Airport Master Plan Study Open House

Dawson Community Airport (GDV)
Glendive, MT

May 21, 2026

Airport Master Plan Items

- Focus
  - Update Airport Layout Plan from 2008 to current standards
    - Future Critical Design Aircraft
  - Examine current runway capabilities
    - Parallel Taxiway for Primary Runway
    - Crosswind Length
  - Examine terminal for future development
    - Hangars, SRE, SASO, Fuel, Cargo, EAS
- Findings
  - Critical Design Aircraft
    - Current: A/B-II Small
    - Future: A/B-II Large
  - Runway Items
    - Maximum Separation distance for improved instrument approach
  - Terminal Area Development
    - Keep almost all current development as is
    - Reconfigure tiedowns
    - Large equipment building
    - Additional individual and T-hangars

Aircraft Information



- Future Critical Design Aircraft
  - Approach Category A/B
  - Airplane Design Group II
  - Taxiway Design Group 2A
- Based Aircraft
  - 20 Single Engine Aircraft
- Operations
  - 5,400 Total Itinerant
  - 3,700 Total Local
  - 9,100 Total Aircraft Operations
- Common Aircraft Types
  - Tecnam P2012
  - Cessna 402
  - Beechcraft 1900
  - Beechcraft King Air 200

Weather Analysis

ALL-WEATHER WIND COVERAGE			
CONFIGURATION	CROSSWIND COMPONENT		
	10.5 KNOTS	13 KNOTS	16 KNOTS
RUNWAY 12-30	91.10%	96.53%	98.89%
RUNWAY 2-20	81.69%	88.77%	93.93%
	-	-	-
COMBINED	97.70%	99.15%	99.78%
SOURCE: KGDV AWOS (2014-2023, HOURLY) FROM NATIONAL CLIMATIC DATA CENTER			
85,773 TOTAL OBSERVATIONS			

INSTRUMENT FLIGHT RULES (IFR) WIND COVERAGE			
CONFIGURATION	CROSSWIND COMPONENT		
	10.5 KNOTS	13 KNOTS	16 KNOTS
RUNWAY 12-30	80.30%	90.95%	96.97%
RUNWAY 2-20	-	-	-
	-	-	-
COMBINED	80.30%	90.95%	96.97%
SOURCE: KGDV AWOS (2014-2023, HOURLY) FROM NATIONAL CLIMATIC DATA CENTER			
4,518 TOTAL OBSERVATIONS			
IFR = VISIBILITY LOWER THAN 3 MILES OR CEILING LOWER THAN 1,000 FEET			

Weather Condition	Percentage	Days Per Year	Hours Per Year
VMC	94.73%	345.8	8,299
Usable IMC	4.26%	15.5	373
Usability	**98.99%**	**361.3**	**8,672**
Below Weather Minimums	1.01%	3.7	88
Total	**100.00%**	**365.0**	**8,760**

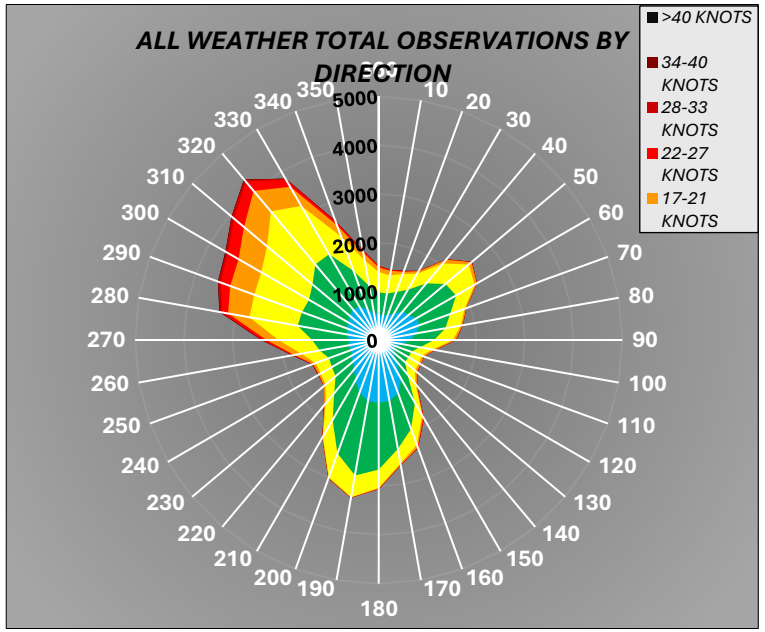


Table B-1. Allowable Crosswind Component per Runway Design Code (RDC)

RDC	Allowable Crosswind Component
A-I and B-I *	10.5 knots
A-II and B-II	13 knots
A-III, B-III, C-I through D-III D-I through D-III	16 knots
A-IV and B-IV, C-IV through C-VI, D-IV through D-VI	20 knots
E-I through E-VI	20 knots

Note: * Includes A-I and B-I small aircraft.

Runway 2-20 Length

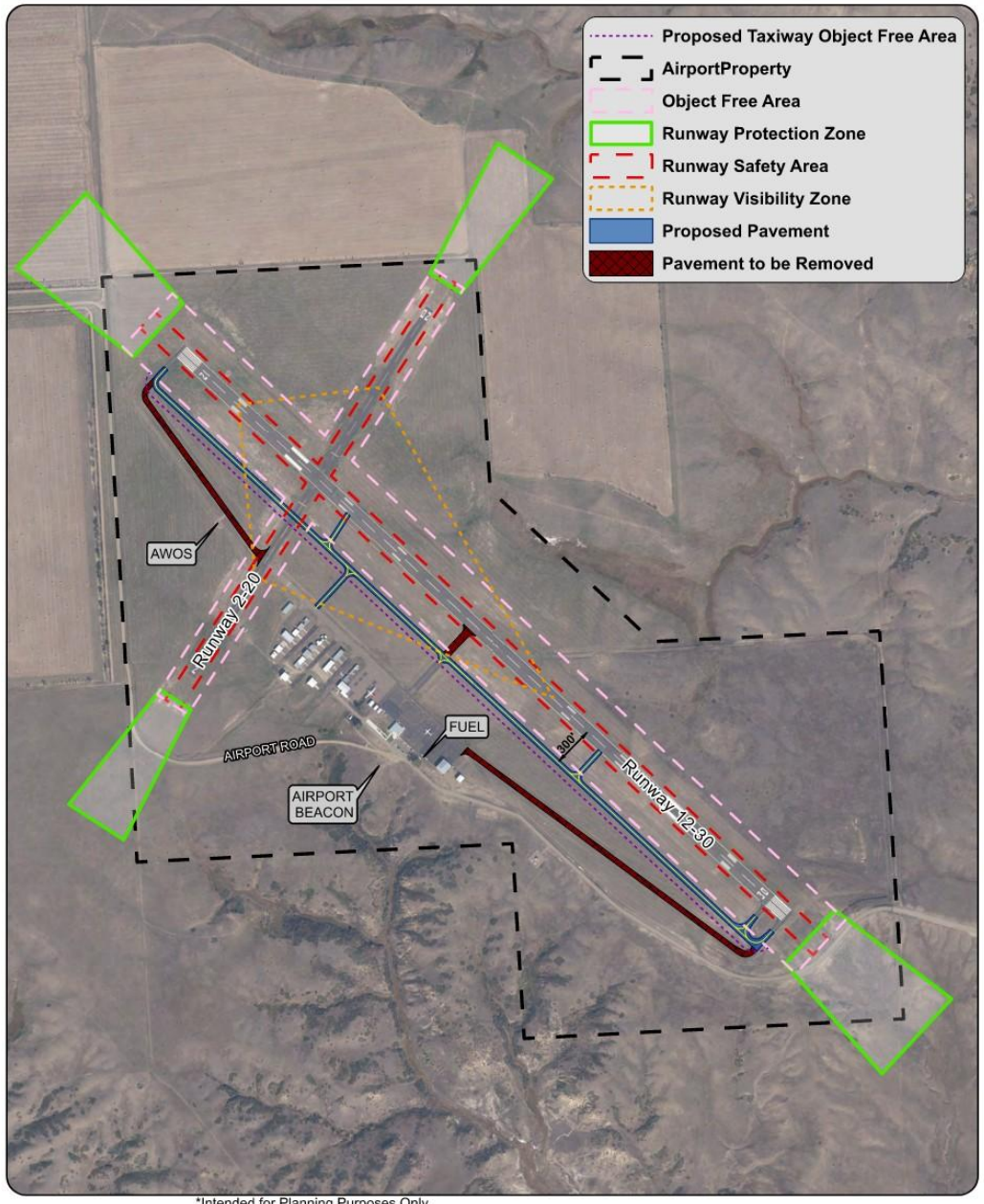
It was important to consider the possible land needed and Runway Visibility Zone (RVZ) for the terminal area

Based on the Cessna 150

3,363’ needed for takeoff

Four options were evaluated

- Option 1: Current Crosswind
  - 3,002’ x 60’
  - All property and easements controlled
- Option 2: Recommended Length
  - +361’ on Runway 20 End
  - 3,363’ x 60’
  - 20 end require RSA & ROFA property
- Option 3: Shift North
  - Shift whole runway NE 845’
  - 3,002’ x 60’
  - 20 end property and easement needed
- Option 4: Maximum Terminal Area Expansion
  - Shift whole runway NE 1,125’
  - 2,995’ x 60’
  - 20 end property and easement needed



*Intended for Planning Purposes Only

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0 500 1,000 2,000 US Feet

Dawson Community Airport
Preferred Airfield
Alternative Map

Parallel Taxiway

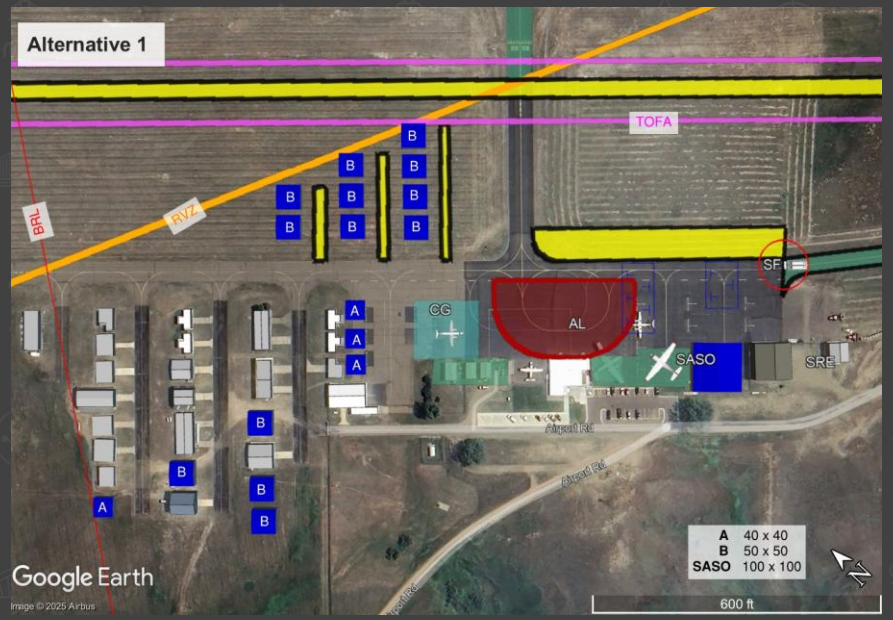
Separation Distance: 240’ vs 300’

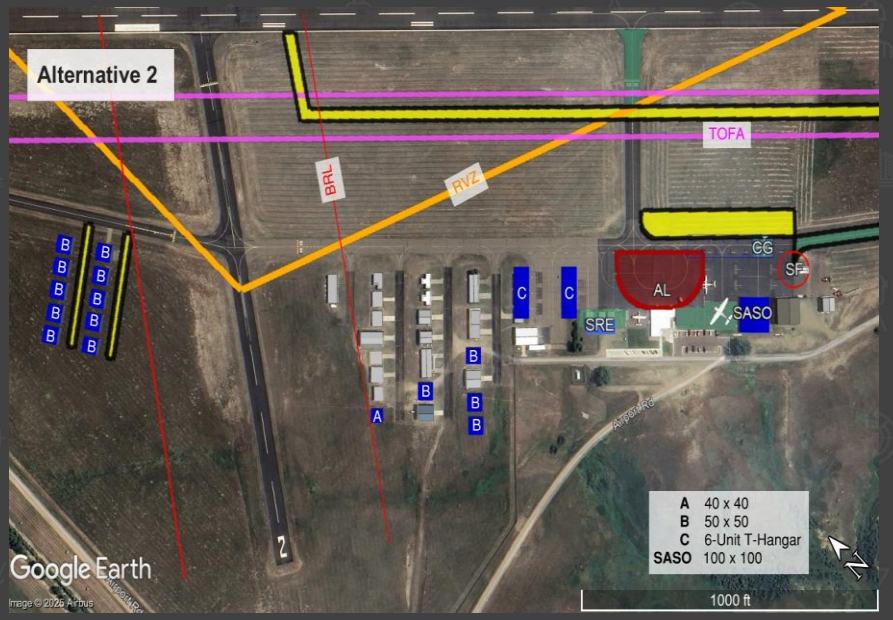
- 240 feet from runway centerline
  - Minimum separation required
  - Runway 12-30 would remain at 1-mile visibility
- 300 feet from runway centerline
  - Next design group separation minimums
  - Offers lower visibly approach for Runway 12-30

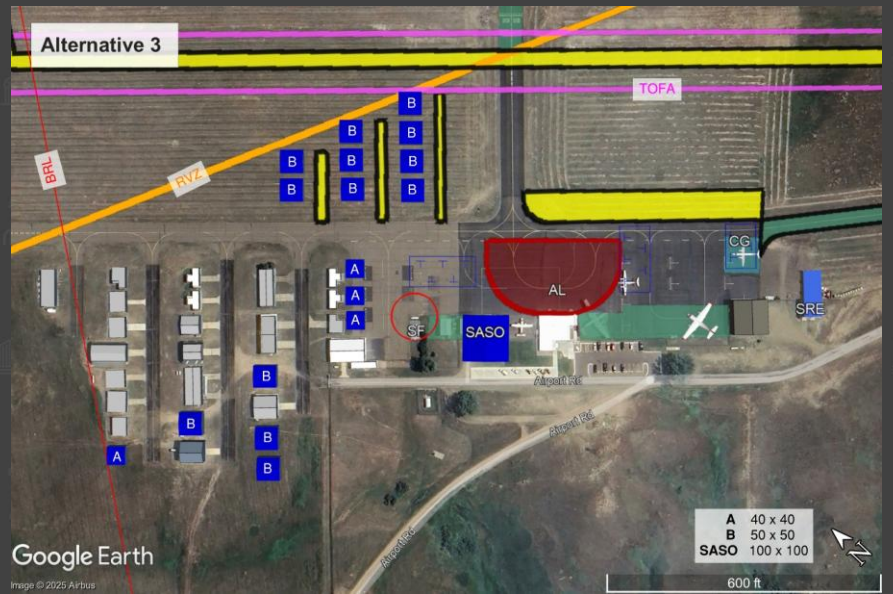
Length: Partial vs Full

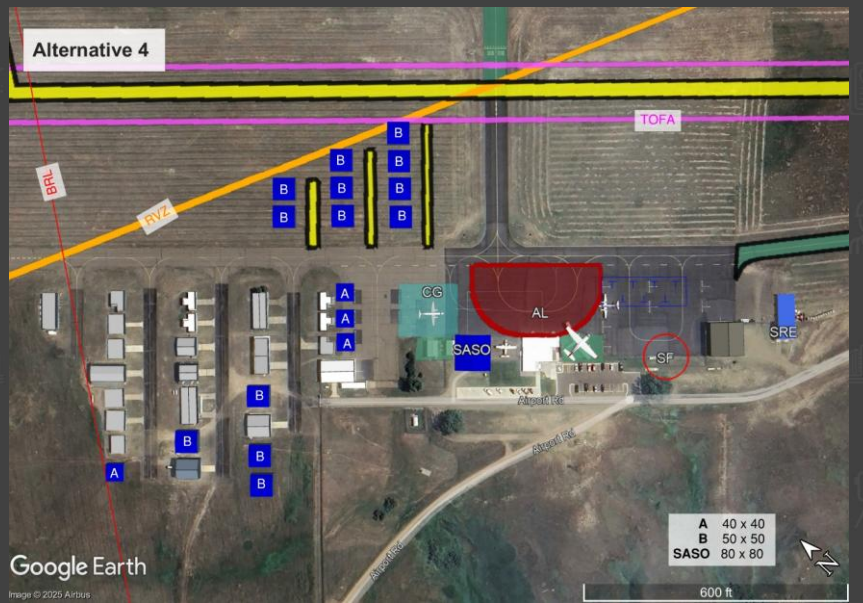
- Partial
  - Runway 30 End taxiway would be reconfigured and stop at the crosswind
  - Runway 12 End would remain the same
  - No approaches lower than 1 mile visibility
- Full
  - Reconfigure both runway end taxiways

Original Terminal Area Alternatives

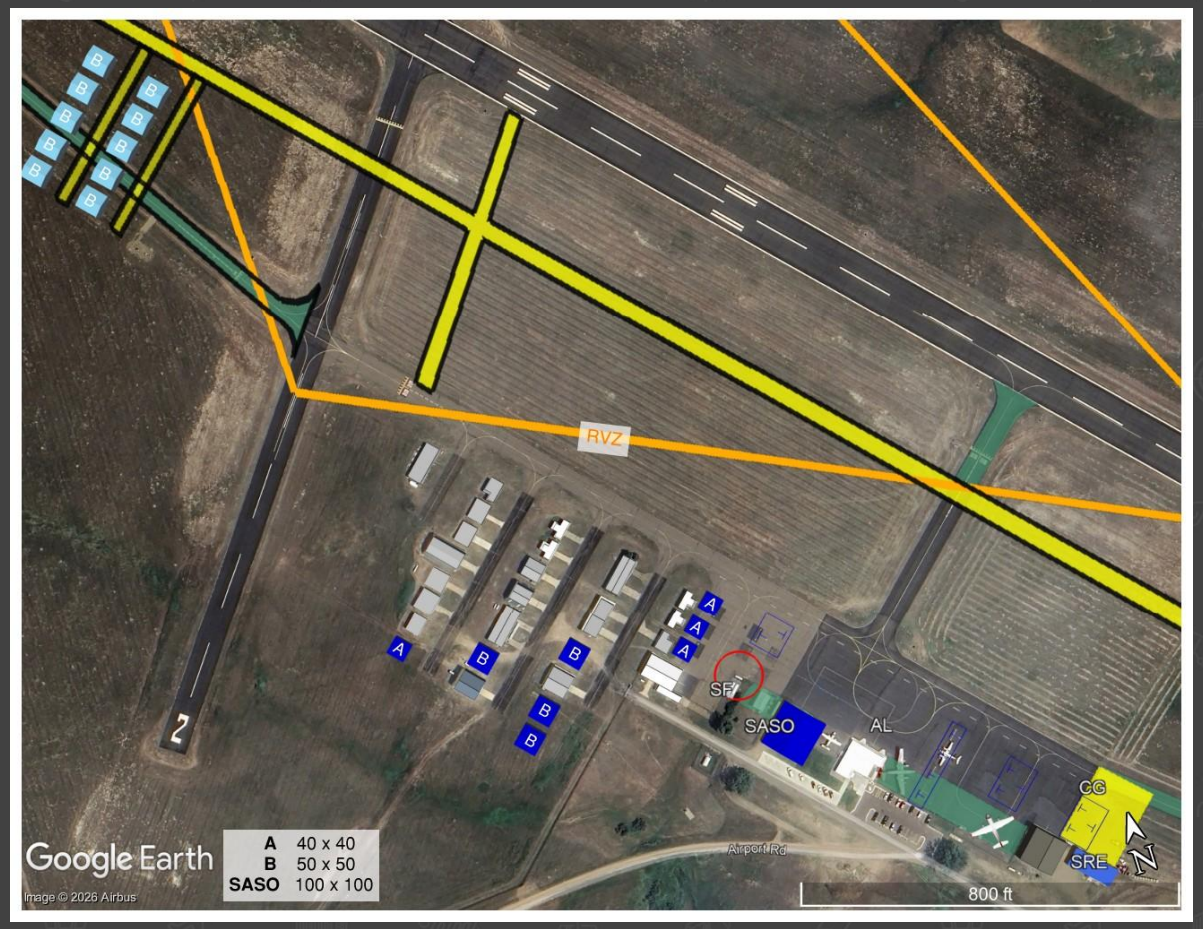


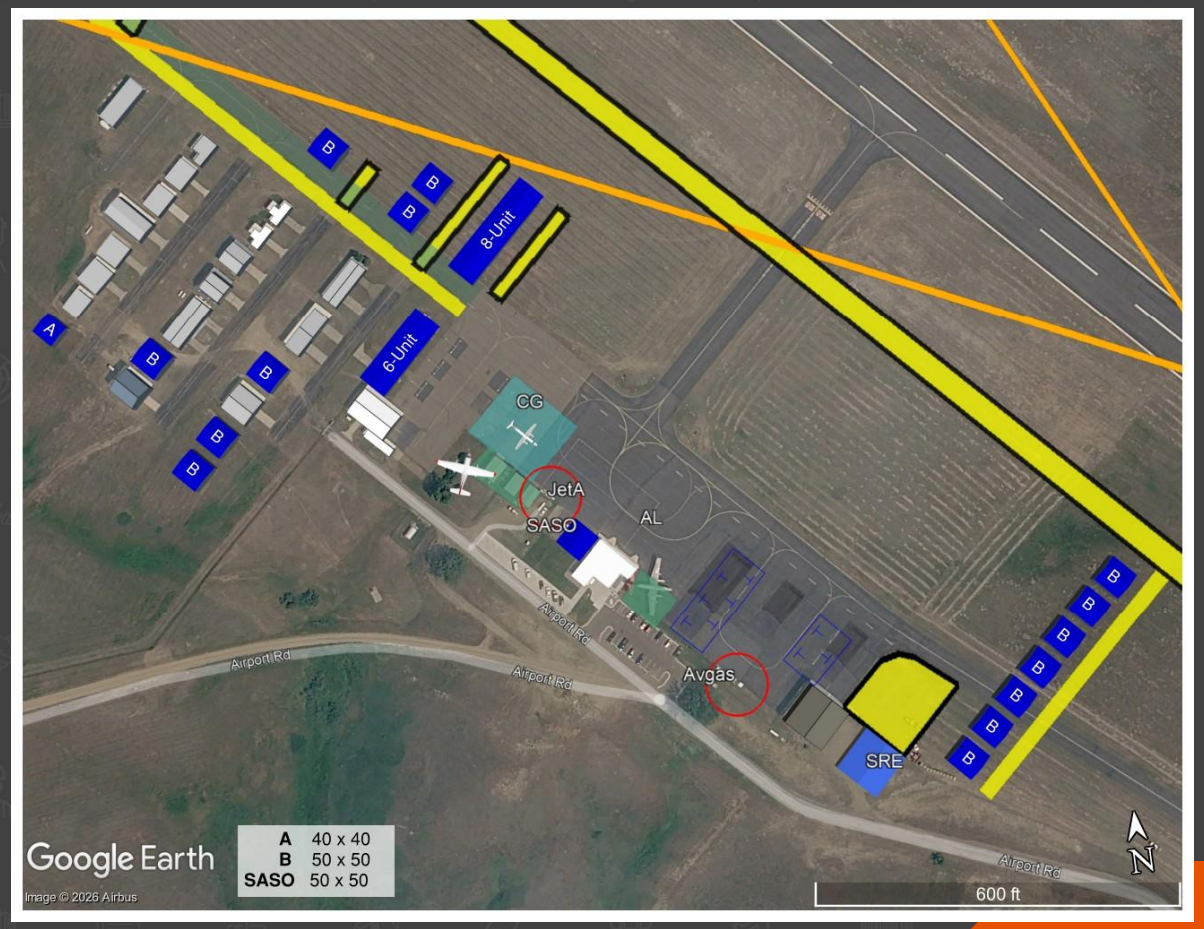




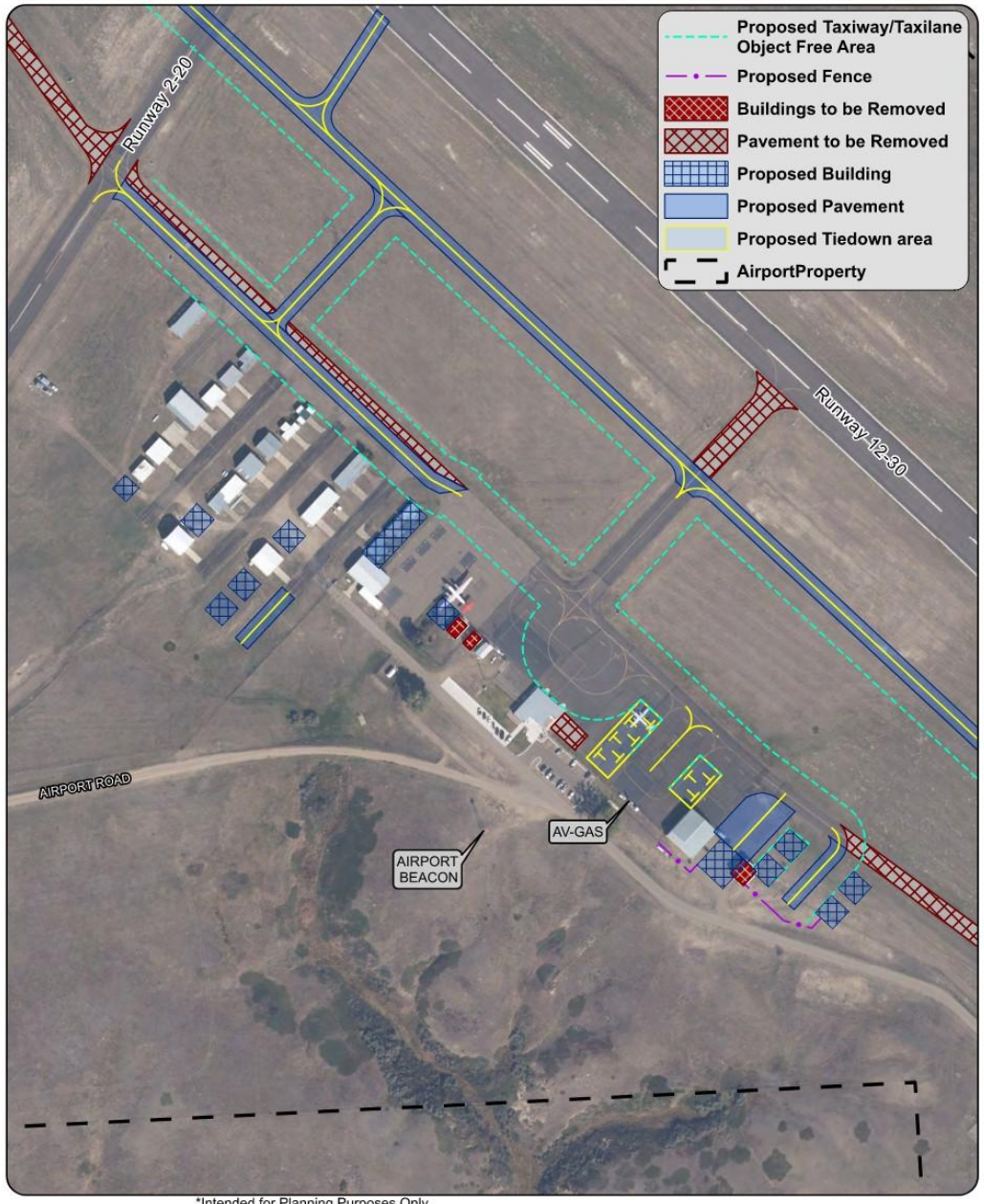


Revised Terminal Area Alternatives





Preferred Terminal Area Alternative



*Intended for Planning Purposes Only

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0 150 300 600 US Feet

Dawson Community Airport Preferred Terminal Alternative Map

- Relocation of the current taxiway closer to the current hangars
- Four box hangars on south end
- 6-unit T-hangar on current northern apron taxilane
- Cargo area located more center of apron area
- New equipment building on new south apron expansion
- SASO north of Jet A location
- Reconfigure nested tiedowns

Capital Improvement Program

Project	Scope	Estimated Cost	FAA Funds	State Funds	Local Funds	Other
Near-Term (2026-2031)						
Parallel Taxiway Design	Design new parallel taxiway for Runway 12-30	$318,000	$286,200	$30,200	$1,600	-
Parallel Taxiway (12 End)	Construct 1,450'x 35' of taxiway from the 12 end to Runway 2-20	$2,870,000	$2,583,000	$272,700	$14,400	-
12 End Taxiway Removal	Remove the current taxiway from the 12 end to Runway 2-20	$51,000	$45,900	$4,100	$1,000	-
Connector Taxiway Removal	Remove the current taxiway from the new parallel taxiway to Runway 12-30	$12,300	$11,000	$1,000	$200	-
Apron Expansion Design	Design for apron expansion to the south and tiedown reconfiguration	$81,100	$73,000	$7,700	$400	-
Apron Expansion Construction	Construct 1,900 SY of pavement to the south and reconfigure for 11 tiedown spots	$895,400	$791,000	$99,200	$5,200	-
	Sub-Total	$ 4,227,800	$ 3,790,100	$ 414,900	$ 22,800	$ 0
Mid-Term (2032-2036)						
SRE Building	Construct new 80'x 80' SRE building on new south apron	$1,400,000	$1,260,000	$112,000	$28,000	-
Remove Buildings	Remove the ARFF and two maintenance buildings	$25,000	$22,500	$2,000	$500	-
Parallel Taxiway (Middle Area)	Construct 1,350'x 35' of taxiway and connectors from the current connector to Runway 2-20	$2,970,000	$2,673,000	$267,300	$26,700	-
Tenant Taxiway Reconfiguration	Remove the current taxiway from the north apron to Runway 2-20 and construct new taxiway closer to current hangars	$1,500,000	$1,350,000	$135,000	$15,000	-
	Sub-Total	$5,895,000	$5,305,500	$516,300	$70,200	$0
Long-Term (2037-2046)						
Parallel Taxiway (30 End)	Construct 2,900'x 35' of taxiway and connector from the 30 end to the current connector taxiway	$6,376,000	$5,738,400	$573,800	$57,400	-
30 End Taxiway Removal	Remove the current taxiway from the 30 end to the south apron	$95,000	$85,500	$7,600	$1,900	-
SASO Hangar	Construct new SASO Hangar	$856,000	$770,400	$69,300	$7,700	-
South Taxilane	Construct 200'x 35' taxilane south of the apron extension	$439,700	$395,800	$39,600	$4,400	-
T-Hangar (6 unit)	New 6-unit T-Hangar on the northern most apron taxilane	$2,400,000				-
South Hangars	4 individual 50'x50' hangars on new south taxilane	$1,860,000				-
	Sub-Total	$ 7,766,700	$ 6,999,100	$ 690,100	$ 71,400	$ 0
	TOTAL	$ 17,889,500	$ 16,094,700	$ 1,621,300	$ 164,400	$ 0



Website: **https://inputcentral.com/gdv-airportplan**