Sidney-Richland Regional Airport– Sidney, MT

Airport Master Plan Kickoff Meeting – June 24, 2025

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Agenda

- Introductions
- Airport Master Planning
- Roles & Responsibilities
- Planning Considerations
- Existing Conditions
- Key Issues
- Open Discussion



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Introductions

- Project Team
  - Aviation Planners – (Office)
    - Senior Aviation Planner - Kent Penney – (Rapid City)
    - Aviation Planner – Brooke Barber – (Grand Junction)
  - Airport Engineer – Nathan Schroht- (Billings)
- Airport Authority
- Agencies Involved
  - FAA – Jennifer Schildgen, Planner (Helena, ADO)
  - FAA – Tracy Stoner, Project Manager (Helena ADO)
  - MT-DOT Aeronautics Division
- Planning Advisory Committee (PAC)
  - Ryan Huotari- Airport Manager
  - Walf McNutt- Airport Authority Board
  - Troy Jensen- Airport Authority Board
  - Josh Johnson- Richland County Public Works
  - Mike Petrik- Richland Aviation
  - Jennifer Doty- Sidney Health Center
  - Randy Olson- Richland Economic Development

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Roles & Responsibilities

KLJ Planning Team
- Manage Study, Complete Technical Work, Provide Overall Analysis, Alternatives and Recommendations

Planning Advisory Committee
- Identify Airport Community Wants & Needs
- Ask Questions & Review Analysis
- Provide Feedback & Recommendations

Sidney-Richland Regional Airport Authority
- Provide Guiding Principles, Make Decision(s), Review and Approve Planning Documents & ALP

FAA / MT-DOT Aeronautics Division
- Provide Technical Guidance, Approve Aviation Forecasts, Review & Provide Consensus of AMP and Approve ALP



Airport Master Plan

What is it?

- "Road Map" for meeting aviation needs
- Preserves flexibility to respond to future demands
- Allows airport to cost-effectively keep pace with aviation growth
- Considers environmental and socioeconomic impact of development

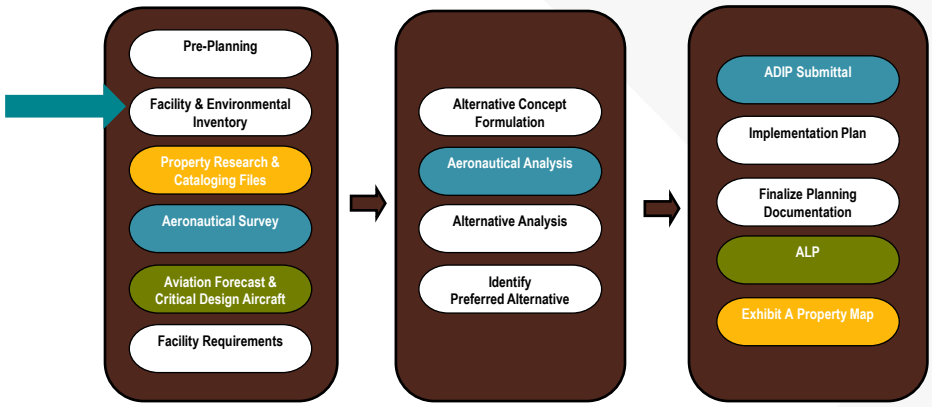
Components

- AIRPORT MASTER PLAN NARRATIVE REPORT
- AIRPORT LAYOUT PLAN
- EXHIBIT A AIRPORT PROPERTY MAP
- AERONAUTICAL SURVEY

Why is Airport Planning Needed Now?

- Update the Airport Layout Plan (ALP) from 2015 to current FAA design standards
- Develop short-, mid-, long-term year (5-20) Airport Capital Improvement Plan (ACIP)
- Land Acquisition for Obstructions
- Examine areas for future south hangar development and access
- Examine the land use controls (ownership, easements, etc.)

Project Workflow



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ALP Approval Timeline

18 to 30 months

FAA ADO Review
- ALP sent to the FAA for ADO review
- 18-24 months for review
- FAA will closely limit any development during this time unless it conforms with previous ALP

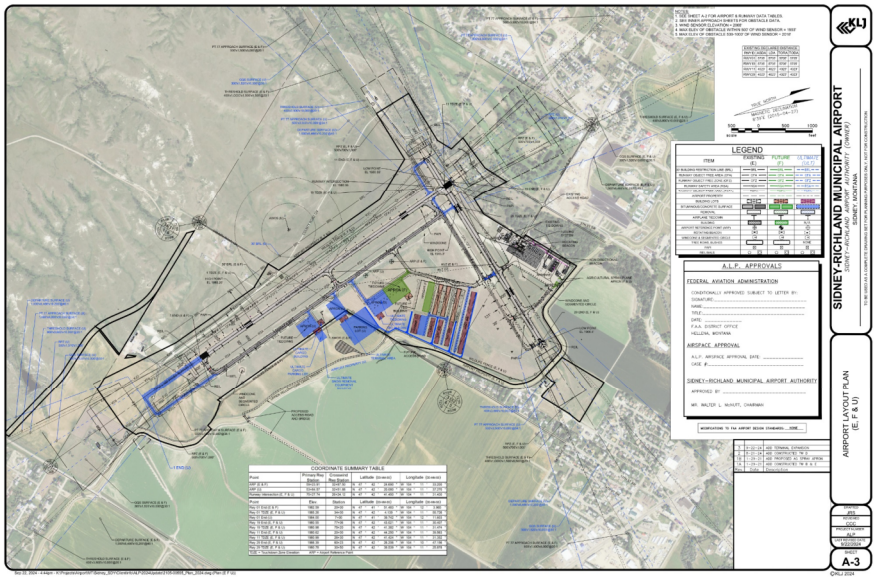
OE/AAA Filing
- KLJ to edit ALP based on FAA comments
- As approved by FAA, the ALP will be filed in OE/AAA
- All branches of FAA will review
- 60-90 days for review

Route for Signatures
- After OE/AAA approval, the ALP is routed for signatures to the Sponsor, State and FAA
- Can take another 4-6 months before final FAA letter and signatures are completed

Typically, after OE/AAA filing, then projects can begin. It is also important to note that environmental for any project can add 6-12 months.

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Current SDY Airport Layout Plan (ALP) - CY-2015

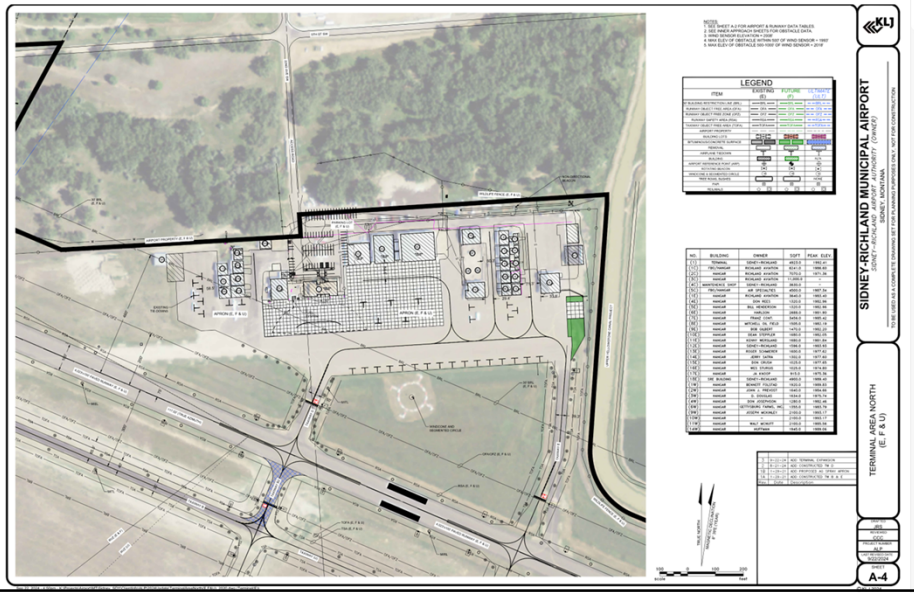


- RW 01/19: 5,705’ x 100’
- ARC: B-II
- Non-Precision Instrument

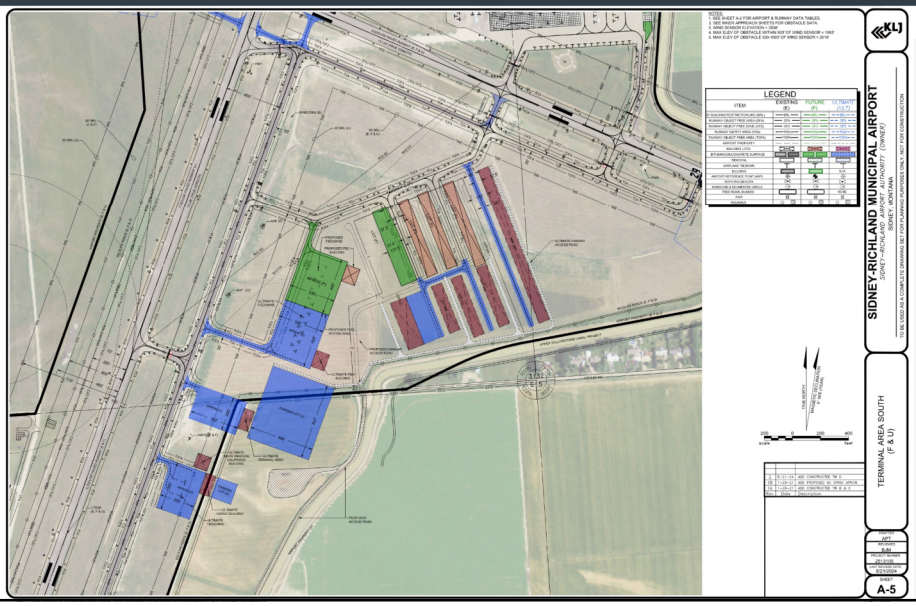
- RW 11/29: 4,024’ x 100’
- ARC: B-II
- Visual Approach

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Airport Layout Plan – Terminal Area North



Airport Layout Plan – Terminal Area South



Weather Analysis

ALL-WEATHER WIND COVERAGE				
CONFIGURATION	CROSSWIND COMPONENT			
	10.5 KNOTS	13 KNOTS	16 KNOTS	20 KNOTS
RUNWAY 1-19	83.27%	90.28%	94.78%	-
RUNWAY 11-29	92.87%	97.52%	99.32%	-
	-	-	-	-
COMBINED	98.51%	99.59%	99.93%	-
SOURCE: NCEI AWOS (2015-2024, HOURLY) FROM NATIONAL CLIMATIC DATA CENTER				
85,824 TOTAL OBSERVATIONS				

INSTRUMENT FLIGHT RULES (IFR) WIND COVERAGE				
CONFIGURATION	CROSSWIND COMPONENT			
	10.5 KNOTS	13 KNOTS	16 KNOTS	20 KNOTS
RUNWAY 1-19	87.34%	91.64%	93.77%	-
RUNWAY 11-29	86.99%	94.99%	98.76%	-
	-	-	-	-
COMBINED	97.42%	99.33%	99.85%	-
SOURCE: NCEI AWOS (2015-2024, HOURLY) FROM NATIONAL CLIMATIC DATA CENTER				
4,029 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	95.31%	347.9	8,349
Usable IMC	0.00%	0.0	0
Usability	**95.31%**	**347.9**	**8,349**
Below Weather Minimums	4.69%	17.1	411
Total	**100.00%**	**365.0**	**8,760**

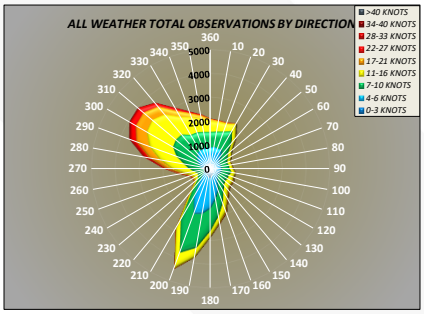
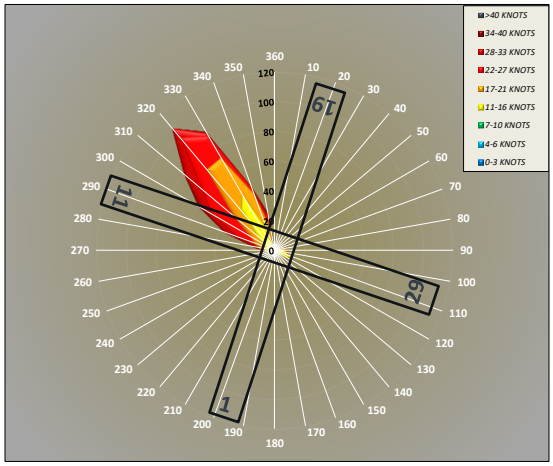


Table B-1. Allowable Crosswind Component per Runway Design Code (RDC)

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.

Instrument Capabilities



- High speed winds that exceed crosswind component of RW 01/19 during IFR Conditions
- March/April and November/December are primary months for wind
- Possible Instrument Approach on RW 11/29

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Existing Airfield

- Current ADG: Design Group A/B-II
- Primary Runway 01/19 (5,705' x 100')
  - Asphalt / Grooved / In "Good" Condition
  - RNAV / GPS Approach both ends
  - Runway Marking – Non-Precision
    - REILs and PAPIs on both ends
    - LPV
    - Runway Edge Lights
- Crosswind Runway 11/29 (4,024' x 100')
  - Asphalt / Grooved / In "Good" Condition
  - Runway Markings – Visual
    - PAPI on both ends
    - REILs
    - Runway Edge Lights



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Terminal & Apron Area

- Apron
  - 36,000 SY of paved area.
  - 19 tiedowns
- Terminal & SRE Buildings
- Fuel – Underground
  - Jet A
  - AvGas



Hangars

- 25 aircraft storage hangars
- Gate access



Based Aircraft & Operations

- Based Aircraft
  - 24 Single Engine
  - 4 Multi Engine
- Operations
  - 5,824 (2024- TFMSC)
- FAA Change in Use of Forecasts



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Operations

ID	Make	Model	Type	AAC	ADG	TDG	MTOW (lbs.)	2024 Ops
PC12	Pilatus	PC-12	Turboprop	A	II	2-A	10,450	1211
BE20	Beechcraft	King Air 200	Turboprop	B	II	2-A	12,500	223
BE9L	Beechcraft	King Air C90	Turboprop	B	II	1-A	10,100	118
C340	Cessna	340	Piston	B	I	1-A	5,990	100
C560	Cessna	Citation Ultra	Jet	D	II	2-A	16,630	36
C240	Cessna	Corvalis TTx	Piston	A	I	1-A	3,500	34
P212	**Tecnam**	**P-2012**	**Piston**	**B**	**II**	**1-A**	**8,113**	**2583**
C402	**Cessna**	**402**	**Piston**	**B**	**I**	**2-A**	**6,850**	**930**

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Critical Design Aircraft

Aircraft Approach Category B
- Represents speed that aircraft approaches runway
- 91 to 121 Kts

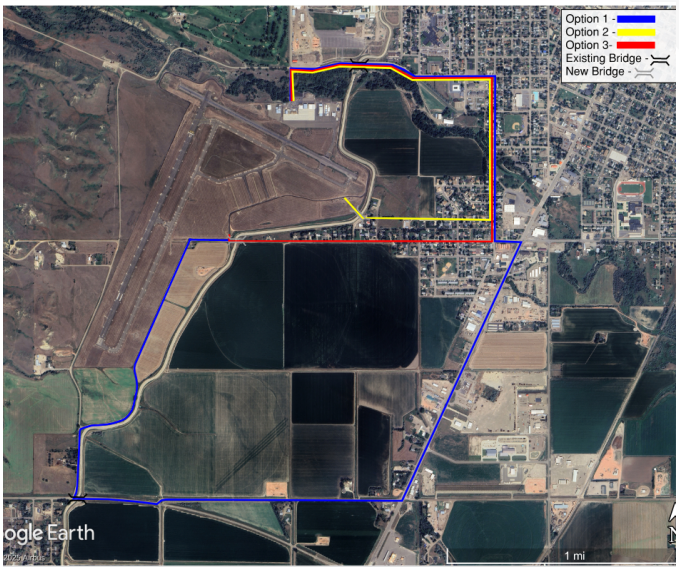
Airplane Design Group II
- Represents wingspan and height of aircraft
- 49’ to 79’ wingspan

Taxiway Design Group 2A
- Represents pavement width and turning clearance needed by aircraft
- Main Gear Width – 15’ to 20’
- Cockpit to Main Gear – 20’ to 40’

Weight Class Small
- Small < Less than 12,500 lbs
- Large > Greater than 12,500 lbs



South Hangar Area Access



- Hwy 200:
  - Existing Bridge – 5.6 miles
- 13th Street:
  - New Bridge – 2.1 miles
- 14th Street:
  - New Bridge – 2.6 miles
- West Option?
- Around RW 29?

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Open Discussion / Talking Points

- Daily Airport Users / Airport Events
- Airfield Capabilities
- Landside Challenges
- Terminal / Hangar / Equipment
- Demand for Hangars/Operators
- Any over-the-horizon challenges?



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Next Steps

- Complete Airport Inventory
- Outreach to Stakeholders (Mary Lynch)
- Draft Aviation Forecasting
- Draft Facility Requirements

- Next Meeting: Facility Requirements & Airfield Alternatives

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

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Questions/Comments

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ATTENDANCE LIST

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