Aircraft Charter
Commercial Service						
Aberdeen	Aberdeen Regional	ABR	Yes Based	Yes	Yes Major	Yes Based
Pierre	Pierre Regional	PIR	Yes Based	Yes	Yes Major	Yes Based
Rapid City	Rapid City Regional	RAP	Yes Not Based	Yes	Yes Major	Yes Not Based
Sioux Falls	Sioux Falls Regional/Joe Foss Field	FSD	No	Yes	Yes Major	Yes Based
Watertown	Watertown Regional	ATY	Yes Based	Yes	Yes Major	Yes Based
General Aviation						
Belle Fourche	Belle Fourche Municipal	EFC	Yes Based	Yes	Yes Major	No
Bison	Bison Municipal	6V5	No	Yes	No	No
Britton	Britton Municipal	BTN	No	No	Yes Minor	No
Brookings	Brookings Regional	BKX	No	Yes	Yes Major	No
Buffalo	Harding County	9D2	No	No	No	No
Canton	Canton Municipal	7G9	No	No	Yes Minor	Yes Not Based
Chamberlain	Chamberlain Municipal	9V9	No	No	Yes Minor	No
Clark	Clark County	8D7	No	No	Yes Major	No
Custer	Custer County	CUT	No	No	No	Yes Not Based
De Smet	Wilder Field	6E5	No	No	No	No
Eagle Butte	Cheyenne Eagle Butte	84D	No	No	No	No
Edgemont	Edgemont Municipal	6V0	No	No	No	No
Eureka	Eureka Municipal	3W8	No	No	No	No
Faith	Faith Municipal	D07	No	No	No	No

Associated City	Airport Name	FAA ID	Aircraft Rental	Flight Instruction	Aircraft Repair	Aircraft Charter
Faulkton	Faulkton Municipal	3FU	No	Yes	Yes Minor	No
Flandreau	Flandreau Municipal	4P3	No	No	No	No
Gettysburg	Gettysburg Municipal	0D8	No	Yes	Yes Minor	No
Gregory	Gregory Municipal-Flynn Field	9D1	No	Yes	Yes Minor	No
Highmore	Highmore Municipal	9D0	No	No	No	No
Hot Springs	Hot Springs Municipal	HSR	No	Yes	No	No
Hoven	Hoven Municipal	9F8	No	No	No	No
Howard	Howard Municipal	8D9	No	No	No	No
Huron	Huron Regional	HON	Yes Based	Yes	Yes Major	Yes Based
Lemmon	Lemmon Municipal	LEM	No	Yes	No	No
Madison	Madison Municipal	MDS	No	Yes	Yes Major	No
Martin	Martin Municipal	9V6	No	No	No	No
McLaughlin	McLaughlin Municipal	5P2	No	No	No	No
Milbank	Milbank Municipal	1D1	No	Yes	Yes Minor	Yes Not Based
Miller	Miller Municipal	MKA	No	No	No	No
Mitchell	Mitchell Municipal	MHE	Yes Based	Yes	Yes Major	Yes Based
Mobridge	Mobridge Municipal	MBG	No	Yes	No	No
Murdo	Murdo Municipal	8F6	No	No	No	No
Onida	Onida Municipal	98D	No	No	Yes Minor	No
Parkston	Parkston Municipal	8V3	No	No	No	No
Philip	Philip	PHP	No	No	No	No
Pine Ridge	Pine Ridge	IEN	No	No	No	No
Platte	Platte Municipal	1D3	No	No	No	No
Redfield	Redfield Municipal	1D8	No	No	No	No
Rosebud	Rosebud Sioux Tribal	SUO	No	No	No	No
Sisseton	Sisseton Municipal	8D3	No	No	No	No
Spearfish	Black Hills-Clyde Ice Field	SPF	Yes Based	Yes	Yes Major	Yes Based
Springfield	Springfield Municipal	Y03	No	No	No	No
Sturgis	Sturgis Municipal	49B	No	Yes	Yes Minor	No
Tea	Marv Skie-Lincoln County	Y14	Yes Based	Yes	Yes Major	Yes Based

Associated City	Airport Name	FAA ID	Aircraft Rental	Flight Instruction	Aircraft Repair	Aircraft Charter
Vermillion	Harold Davidson Field	VMR	No	Yes	Yes Major	No
Wagner	Wagner Municipal	AGZ	No	No	Yes Minor	No
Wall	Wall Municipal	6V4	No	No	No	No
Webster	The Sigurd Anderson	1D7	No	No	No	No
Wessington Springs	Wessington Springs	4X4	No	No	No	No
Winner	Winner Regional	ICR	Yes Based	Yes	Yes Major	Yes Not Based
Yankton	Chan Gurney Municipal	YKN	No	Yes	Yes Minor	No

Sources: 2020 SDSASP Inventory Form; Kimley-Horn, 2020

2.7.4. Specialized Operations

In addition to traditional commercial service operations and business and leisure GA operations, a variety of other types of activity occur at SDSASP airports. This section describes some of the key aviation activities occurring at system airports, such as aerial firefighting and medical evacuation.

2.7.4.1. Emergency Medical Services

Medical flights transport patients in need of specialized or emergency medical attention, as well as transport healthcare supplies and personnel to rural areas to provide care. Aviation transport can be much faster than ground transportation. These services are particularly important for residents of remote communities without nearby access to medical facilities. Providing a network of airports to connect medical professionals and supplies with patients is one of the most important functions an aviation system can provide.

Of the 56 SDSASP airports, 40 reported medical operation activity at their facility. Airports reported the frequency of these operations, ranging from daily to occasionally (annually). **Table 2-14** details which SDSASP airports have air medical operations occurring at their facility.

2.7.4.2. Aerial Wildland Firefighting

When wildland fires occur in South Dakota, they threaten the people and property in the affected area. To combat forest and other large fires, aircraft are used to can quickly access wide geographic areas while reducing human exposure to threats on the ground and minimizing the time it takes to extinguish flames. Airports across the state can support fire suppression response teams by providing fuel, maintenance facilities, and other critical aircraft services. One example is the U.S. Forest Service Black Hills Helitack crew in Custer which is "on-call" for a 105-day period from June until September every year. This unit conducts the initial attacks on wildland fires in the Black Hills Fire Protection District.

Twenty-one system airports reported having aerial wildland firefighting operations on a seasonal or annual basis. **Table 2-14** details which SDSASP airports support aerial wildland firefighting operations.

2.7.4.3. Aerial Agricultural Application

Aerial agricultural applications allow for efficient and effective application of fertilizers, fungicides, and pesticides to large geographic areas, which can increase agricultural productivity for a region and promote economic growth.

As the state's largest industry, it is not surprising that 45 of the 56 system airports reported agricultural spraying operations occurring at their facilities. While most of these airports indicated the activity was seasonal, four airports reported daily aerial agricultural activity through the year. **Table 2-14** details which SDSASP airports support aerial agricultural application.

2.7.4.4. Cargo/Freight Activity

Airports play an important role in promoting economic activity in South Dakota, particularly considering today's global marketplace. Airports are the keystone to the multibillion-dollar air cargo industry and are gateways between markets in South Dakota, across the country, and the world. Airports can support economic growth for their region, state, and outside state boundaries, by supporting cargo and freight activities at their facility.

Of the 56 SDSASP airports, 17 reported supporting cargo or freight activity, including all five commercial service airports that reported having daily cargo or freight activity. Mobridge Municipal and Winner Municipal both reported daily cargo or freight activity at their GA facilities. Cargo and freight activity for SDSASP airports is detailed in **Table 2-14**.

2.7.4.5. Other

Airports in South Dakota support a variety of other aviation activities, from sky diving to law enforcement. These specialized operations generate economic benefits for the community (such as pheasant hunting and sightseeing) and provide safety and assistance in emergency situations (such as search and rescue). A few of these other specialized operations are presented in **Table 2-14**, but it is important to note this is not an exhaustive list of all activities supported by SDSASP airports.

Table 2-14: Summary of Specialized Operations at SDSASP Airports

Associated City	Airport Name	FAA ID	Medical	Wildland Firefighting	Aerial Agricultural Application	Air Cargo	Pheasant Hunting	Sky Diving	Aerial Advertising	Search & Rescue	Law Enforcement
Commercial Service											
Aberdeen	Aberdeen Regional	ABR	Daily	Occasional	Seasonal	Daily	Seasonal	Never	Never	Occasional	Occasional
Pierre	Pierre Regional	PIR	Daily	Seasonal	Seasonal	Daily	Seasonal	Never	Occasional	Monthly	Daily
Rapid City	Rapid City Regional	RAP	Daily	Seasonal	Never	Daily	Seasonal	Never	Never	Occasional	Never
Sioux Falls	Sioux Falls Regional/Joe Foss Field	FSD	Daily	Never	Never	Daily	Occasional	Never	Occasional	Weekly	Off
Watertown	Watertown Regional	ATY	Weekly	Occasional	Seasonal	Daily	Seasonal	Never	Occasional	Occasional	Never
General Aviation											
Belle Fourche	Belle Fourche Municipal	EFC	Never	Never	Never	Never	Never	Never	Never	Occasional	Never
Bison	Bison Municipal	6V5	Never	Occasional	Seasonal	Never	Occasional	Never	Never	Never	Never
Britton	Britton Municipal	BTN	Monthly	Never	Seasonal	Never	Never	Never	Occasional	Never	Never
Brookings	Brookings Regional	BKX	Monthly	Never	Seasonal	Never	Seasonal	Monthly	Never	Occasional	Occasional
Buffalo	Harding County	9D2	Never	Seasonal	Occasional	Never	Never	Never	Never	Occasional	Occasional
Canton	Canton Municipal	7G9	Never	Occasional	Seasonal	Occasional	Occasional	Occasional	Occasional	Occasional	Occasional
Chamberlain	Chamberlain Municipal	9V9	Daily	Never	Seasonal	Never	Seasonal	Occasional	Never	Never	Occasional
Clark	Clark County	8D7	Monthly	Never	Seasonal	Never	Never	Never	Never	Never	Occasional
Custer	Custer County	CUT	Weekly	Seasonal	Seasonal	Never	Never	Never	Seasonal	Monthly	Occasional
De Smet	Wilder Field	6E5	Monthly	Never	Occasional	Never	Occasional	Never	Never	Never	Occasional
Eagle Butte	Cheyenne Eagle Butte	84D	Monthly	Never	Occasional	Never	Never	Never	Never	Never	Never
Edgemont	Edgemont Municipal	6V0	Never	Occasional	Never	Never	Never	Never	Never	Never	Never
Eureka	Eureka Municipal	3W8	Never	Never	Seasonal	Never	Seasonal	Never	Never	Off	Never
Faith	Faith Municipal	D07	Never	Never	Seasonal	Never	Never	Never	Never	Never	Never
Faulkton	Faulkton Municipal	3FU	Weekly	Never	Seasonal	Never	Seasonal	Never	Never	Never	Never
Flandreau	Flandreau Municipal	4P3	Monthly	Never	Daily	Never	Seasonal	Never	Never	Never	Never
Gettysburg	Gettysburg Municipal	0D8	Weekly	Seasonal	Seasonal	Never	Seasonal	Never	Never	Never	Never
Gregory	Gregory Municipal-Flynn Field	9D1	Weekly	Never	Seasonal	Never	Seasonal	Never	Never	Never	Never
Highmore	Highmore Municipal	9D0	Never	Never	Daily	Never	Seasonal	Never	Never	Occasional	Occasional
Hot Springs	Hot Springs Municipal	HSR	Weekly	Seasonal	Never	Never	Seasonal	Monthly	Never	Monthly	Occasional
Hoven	Hoven Municipal	9F8	Monthly	Occasional	Seasonal	Never	Seasonal	Never	Never	Occasional	Occasional
Howard	Howard Municipal	8D9	Never	Never	Occasional	Never	Occasional	Never	Never	Never	Never
Huron	Huron Regional	HON	Daily	Never	Seasonal	Daily	Seasonal	Never	Occasional	Occasional	Occasional
Lemmon	Lemmon Municipal	LEM	Never	Seasonal	Daily	Occasional	Seasonal	Never	Occasional	Occasional	Never
Madison	Madison Municipal	MDS	Never	Never	Never	Never	Occasional	Never	Never	Never	Never
Martin	Martin Municipal	9V6	Weekly	Never	Seasonal	Never	Seasonal	Never	Never	Never	Never

Associated City	Airport Name	FAA ID	Medical	Wildland Firefighting	Aerial Agricultural Application	Air Cargo	Pheasant Hunting	Sky Diving	Aerial Advertising	Search & Rescue	Law Enforcement
McLaughlin	McLaughlin Municipal	5P2	Never	Never	Never	Never	Never	Never	Never	Never	Never
Milbank	Milbank Municipal	1D1	Monthly	Never	Seasonal	Occasional	Seasonal	Never	Never	Never	Never
Miller	Miller Municipal	MKA	Weekly	Never	Seasonal	Never	Seasonal	Never	Never	Occasional	Never
Mitchell	Mitchell Municipal	MHE	Weekly	Never	Seasonal	Occasional	Seasonal	Never	Occasional	Occasional	Occasional
Mobridge	Mobridge Municipal	MBG	Weekly	Seasonal	Seasonal	Daily	Seasonal	Never	Never	Occasional	Never
Murdo	Murdo Municipal	8F6	Seasonal	Seasonal	Seasonal	Never	Seasonal	Never	Never	Never	Never
Onida	Onida Municipal	98D	Monthly	Never	Seasonal	Never	Seasonal	Never	Occasional	Occasional	Occasional
Parkston	Parkston Municipal	8V3	Monthly	Never	Seasonal	Never	Seasonal	Never	Occasional	Never	Occasional
Philip	Philip	PHP	Never	Never	Seasonal	Never	Seasonal	Never	Never	Occasional	Occasional
Pine Ridge	Pine Ridge	IEN	Daily	Never	Never	Never	Never	Never	Never	Never	Never
Platte	Platte Municipal	1D3	Never	Occasional	Seasonal	Occasional	Seasonal	Occasional	Never	Occasional	Occasional
Redfield	Redfield Municipal	1D8	Weekly	Never	Seasonal	Never	Seasonal	Never	Never	Never	Monthly
Rosebud	Rosebud Sioux Tribal	SUO	Daily	Occasional	Never	Never	Seasonal	Never	Occasional	Weekly	Monthly
Sisseton	Sisseton Municipal	8D3	Monthly	Never	Seasonal	Occasional	Seasonal	Occasional	Never	Never	Occasional
Spearfish	Black Hills-Clyde Ice Field	SPF	Daily	Seasonal	Occasional	Seasonal	Seasonal	Never	Occasional	Occasional	Occasional
Springfield	Springfield Municipal	Y03	Occasional	Never	Never	Never	Never	Never	Never	Never	Never
Sturgis	Sturgis Municipal	49B	Weekly	Occasional	Seasonal	Never	Never	Seasonal	Seasonal	Occasional	Occasional
Tea	Marv Skie-Lincoln County	Y14	Never	Never	Never	Occasional	Seasonal	Occasional	Seasonal	Occasional	Occasional
Vermillion	Harold Davidson Field	VMR	Daily	Never	Seasonal	Never	Never	Never	Never	Never	Daily
Wagner	Wagner Municipal	AGZ	Weekly	Never	Seasonal	Never	Seasonal	Never	Never	Occasional	Never
Wall	Wall Municipal	6V4	Never	Occasional	Seasonal	Never	Seasonal	Never	Never	Monthly	Monthly
Webster	The Sigurd Anderson	1D7	Monthly	Never	Seasonal	Never	Seasonal	Never	Never	Never	Never
Wessington Springs	Wessington Springs	4X4	Weekly	Never	Occasional	Never	Seasonal	Never	Occasional	Never	Never
Winner	Winner Regional	ICR	Daily	Occasional	Daily	Daily	Seasonal	Occasional	Never	Occasional	Occasional
Yankton	Chan Gurney Municipal	YKN	Weekly	Never	Seasonal	Occasional	Occasional	Never	Never	Monthly	Occasional

Sources: 2020 SDSASP Inventory Form; Kimley-Horn, 2020

2.8. Airport Planning

Airport planning plays an important role in the long-term safety and viability of airport facilities across the state. Several types of airport plans are developed to protect and maintain critical airport infrastructure, as well as plan for future needs and development. Some of these are discussed in more detail this section.

2.8.1. Master Plans (MP) and Airport Layout Plans (ALP)

An airport's MP represents the airport's blueprint for long-term development, and typically includes an update of the ALP during the study process. The following describe the goals of a MP:

- Provide a graphic representation of existing airport features, future airport development, and anticipated land use
- Establish a realistic schedule for implementation of the proposed development
- Validate the plan technically and procedurally through an investigation of concepts and alternatives on technical, economic, and environmental grounds
- Prepare and present a plan to the public that adequately addresses all relevant issues and satisfies local, state, and federal regulations
- Establish a framework for a continuous planning process

In addition to the airport MP, the ALP serves as a critical planning tool that depicts both existing facilities and planned development for an airport. A current ALP is a prerequisite for issuance of an FAA grant for airport development. Any sponsor who has received an FAA grant for airport development is obligated by a grant assurance to "keep the ALP up-to-date at all times". The following describes the specific goals of an ALP:

- Identify the boundaries and proposed additions to all areas owned and controlled by the sponsor for airport purposes
- Depict the location and nature of existing and proposed airport facilities and structures
- Establish the location on the airport of existing and proposed non-aviation areas and improvements

Of the 56 system airports, 18 have MPs, and all 56 have an ALP. **Table 2-15** details SDSASP airports that reported having adopted a MP and/or an ALP. The table also indicates the years these plans were completed.

Table 2-15: SDSASP Airport MPs and ALPs

Associated City	Airport Name	FAA ID	Master Plan	MP Year Completed	ALP	ALP Year Completed
Commercial Service						
Aberdeen	Aberdeen Regional	ABR	Yes	2008	Yes w/o narrative	2014
Pierre	Pierre Regional	PIR	Yes	2017	Yes w/ narrative	2019
Rapid City	Rapid City Regional	RAP	Yes	2018	Yes w/ narrative	2018
Sioux Falls	Sioux Falls Regional/ Joe Foss Field	FSD	Yes	2016	Yes w/ narrative	2017
Watertown	Watertown Regional	ATY	Yes	1999	Yes w/o narrative	2017

Associated City	Airport Name	FAA ID	Master Plan	MP Year Completed	ALP	ALP Year Completed
General Aviation						
Belle Fourche	Belle Fourche Municipal	EFC	Yes	1980	Yes w/ narrative	2012
Bison	Bison Municipal	6V5	Yes	2012	Yes w/o narrative	2015
Britton	Britton Municipal	BTN	No	NA	Yes w/ narrative	2016
Brookings	Brookings Regional	BKX	Yes	2005	Yes w/ narrative	2014
Buffalo	Harding County	9D2	No	NA	Yes w/ narrative	2013
Canton	Canton Municipal	7G9	No	NA	Yes w/o narrative	1974
Chamberlain	Chamberlain Municipal	9V9	Yes	2018	Yes w/ narrative	2014
Clark	Clark County	8D7	Yes	2018	Yes w/o narrative	2019
Custer	Custer County	CUT	Yes	2013	Yes w/ narrative	2016
De Smet	Wilder Field	6E5	No	NA	Yes w/ narrative	2016
Eagle Butte	Cheyenne Eagle Butte	84D	No	NA	Yes	2017
Edgemont	Edgemont Municipal	6V0	No	NA	Yes w/o narrative	2017
Eureka	Eureka Municipal	3W8	Yes	2014	Yes w/o narrative	2018
Faith	Faith Municipal	D07	No	NA	Yes	2017
Faulkton	Faulkton Municipal	3FU	No	NA	Yes w/o narrative	2017
Flandreau	Flandreau Municipal	4P3	No	NA	Yes w/ narrative	2018
Gettysburg	Gettysburg Municipal	0D8	No	NA	Yes w/o narrative	2016
Gregory	Gregory Municipal-Flynn Field	9D1	No	NA	Yes w/o narrative	2007
Highmore	Highmore Municipal	9D0	No	NA	Yes	2004
Hot Springs	Hot Springs Municipal	HSR	Yes	2016	Yes w/o narrative	2016
Hoven	Hoven Municipal	9F8	No	NA	Yes w/o narrative	2015
Howard	Howard Municipal	8D9	No	NA	Yes	2015
Huron	Huron Regional	HON	Yes	2018	Yes w/ narrative	2018
Lemmon	Lemmon Municipal	LEM	No	NA	Yes w/o narrative	2005
Madison	Madison Municipal	MDS	No	NA	Yes	2010
Martin	Martin Municipal	9V6	Yes	2018	Yes	1995
McLaughlin	McLaughlin Municipal	5P2	No	NA	Yes w/o narrative	2006
Milbank	Milbank Municipal	1D1	No	NA	Yes w/ narrative	2015
Miller	Miller Municipal	MKA	No	NA	Yes w/o narrative	2013
Mitchell	Mitchell Municipal	MHE	No	NA	Yes w/ narrative	2012
Mobridge	Mobridge Municipal	MBG	No	NA	Yes w/o narrative	2015
Murdo	Murdo Municipal	8F6	No	NA	Yes w/o narrative	2012
Onida	Onida Municipal	98D	No	NA	Yes w/ narrative	2016
Parkston	Parkston Municipal	8V3	Yes	2017	Yes w/ narrative	2018

Associated City	Airport Name	FAA ID	Master Plan	MP Year Completed	ALP	ALP Year Completed
Philip	Philip	PHP	No	NA	Yes w/ narrative	2002
Pine Ridge	Pine Ridge	IEN	No	NA	Yes w/o narrative	2015
Platte	Platte Municipal	1D3	No	NA	Yes w/ narrative	2015
Redfield	Redfield Municipal	1D8	No	NA	Yes w/o narrative	2014
Rosebud	Rosebud Sioux Tribal	SUO	No	NA	Yes w/o narrative	2009
Sisseton	Sisseton Municipal	8D3	No	NA	Yes w/ narrative	2003
Spearfish	Black Hills-Clyde Ice Field	SPF	Yes	2016	Yes w/ narrative	2016
Springfield	Springfield Municipal	Y03	No	NA	Yes w/o narrative	2003
Sturgis	Sturgis Municipal	49B	No	NA	Yes w/ narrative	2013
Tea	Marv Skie-Lincoln County	Y14	No	NA	Yes w/ narrative	2017
Vermillion	Harold Davidson Field	VMR	No	NA	Yes w/ narrative	2016
Wagner	Wagner Municipal	AGZ	No	NA	Yes w/o narrative	2012
Wall	Wall Municipal	6V4	Yes	2018	Yes w/o narrative	2018
Webster	The Sigurd Anderson	1D7	No	NA	Yes w/ narrative	2016
Wessington Springs	Wessington Springs	4X4	No	NA	Yes w/o narrative	1996
Winner	Winner Regional	ICR	No	NA	Yes w/ narrative	2012
Yankton	Chan Gurney Municipal	YKN	No	NA	Yes w/ narrative	2014

Sources: 2020 SDSASP Inventory Form; Kimley-Horn, 2020

2.8.2. Wildlife Hazard Assessments (WHA) and Wildlife Hazard Management Plans (WHMP)

Wildlife can present serious safety risks to airport operations, potentially endangering aircraft and their occupants. While birds comprise 97 percent of all reported wildlife aircraft strikes nationwide, mammals and reptiles can also pose significant threats. In more rural areas the risk of wildlife imposition increases due to more roaming wildlife. Wildlife Hazard Assessments (WHA) and Wildlife Hazard Management Plans (WHMP) can help mitigate the risks of wildlife incidents through research, planning, and mitigation strategy deployment.

Sixteen system airports reported having a WHA, while 18 reported having a WHMP in place for their facilities. Nearly one-third of all system airports have wildlife mitigation plans in place. **Table 2-16** shows SDSASP airports that have completed a WHA and/or a WHMP for their facility.

2.8.3. Cultural Resource Surveys

South Dakota is home to a number of important cultural resources grounded in natural and social history. Cultural resources are remains of past human activity, and they may include buildings, structures, prehistoric sites/objects, rock inscription, landscapes, and so on. These resources are nonrenewable and are considered an asset to the region, which makes inventory and conservation efforts important. Knowing ahead of time if cultural resources exist on airport property makes planning for future airport development more efficient as those areas can be avoided from the start, instead of uncovering cultural resources during an environmental exploration phase or even construction. There are 12 SDSASP airports that have

completed a cultural resource survey for their airport. **Table 2-16** summarizes the availability of cultural resource surveys for system airports.

2.8.4. Emergency Response Plans

Airports can develop emergency response plans or procedures that help decrease response time and increase awareness of all airport personnel on emergency response procedures. Emergency response plans are used to prepare airport personnel for best practices in case of natural or human-caused disaster. Twenty-four airports reported having an emergency response plan in place for their facility. **Table 2-16** shows which airports have emergency response plans in place for their airport.

2.8.5. Security Plan

An adopted security plan serves to inform airport personnel on security best practices specific to their facility. Security plans include procedures to be taken in the event of a threat to airport and tenant personnel, pilots, passengers, infrastructure, or other aspects of airport/aviation operations. If an airport has on-site law enforcement, then that law enforcement agency becomes an integral part of the security plan. Of the 56 system airports, 21 of them report having a security plan in place for their facility, as shown in **Table 2-16**.

2.8.6. Comprehensive Plan

It is important that local municipalities and/or counties consider their local airport's needs when developing comprehensive land use or transportation plans. Long-term airport viability is dependent upon compatible land use zoning policies, which are determined by the local governing land use authority. Airports may need to physically expand their facilities to meet changes in demand, but if local zoning laws prohibit such expansions then the airport's long-term viability is compromised. **Table 2-16** shows which SDSASP airports have been considered in their local comprehensive land use or transportation plans.

2.8.7. Minimum FBO Standards

Airports develop minimum standards for commercial aeronautical activities (such as an FBO) to ensure a safe, efficient, and adequate level of operation and services is offered to the public. In AC 150/5190-7, *Minimum Standards for Commercial Aeronautical Activities,* the FAA recommends the development of minimum standards to promote safety in all airport activities, protect airport users from unlicensed and unauthorized products and services, maintain and enhance the availability of adequate services for all airport users, promote the orderly development of airport land, and ensure safety of operations. All five of the state's commercial service airports and 16 GA airports have minimum standards for FBOs. **Table 2-16** shows which SDSASP airports do or do not have FBO minimum standards.

Table 2-16: Other Planning Initiatives at SDSASP Airports

Associated City	Airport Name	FAA ID	WHA	WHA Year	WHMP	WHMP Year	Cultural Resource Survey	Emergency Response Plan	Security Plan	Land Use/ Transp. Plans	FBO Min. Stds.
Commercial Service											
Aberdeen	Aberdeen Regional	ABR	Yes	2009	Yes	2002	No	Yes	Yes	Yes	Yes
Pierre	Pierre Regional	PIR	Yes	2017	Yes	2018	No	Yes	Yes	Yes	Yes
Rapid City	Rapid City Regional	RAP	Yes	2015	Yes	2015	No	Yes	Yes	Yes	Yes
Sioux Falls	Sioux Falls Regional/Joe Foss Field	FSD	Yes	2015	Yes	2015	No	Yes	Yes	Yes	Yes
Watertown	Watertown Regional	ATY	Yes	2016	Yes	2016	No	Yes	Yes	No	Yes
General Aviation											
Belle Fourche	Belle Fourche Municipal	EFC	No	NA	No		Yes	No	No	Yes	Yes
Bison	Bison Municipal	6V5	No	NA	No		Yes	Yes	No	No	Yes
Britton	Britton Municipal	BTN	No	NA	No		No	No	No	No	No
Brookings	Brookings Regional	BKX	Yes	2009	Yes	2010	No	Yes	Yes	Yes	No
Buffalo	Harding County	9D2	No	NA	Yes		Yes	Yes	No	Yes	Yes
Canton	Canton Municipal	7G9	Yes	2015	No		Yes	No	No	Yes	No
Chamberlain	Chamberlain Municipal	9V9	No	NA	No		Yes	No	No	Yes	No
Clark	Clark County	8D7	No	NA	No		No	No	No	No	No
Custer	Custer County	CUT	No	NA	No		No	No	No	Yes	No
De Smet	Wilder Field	6E5	No	NA	No		No	Yes	Yes	No	No
Eagle Butte	Cheyenne Eagle Butte	84D	No	NA	No		No	No	No	No	No
Edgemont	Edgemont Municipal	6V0	No	NA	No		No	Yes	No	No	No
Eureka	Eureka Municipal	3W8	No	NA	No		No	No	No	No	No
Faith	Faith Municipal	D07	No	NA	No		No	No	No	No	No
Faulkton	Faulkton Municipal	3FU	Yes		Yes		Yes	Yes	No	Yes	Yes

Associated City	Airport Name	FAA ID	WHA	WHA Year	WHMP	WHMP Year	Cultural Resource Survey	Emergency Response Plan	Security Plan	Land Use/ Transp. Plans	FBO Min. Stds.
Flandreau	Flandreau Municipal	4P3	No	NA	No		No	No	No	No	No
Gettysburg	Gettysburg Municipal	0D8	No	NA	No		No	Yes	Yes	No	No
Gregory	Gregory Municipal-Flynn Field	9D1	Yes		No		Yes	No	No	Yes	No
Highmore	Highmore Municipal	9D0	No	NA	No		No	No	No	No	No
Hot Springs	Hot Springs Municipal	HSR	Yes	2016	Yes	2016	No	Yes	Yes	No	No
Hoven	Hoven Municipal	9F8	No	NA	No		No	No	No	No	No
Howard	Howard Municipal	8D9	No	NA	Yes		No	No	No	No	Yes
Huron	Huron Regional	HON	Yes	2013	Yes	2013	Yes	Yes	Yes	No	Yes
Winner	Winner Regional	ICR	No	NA	No		No	No	No	Yes	Yes
Lemmon	Lemmon Municipal	LEM	No	NA	No		No	No	No	Yes	No
Madison	Madison Municipal	MDS	No	NA	Yes		No	No	No	No	No
Martin	Martin Municipal	9V6	No	NA	No		No	No	No	No	No
McLaughlin	McLaughlin Municipal	5P2	No	NA	No		No	Yes	Yes	No	No
Milbank	Milbank Municipal	1D1	Yes		Yes		No	No	No	Yes	Yes
Miller	Miller Municipal	MKA	No	NA	No		No	Yes	Yes	No	No
Mitchell	Mitchell Municipal	MHE	No	NA	No		No	No	No	No	No
Mobridge	Mobridge Municipal	MBG	No	NA	No		No	No	No	No	No
Murdo	Murdo Municipal	8F6	No	NA	No		No	No	No	No	No
Onida	Onida Municipal	98D	No	NA	No		No	No	No	No	No
Parkston	Parkston Municipal	8V3	No	NA	No		No	Yes	Yes	Yes	Yes
Philip	Philip	PHP	No	NA	No		No	No	No	No	No
Pine Ridge	Pine Ridge	IEN	No	NA	No		No	Yes	Yes	No	No
Platte	Platte Municipal	1D3	Yes		Yes		Yes	Yes	Yes	Yes	Yes

Associated City	Airport Name	FAA ID	WHA	WHA Year	WHMP	WHMP Year	Cultural Resource Survey	Emergency Response Plan	Security Plan	Land Use/ Transp. Plans	FBO Min. Stds.
Redfield	Redfield Municipal	1D8	Yes	2007	No		No	No	No	No	No
Rosebud	Rosebud Sioux Tribal	SUO	No	NA	Yes	2016	Yes	Yes	Yes	No	No
Sisseton	Sisseton Municipal	8D3	Yes	2018	No		Yes	No	No	No	Yes
Spearfish	Black Hills-Clyde Ice Field	SPF	No	NA	No		No	Yes	Yes	Yes	No
Springfield	Springfield Municipal	Y03	No	NA	No	2019	No	Yes	Yes	Yes	Yes
Sturgis	Sturgis Municipal	49B	No	NA	No		No	No	No	Yes	Yes
Tea	Marv Skie-Lincoln County	Y14	Yes		Yes		No	Yes	Yes	Yes	Yes
Vermillion	Harold Davidson Field	VMR	No	NA	Yes		Yes	Yes	Yes	Yes	Yes
Wagner	Wagner Municipal	AGZ	No	NA	No		No	No	No	No	No
Wall	Wall Municipal	6V4	No	NA	No		No	No	No	Yes	No
Webster	The Sigurd Anderson	1D7	No	NA	No		No	No	No	No	No
Wessington Springs	Wessington Springs	4X4	No	NA	Yes		No	Yes	Yes	No	No
Winner	Winner Regional	ICR	No	NA	No		No	No	No	No	Yes

Sources: 2020 SDSASP Inventory Form; Kimley-Horn, 2020
Notes: WHA = Wildlife Hazard Assessment, WHMP = Wildlife Hazard Management Plan, FBO = Fixed Base Operator

2.8.8. Unmanned Aircraft Systems (UAS) Activity/Monitoring Plans

The prevalence of UAS, sometimes referred to as drones, has rapidly increased in recent years. Rapid emergence paired with little regulation of UAS activity can present some concerns for airports. Therefore, it is important to understand the frequency of UAS activity at SDSASP airports. In addition, if there is significant UAS activity, it is important to know what, if any, type of monitoring is in place to ensure safe and appropriate usage. None of the 56 airports in the system report having on-airport UAS activity, but 31 airports did report that UAS activity occurs nearby their facility. Black Hills-Clyde Ice Field is the only airport in the system that reports conducting any type of UAS monitoring. They advise they maintain contact information of operators as well as the time and location of UAS activities for monitoring purposes. **Table 2-17** shows airports who report UAS on or near their airport, and if there is monitoring program in place.

Table 2-17: UAS Activity and Monitoring at SDSASP Airports

Associated City	Airport Name	FAA ID	UAS Activity On-Airport	UAS Near Airport	UAS Monitoring Program/Plan
Commercial Service					
Aberdeen	Aberdeen Regional	ABR	No	Yes	No
Pierre	Pierre Regional	PIR	No	Yes	No
Rapid City	Rapid City Regional	RAP	No	No	No
Sioux Falls	Sioux Falls Regional/ Joe Foss Field	FSD	No	Yes	No
Watertown	Watertown Regional	ATY	No	Yes	No
General Aviation					
Belle Fourche	Belle Fourche Municipal	EFC	No	No	No
Bison	Bison Municipal	6V5	No	No	No
Britton	Britton Municipal	BTN	No	Yes	No
Brookings	Brookings Regional	BKX	No	Yes	No
Buffalo	Harding County	9D2	No	No	No
Canton	Canton Municipal	7G9	No	Yes	No
Chamberlain	Chamberlain Municipal	9V9	No	Yes	No
Clark	Clark County	8D7	No	No	No
Custer	Custer County	CUT	No	Yes	No
De Smet	Wilder Field	6E5	No	No	No
Eagle Butte	Cheyenne Eagle Butte	84D	No	No	No
Edgemont	Edgemont Municipal	6V0	No	No	No
Eureka	Eureka Municipal	3W8	No	No	No
Faith	Faith Municipal	D07	No	No	No
Faulkton	Faulkton Municipal	3FU	No	Yes	No
Flandreau	Flandreau Municipal	4P3	No	Yes	No

Associated City	Airport Name	FAA ID	UAS Activity On-Airport	UAS Near Airport	UAS Monitoring Program/Plan
Gettysburg	Gettysburg Municipal	0D8	No	Yes	No
Gregory	Gregory Municipal-Flynn Field	9D1	No	No	No
Highmore	Highmore Municipal	9D0	No	No	No
Hot Springs	Hot Springs Municipal	HSR	No	Yes	No
Hoven	Hoven Municipal	9F8	No	Yes	No
Howard	Howard Municipal	8D9	No	No	No
Huron	Huron Regional	HON	No	Yes	No
Lemmon	Lemmon Municipal	LEM	No	No	No
Madison	Madison Municipal	MDS	No	No	No
Martin	Martin Municipal	9V6	No	Yes	No
McLaughlin	McLaughlin Municipal	5P2	No	No	No
Milbank	Milbank Municipal	1D1	No	Yes	No
Miller	Miller Municipal	MKA	No	Yes	No
Mitchell	Mitchell Municipal	MHE	No	Yes	No
Mobridge	Mobridge Municipal	MBG	No	No	No
Murdo	Murdo Municipal	8F6	No	No	No
Onida	Onida Municipal	98D	No	Yes	No
Parkston	Parkston Municipal	8V3	No	Yes	No
Philip	Philip	PHP	No	No	No
Pine Ridge	Pine Ridge	IEN	No	No	No
Platte	Platte Municipal	1D3	No	Yes	No
Redfield	Redfield Municipal	1D8	No	No	No
Rosebud	Rosebud Sioux Tribal	SUO	No	Yes	No
Sisseton	Sisseton Municipal	8D3	No	Yes	No
Spearfish	Black Hills-Clyde Ice Field	SPF	No	Yes	Yes
Springfield	Springfield Municipal	Y03	No	No	No
Sturgis	Sturgis Municipal	49B	No	Yes	No
Tea	Marv Skie-Lincoln County	Y14	No	Yes	No
Vermillion	Harold Davidson Field	VMR	No	No	No
Wagner	Wagner Municipal	AGZ	No	Yes	No
Wall	Wall Municipal	6V4	No	No	No
Webster	The Sigurd Anderson	1D7	No	Yes	No
Wessington Springs	Wessington Springs	4X4	No	Yes	No

Associated City	Airport Name	FAA ID	UAS Activity On-Airport	UAS Near Airport	UAS Monitoring Program/Plan
Winner	Winner Regional	ICR	No	No	No
Yankton	Chan Gurney Municipal	YKN	No	Yes	No

Sources: 2020 SDSASP Inventory Form; Kimley-Horn, 2020

2.9. Airport Land Use

Controlling the land occupied by and surrounding an airport is crucial to safe and efficient aircraft operations. Land use concerns at airports not only include the ground surrounding the airport, but also the airport's airspace. It is important that certain monitoring and control of the airport and surrounding environment be conducted to support safe operations now and in the future. This section details a few components related to airport land and airspace control that impact SDSASP airports.

2.9.1. Runway Safety Areas (RSA)

An RSA is a designated area surrounding a runway that promotes safer operations by reducing the risk of damage to airplanes in the event of an undershoot, overshoot, or excursion from the runway. RSAs are based on the runway design code and the dimensions can range from 120 feet to 500 feet in width and 240 feet to 1000 feet in length beyond the departure end of the runway. SDDOT state inspection standards for airport RSAs are as follows:

- RSA size is defined by the ARC for the airport and AC 150/5300-13A
- Ensure that no hay bales, trees, bushes, buildings or any other obstruction are within the RSA.
- Ensure that the area is graded with no potentially hazardous ruts, humps, depressions or other surface variations.
- Ensure that required objects in the RSA such as runway signs, runway lighting, approach aids, etc. are mounted on frangible couplings.

According to SDDOT reports, all 56 of the SDSASP airports are meeting current RSA standards.

2.9.2. Runway Protection Zones (RPZ)

The FAA has defined several key safety areas on and adjacent to runways. An RPZ is a trapezoid-shaped area off each end of the runway designed to protect people and property on the ground in the event of a runway overrun or undershoot. The dimensions of a runway end's RPZ are based on factors including the AAC and ADG of the most demanding aircraft utilizing the airport and visibility minimums to the runway. To maintain RPZs clear of incompatible uses and obstructions, an airport should have, or aim to have, land ownership of that space. Of the 56 primary runways in the system, the RPZs for 35 of them are controlled 100% by the airport using fee simple ownership, easement, or a combination of both. Of the remaining 21 primary runways, 15 have RPZs on one end that are controlled 100% either by fee simple ownership, easement or a combination of both. **Table 2-18** summarizes percentage and type of control of runway RPZs for each airport runway.

Table 2-18: Control of Runway RPZs for SDSASP Airports

Associated City	Airport Name	FAA ID	Runway	Runway End	Owned	Easement	Uncontrolled
Commercial Service							
Aberdeen	Aberdeen Regional	ABR	1	13	65%	15%	20%
				31	100%	0%	0%
			2	17	100%	0%	0%
				35	100%	0%	0%
Pierre	Pierre Regional	PIR	1	13	87%	0%	13%
				31	100%	0%	0%
			2	7	100%	0%	0%
				25	100%	0%	0%
Rapid City	Rapid City Regional	RAP	1	14	100%	0%	0%
				32	100%	0%	0%
			2	5	100%	0%	0%
				23	90%	0%	0%
Sioux Falls	Sioux Falls Regional/ Joe Foss Field	FSD	1	3	35%	65%	0%
				21	60%	40%	0%
			2	15	100%	0%	0%
				33	80%	0%	20%
			3	9	100%	0%	0%
				27	100%	0%	0%
Watertown	Watertown Regional	ATY	1	17	75%	25%	0%
				35	98%	2%	0%
			2	12	100%	0%	0%
				30	100%	0%	0%
General Aviation							
Belle Fourche	Belle Fourche Municipal	EFC	1	14	98%	2%	0%
				32	35%	65%	0%
			2	18	42%	39%	19%
				36	15%	60%	25%
Bison	Bison Municipal	6V5	1	11	76%	0%	24%
				29	100%	0%	0%
Britton	Britton Municipal	BTN	1	13	50%	50%	0%
				31	100%	0%	0%
			2	1	20%	80%	0%
				19	20%	0%	80%
Brookings	Brookings Regional	BKX	1	12	96%	4%	0%
				30	70%	15%	15%
			2	17	100%	0%	0%

Associated City	Airport Name	FAA ID	Runway	Runway End	Owned	Easement	Uncontrolled
				35	53%	41%	6%
Buffalo	Harding County	9D2	1	12	25%	75%	0%
				30	7%	93%	0%
			2	8	21%	0%	79%
				26	0%	0%	100%
Canton	Canton Municipal	7G9	1	18	80%	20%	0%
				35	20%	80%	0%
Chamberlain	Chamberlain Municipal	9V9	1	13	100%	0%	0%
				31	50%	50%	0%
			2	18	61%	0%	39%
				36	89%	11%	0%
Clark	Clark County	8D7	1	13	60%	40%	0%
				31	100%	0%	0%
			2	03	100%	0%	0%
				21	10%	0%	90%
Custer	Custer County	CUT	1	8	40%	0%	60%
				26	60%	40%	0%
De Smet	Wilder Field	6E5	1	15	65%	35%	0%
				33	35%	65%	0%
Eagle Butte	Cheyenne Eagle Butte	84D	1	13	100%	0%	0%
				31	50%	50%	0%
Edgemont	Edgemont Municipal	6VO	1	12	100%	0%	0%
				30	15%	85%	0%
			2	16	75%	0%	25%
				34	20%	0%	80%
Eureka	Eureka Municipal	3W8	1	12	100%	0%	0%
				30	0%	100%	0%
			2	7	10%	0%	90%
				25	20%	0%	80%
Faith	Faith Municipal	D07	1	13	25%	75%	0%
				31	37%	48%	15%
Faulkton	Faulkton Municipal	3FU	1	13	45%	55%	0%
				31	25%	75%	0%
Flandreau	Flandreau Municipal	4P3	1	10	20%	78%	2%
				28	40%	5%	55%
			2	18	13%	79%	8%
				36	6%	94%	0%
Gettysburg	Gettysburg Municipal	0D8	1	13	63%	0%	37%
				31	36%	64%	0%
			2	4	12%	0%	88%

Associated City	Airport Name	FAA ID	Runway	Runway End	Owned	Easement	Uncontrolled
				22	15%	0%	85%
Gregory	Gregory Municipal-Flynn Field	9D1	1	13	25%	75%	0%
				31	25%	75%	0%
Highmore	Highmore Municipal	9D0	1	13	100%	0%	0%
				31	99%	0%	1%
Hot Springs	Hot Springs Municipal	HSR	1	1	50%	50%	0%
				19	95%	5%	0%
			2	6	95%	5%	0%
				24	95%	50%	0%
Hoven	Hoven Municipal	9F8	1	13	35%	50%	15%
				31	60%	40%	0%
Howard	Howard Municipal	8D9	1	13	100%	0%	90%
				31	100%	0%	90%
			2	18	100%	0%	90%
				36	0%	0%	100%
Huron	Huron Regional	HON	1	12	100%	0%	0%
				30	0%	100%	0%
			2	17	100%	0%	0%
				35	40%	40%	20%
Lemmon	Lemmon Municipal	LEM	1	11	100%	0%	0%
				29	100%	0%	0%
			2	7	0%	100%	0%
				25	100%	0%	0%
Madison	Madison Municipal	MDS	1	15	95%	5%	0%
				33	95%	5%	0%
			2	3	100%	0%	0%
				21	75%	25%	0%
Martin	Martin Municipal	9V6	1	14	75%	25%	0%
				32	100%	0%	0%
McLaughlin	McLaughlin Municipal	5P2	1	13	12%	88%	0%
				31	12%	88%	0%
Milbank	Milbank Municipal	1D1	1	13	20%	80%	0%
				31	25%	75%	0%
			2	7	5%	95%	0%
				25	30%	7%	0%
Miller	Miller Municipal	MKA	1	15	100%	0%	0%
				33	75%	25%	0%
Mitchell	Mitchell Municipal	MHE	1	13	100%	0%	0%
				31	70%	30%	0%

Associated City	Airport Name	FAA ID	Runway	Runway End	Owned	Easement	Uncontrolled
			2	18	100%	0%	0%
				36	100%	0%	0%
Mobridge	Mobridge Municipal	MBG	1	12	75%	0%	25%
				30	80%	0%	20%
			2	17	80%	0%	20%
				35	40%	0%	60%
Murdo	Murdo Municipal	8F6	1	14	14%	19%	67%
				32	14%	85%	1%
Onida	Onida Municipal	98D	1	13	100%	0%	0%
				31	100%	0%	0%
			2	8	75%	0%	25%
				26	100%	0%	0%
Parkston	Parkston Municipal	8V3	1	15	65%	15%	20%
				33	45%	45%	10%
			2	5	75%	25%	0%
				23	50%	50%	0%
Philip	Philip	PHP	1	12	20%	79%	1%
				30	35%	65%	0%
Pine Ridge	Pine Ridge	IEN	1	12	100%	0%	0%
				30	100%	0%	0%
Platte	Platte Municipal	1D3	1	14	27%	73%	0%
				32	56%	2%	24%
Redfield	Redfield Municipal	1D8	1	17	100%	0%	0%
				35	30%	70%	0%
Rosebud	Rosebud Sioux Tribal	SUO	1	16	100%	0%	0%
				34	100%	0%	0%
Sisseton	Sisseton Municipal	8D3	1	16	25%	75%	0%
				34	100%	90%	0%
			2	4	50%	0%	50%
				22	50%	0%	50%
Spearfish	Black Hills-Clyde Ice Field	SPF	1	13	100%	0%	0%
				31	65%	5%	30%
			2	8	18%	0%	82%
				26	100%	0%	0%
			3	4	45%	0%	55%
				22	90%	85%	5%
Springfield	Springfield Municipal	Y03	1	15	15%	85%	0%
				33	27%	63%	10%
			2	1	16%	80%	4%

Associated City	Airport Name	FAA ID	Runway	Runway End	Owned	Easement	Uncontrolled
				19	28%	72%	0%
Sturgis	Sturgis Municipal	49B	1	11	90%	10%	0%
				29	85%	15%	0%
			2	5	80%	20%	0%
				23	80%	20%	0%
Tea	Marv Skie-Lincoln County	Y14	1	16	20%	70%	10%
				34	80%	0%	20%
Vermillion	Harold Davidson Field	VMR	1	12	35%	65%	0%
				30	51%	38%	11%
Wagner	Wagner Municipal	AGZ	1	9	90%	100%	%
				27	30%	70%	0%
			2	14	20%	80%	0%
				32	100%	90%	0%
Wall	Wall Municipal	6V4	1	12	12%	88%	0%
				30	40%	60%	0%
			2	18	0%	0%	100%
				36	25%	0%	75%
Webster	The Sigurd Anderson	1D7	1	12	30%	60%	100%
				30	0%	100%	0%
			2	1	15%	0%	85%
				19	0%	0%	100%
Wessington Springs	Wessington Springs	4X4	1	12	100%	0%	0%
				30	100%	0%	0%
Winner	Winner Regional	ICR	1	13	80%	20%	0%
				31	100%	0%	0%
			2	3	100%	0%	0%
				21	0%	95%	5%
Yankton	Chan Gurney Municipal	YKN	1	13	100%	0%	0%
				31	100%	0%	0%
			2	1	100%	0%	0%
				19	100%	0%	0%

Sources: 2020 SDSASP Inventory Form; Kimley-Horn, 2020

2.9.3. 14 Code of Federal Regulations (CFR), Part 77: Safe, Efficient Use, and Preservation of the Navigable Airspace (Part 77)

Congress granted the FAA the authority to control all airspace over the United States, via the Federal Aviation Act of 1958. To do this, Part 77, "Safe, Efficient Use, and Preservation of the Navigable Airspace" protects the nation's navigable airspace as a limited resource to be used efficiently and to ensure the safety of aircraft. This regulation defines specific airspace dimensions as "imaginary surfaces" based on the design criteria of airports that should not be exceeded by objects or structures. These

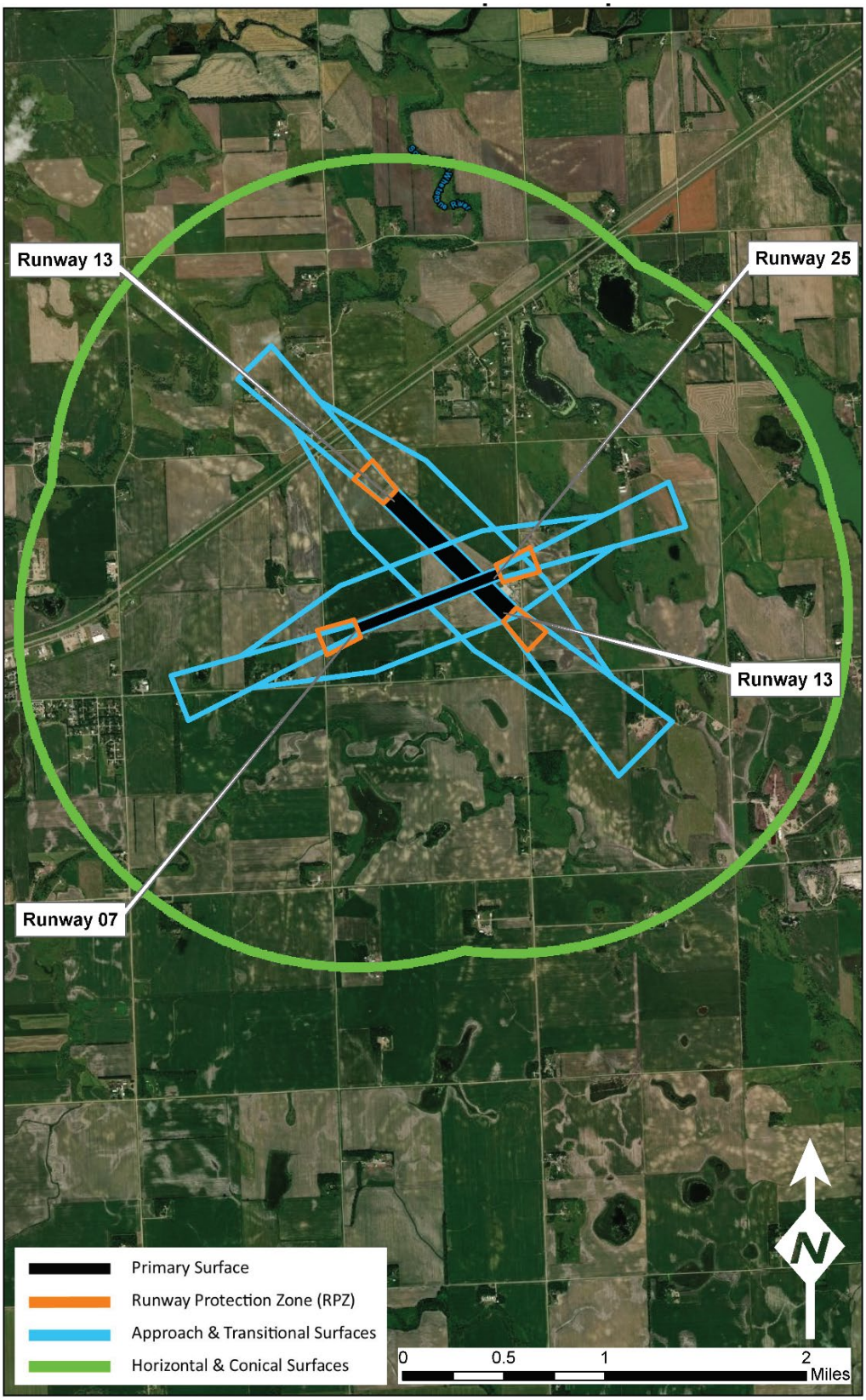
surface dimensions allow for aircraft to operate within the airport's traffic pattern and along established approaches without concern of obstructions.

While the FAA is responsible for reviewing development that may exceed the dimensions of these imaginary surfaces, any enforcement of land use control is the responsibility of the local municipality. For this reason, airport zoning enacted by the local municipality is of critical importance to protect South Dakota's critical airport infrastructure and provide for safe aircraft operation now and in the future.

Often local airport zoning is modeled using the FAA's Part 77 imaginary surfaces. When asked if airports had airport-compatible land use zoning, 24 indicated they do, and those same 24 airports indicated it is enforced by their local municipality. Thirty-two airports reported not having airport-compatible land use zoning. To better understand the type and extent of airport zoning, a map of each airport with the Part 77 surfaces overlaid was provided to airports. The Inventory Form asked respondents to indicate if land use, noise, and/or height zoning was present for the RPZ (orange on the map), the approach/transitional surfaces (blue on the map), and/or the horizontal/conical surfaces (green on the map). **Figure 2-2** is an example of one of the maps provided, depicting these three critical areas.

Twenty of the system airports reported having land use zoning in at least one of the three areas (RPZ, approach/transitional surfaces, or horizontal/conical surfaces), with 12 reporting land use zoning in all three. Similarly, 20 system airports reported having height zoning in at least one of the three surfaces, and 12 airports have height zoning covering all three areas. When asked if the airport height zoning follows FAR Part 77 guidelines, 22 responded yes. **Table 2-19** indicates the type of land use planning related to Part 77 surfaces in place at SDSASP airports.

Figure 2-2: Example Part 77 Map



Source: Kimley-Horn, 2020

Table 2-19: Part 77 Land Use Planning at SDSASP Airports

Associated City	Airport Name	FAA ID	Airport Compatible Land Use Zoning in Place	Land Use and/or Height Zoning Enforcement	Land Use Zoning			Noise Zoning			Height Zoning			Height Zoning Follows Part 77 Guidelines
					RPZ	Approach	Horizontal	RPZ	Approach	Horizontal	RPZ	Approach	Horizontal	
Commercial Service														
Aberdeen	Aberdeen Regional	ABR	No	No	No	No	No	No	No	No	No	No	No	No
Pierre	Pierre Regional	PIR	Yes	Yes	Yes	Yes	Yes	No	No	No	Yes	Yes	No	Yes
Rapid City	Rapid City Regional	RAP	Yes	Yes	Yes	No	No	No	No	No	Yes	No	No	Yes
Sioux Falls	Sioux Falls Regional/Joe Foss Field	FSD	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes
Watertown	Watertown Regional	ATY	No	No	No	No	No	No	No	No	No	No	No	No
General Aviation														
Belle Fourche	Belle Fourche Municipal	EFC	Yes	Yes	Yes	Yes	Yes	No	No	No	Yes	Yes	Yes	Yes
Bison	Bison Municipal	6V5	No	No	No	No	No	No	No	No	No	No	No	No
Britton	Britton Municipal	BTN	Yes	Yes	Yes	Yes	No	No	No	No	Yes	Yes	No	Yes
Brookings	Brookings Regional	BKX	Yes	Yes	Yes	Yes	Yes	No	No	No	Yes	Yes	Yes	Yes
Buffalo	Harding County	9D2	Yes	Yes	Yes	Yes	Yes	No	No	No	Yes	Yes	No	Yes
Canton	Canton Municipal	7G9	Yes	Yes	Yes	Yes	No	No	No	No	Yes	Yes	No	Yes
Chamberlain	Chamberlain Municipal	9V9	No	Yes	No	No	No	No	No	No	No	No	No	No
Clark	Clark County	8D7	Yes	Yes	Yes	Yes	No	No	No	No	Yes	Yes	No	Yes
Custer	Custer County	CUT	Yes	Yes	Yes	Yes	Yes	No	No	No	Yes	Yes	Yes	No
De Smet	Wilder Field	6E5	No	No	No	No	No	No	No	No	No	No	No	No
Eagle Butte	Cheyenne Eagle Butte	84D	No	No	No	No	No	No	No	No	No	No	No	No
Edgemont	Edgemont Municipal	6V0	No	No	No	No	No	No	No	No	No	No	No	No
Eureka	Eureka Municipal	3W8	No	No	No	No	No	No	No	No	No	No	No	No
Faith	Faith Municipal	D07	No	No	No	No	No	No	No	No	No	No	No	No
Faulkton	Faulkton Municipal	3FU	No	No	No	No	No	No	No	No	No	No	No	No
Flandreau	Flandreau Municipal	4P3	No	No	No	No	No	No	No	No	No	No	No	No
Gettysburg	Gettysburg Municipal	0D8	No	No	No	No	No	No	No	No	No	No	No	No
Gregory	Gregory Municipal-Flynn Field	9D1	Yes	Yes	No	No	No	No	No	No	Yes	Yes	Yes	Yes
Highmore	Highmore Municipal	9D0	Yes	No	No	Yes	Yes	No	No	No	No	No	No	No
Hot Springs	Hot Springs Municipal	HSR	No	No	No	No	No	No	No	No	No	No	No	No
Hoven	Hoven Municipal	9F8	No	No	No	No	No	No	No	No	No	No	No	No
Howard	Howard Municipal	8D9	No	Yes	No	No	No	No	No	No	No	No	No	Yes
Huron	Huron Regional	HON	No	No	No	No	No	No	No	No	No	No	No	No
Lemmon	Lemmon Municipal	LEM	No	No	No	No	No	No	No	No	No	No	No	No
Madison	Madison Municipal	MDS	Yes	Yes	Yes	Yes	Yes	No	No	No	Yes	Yes	Yes	Yes

Associated City	Airport Name	FAA ID	Airport Compatible Land Use Zoning in Place	Land Use and/or Height Zoning Enforcement	Land Use Zoning			Noise Zoning			Height Zoning			Height Zoning Follows Part 77 Guidelines
					RPZ	Approach	Horizontal	RPZ	Approach	Horizontal	RPZ	Approach	Horizontal	
Martin	Martin Municipal	9V6	No	No	Yes	No	No	No	No	No	Yes	No	No	No
McLaughlin	McLaughlin Municipal	5P2	No	No	No	No	No	No	No	No	No	No	No	No
Milbank	Milbank Municipal	1D1	Yes	Yes	No	No	No	No	No	No	Yes	No	No	Yes
Miller	Miller Municipal	MKA	Yes	Yes	Yes	Yes	Yes	No	No	No	Yes	Yes	Yes	Yes
Mitchell	Mitchell Municipal	MHE	No	No	No	No	No	No	No	No	No	No	No	No
Mobridge	Mobridge Municipal	MBG	No	No	No	No	No	No	No	No	No	No	No	No
Murdo	Murdo Municipal	8F6	Yes	No	No	Yes	Yes	No	No	No	No	No	No	No
Onida	Onida Municipal	98D	No	No	No	No	No	No	No	No	No	No	No	No
Parkston	Parkston Municipal	8V3	No	No	No	No	No	No	No	No	No	No	No	No
Philip	Philip	PHP	Yes	No	No	No	No	No	No	No	No	No	No	No
Pine Ridge	Pine Ridge	IEN	No	No	No	No	No	No	No	No	No	No	No	No
Platte	Platte Municipal	1D3	No	No	No	No	No	No	No	No	No	No	No	No
Redfield	Redfield Municipal	1D8	No	Yes	No	No	No	No	No	No	Yes	Yes	Yes	Yes
Rosebud	Rosebud Sioux Tribal	SUO	No	No	No	No	No	No	No	No	No	No	No	No
Sisseton	Sisseton Municipal	8D3	Yes	No	No	No	No	No	No	No	No	No	No	No
Spearfish	Black Hills-Clyde Ice Field	SPF	No	Yes	Yes	Yes	Yes	No	No	No	Yes	Yes	Yes	Yes
Springfield	Springfield Municipal	Y03	No	No	No	No	No	No	No	No	No	No	No	No
Sturgis	Sturgis Municipal	49B	Yes	Yes	No	No	No	No	No	No	No	No	No	Yes
Tea	Marv Skie-Lincoln County	Y14	Yes	Yes	Yes	Yes	Yes	No	No	No	Yes	Yes	Yes	Yes
Vermillion	Harold Davidson Field	VMR	Yes	Yes	Yes	Yes	Yes	No	No	No	Yes	Yes	Yes	Yes
Wagner	Wagner Municipal	AGZ	No	No	No	No	No	No	No	No	No	No	No	No
Wall	Wall Municipal	6V4	No	Yes	No	No	No	No	No	No	Yes	No	No	Yes
Webster	The Sigurd Anderson	1D7	No	No	No	No	No	No	No	No	No	No	No	No
Wessington	Wessington Springs	4X4	Yes	No	No	No	No	No	No	No	No	No	No	No
Winner	Winner Regional	ICR	Yes	Yes	Yes	Yes	No	No	No	No	Yes	Yes	No	Yes
Yankton	Chan Gurney Municipal	YKN	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes

Sources: 2020 SDSASP Inventory Form; Kimley-Horn, 2020

2.10. Summary

This chapter presents an in-depth view of South Dakota's airport system assets, as reported by individual airports, the FAA, and SDDOT. The data in this chapter covers facilities and services available at system airports, including but not limited to airside and landside facilities, planning documentation, land use, airport activities, support roles, and services available throughout the system. This data is essential to the subsequent evaluation of the system's needs and results from this chapter are used as the baseline for analysis in future chapters.