

Huron Regional Airport Environmental Assessment

# Additional Information

Appendix C



> 1 ASSOC CITY: HURON 4 STATE: SD LOC ID: HON FAA SITE NR: 22702.\*A  
> 2 AIRPORT NAME: HURON RGNL 5 COUNTY: BEADLE SD  
3 CBD TO AIRPORT (NM): 00 NW 6 REGION/ADO: AGL/BIS 7 SECT AERO CHT: OMAHA

| GENERAL                               |  | SERVICES                                  |  | BASED AIRCRAFT         |            |
|---------------------------------------|--|---|--|------------------------|------------|
| 10 OWNERSHIP: PU                      |  | > 70 FUEL: 100LL A                        |  | 90 SINGLE ENG: 23      |            |
| > 11 OWNER: CITY OF HURON             |  |   |  | 91 MULTI ENG: 3        |            |
| > 12 ADDRESS: HURON, SD 57350         |  | > 71 AIRFRAME RPRS: MAJOR                 |  | 92 JET: 0              |            |
| > 13 PHONE NR: 605-353-8516           |  | > 72 PWR PLANT RPRS: MAJOR                |  | TOTAL: 26              |            |
| > 14 MANAGER: LARRY COOPER            |  | > 73 BOTTLE OXYGEN: LOW                   |  |                        |            |
| > 15 ADDRESS: PO BOX 1369             |  | > 74 BULK OXYGEN: NONE                    |  | 93 HELICOPTERS: 2      |            |
| HURON, SD 57350                       |  | 75 TSNT STORAGE: HGR, TIE                 |  | 94 GLIDERS: 0          |            |
| > 16 PHONE NR: 605-353-8516           |  | 76 OTHER SERVICES:                        |  | 95 MILITARY: 0         |            |
| > 17 ATTENDANCE SCHEDULE:             |  | AFRT, AGRI, AMB, CHTR, INSTR, RNTL, SALES |  | 96 ULTRA-LIGHT: 0      |            |
| ALL ALL 0700-SS                       |  |   |  |                        |            |
|                                       |  | FACILITIES                                |  | OPERATIONS             |            |
|                                       |  | > 80 ARPT BCN: CG                         |  | 100 AIR CARRIER: 1,252 |            |
|                                       |  | > 81 ARPT LGT SKED: SEE RMK               |  | 102 AIR TAXI: 0        |            |
|                                       |  | > 82 UNICOM: 123.000                      |  | 103 G A LOCAL: 5,000   |            |
|                                       |  | > 83 WIND INDICATOR: YES-L                |  | 104 G A ITNRNT: 7,000  |            |
| 18 AIRPORT USE: PUBLIC                |  | 84 SEGMENTED CIRCLE: YES                  |  | 105 MILITARY: 200      |            |
| 19 ARPT LAT: 44-23-06.7000N ESTIMATED |  | 85 CONTROL TWR: NONE                      |  | TOTAL: 13,452          |            |
| 20 ARPT LONG: 098-13-42.8000W         |  | 86 FSS: HURON                             |  |                        |            |
| 21 ARPT ELEV: 1289.0 SURVEYED         |  | 87 FSS ON ARPT: NO                        |  | OPERATIONS FOR 12      |            |
| 22 ACREAGE: 1235                      |  | 88 FSS PHONE NR:                          |  | MONTHS ENDING          | 12/31/2010 |
| > 23 RIGHT TRAFFIC:                   |  | 89 TOLL FREE NR: 1-800-WX-BRIEF           |  |                        |            |
| > 24 NON-COMM LANDING: NO             |  |   |  |                        |            |
| 25 NPIAS/FED AGREEMENTS:NGY           |  |   |  |                        |            |
| > 26 FAR 139 INDEX: II A S 05/1973    |  |   |  |                        |            |

| RUNWAY DATA                      |                   |                   |       |       |  |
|----------------------------------|-------------------|-------------------|-------|-------|--|
| > 30 RUNWAY IDENT:               | 12/30             | 17/35             |       |       |  |
| > 31 LENGTH:                     | 7,201             | 5,000             |       |       |  |
| > 32 WIDTH:                      | 100               | 75                |       |       |  |
| > 33 SURF TYPE-COND:             | CONC-G            | CONC-G            |       |       |  |
| > 34 SURF TREATMENT:             | GRVD              |                   |       |       |  |
| 35 GROSS WT: SW                  | 75.0              | 40.0              |       |       |  |
| 36 (IN THSDS) DW                 | 150.0             | 55.0              |       |       |  |
| 37 DTW                           | 280.0             |                   |       |       |  |
| 38 DDTW                          | 395.0             |                   |       |       |  |
| > 39 PCN:                        |                   |                   |       |       |  |
| LIGHTING/APCH AIDS               |                   |                   |       |       |  |
| > 40 EDGE INTENSITY:             | HIGH              | MED               |       |       |  |
| > 42 RWY MARK TYPE-COND:         | PIR - F / PIR - F | BSC - F / BSC - F | - / - | - / - |  |
| > 43 VGSi:                       | P4L / P4L         | P2L / P2L         | /     | /     |  |
| 44 THR CROSSING HGT:             | 50 / 50           | 27 / 23           | /     | /     |  |
| 45 VISUAL GLIDE ANGLE:           | 3.00 / 3.00       | 3.00 / 3.00       | /     | /     |  |
| > 46 CNTRLN-TDZ:                 | N - N / N - N     | N - N / N - N     | - / - | - / - |  |
| > 47 RVR-RVV:                    | - / - N           | - N / - N         | - / - | - / - |  |
| > 48 REIL:                       | / Y               | Y / Y             | /     | /     |  |
| > 49 APCH LIGHTS:                | MALSR /           | /                 | /     | /     |  |
| OBSTRUCTION DATA                 |                   |                   |       |       |  |
| 50 FAR 77 CATEGORY:              | PIR / C           | A(V) / A(V)       | /     | /     |  |
| > 51 DISPLACED THR:              | /                 | /                 | /     | /     |  |
| > 52 CTLG OBSTN:                 | / ANT             | /                 | /     | /     |  |
| > 53 OBSTN MARKED/LGTD:          | /                 | /                 | /     | /     |  |
| > 54 HGT ABOVE RWY END:          | / 23              | /                 | /     | /     |  |
| > 55 DIST FROM RWY END:          | / 850             | /                 | /     | /     |  |
| > 56 CNTRLN OFFSET:              | / 500R            | /                 | /     | /     |  |
| 57 OBSTN CLNC SLOPE:             | 50:1 / 28:1       | /                 | /     | /     |  |
| 58 CLOSE-IN OBSTN:               | N / N             | N / N             | /     | /     |  |
| DECLARED DISTANCES               |                   |                   |       |       |  |
| > 60 TAKE OFF RUN AVBL (TORA):   | 7,201 / 7,201     | 5,000 / 5,000     | /     | /     |  |
| > 61 TAKE OFF DIST AVBL (TODA):  | 7,201 / 7,201     | 5,000 / 5,000     | /     | /     |  |
| > 62 ACLT STOP DIST AVBL (ASDA): | 7,201 / 7,201     | 5,000 / 5,000     | /     | /     |  |
| > 63 LNDG DIST AVBL (LDA):       | 7,201 / 7,201     | 5,000 / 5,000     | /     | /     |  |

(>) ARPT MGR PLEASE ADVISE FSS IN ITEM 86 WHEN CHANGES OCCUR TO ITEMS PRECEDED BY >

> 110 REMARKS:

A 017 FOR ATTENDANT AFTER HRS CALL 605-352-9262.  
A 026 SKED ACR OPS ACFT DESIGNED FOR 10+ PSGR SEATS AND SKED/UNSKED ACR OPS ACFT DESIGNED FOR 31+ PAX SEATS NOT AUZD UNDER PART 139 TO OPR IN EXCESS OF 15 MINS BEFORE OR AFTER SKED ARR/DEP TIMES. COORDINATE SKED CHANGES WITH AMGR TO ASSURE ARFF AVAIL. 605-353-8516.  
A 026 PPR 1 HR FOR UNSKED ACR OPNS WITH MORE THAN 30 PSGR SEATS CALL AMGR (605) 353-8516. RY 17/35 NOT AVBL FOR ACR OPNS.  
A 081 RWY APT HIRL RY 12/30 PRESET ON LOW INTST SS-2200; TO INCR INTST & ACTVT MALSR RY 12; REIL RYS 17, 35 & 30 & MRL RY 17/35 - 123.0. PAPI RYS 12, 17, 30 & 35 OPER SR-2200; OTHER TIMES ACTVT - 123.0.  
A 086 CTC HURON RADIO FOR AIRPORT ADVISORY SERVICE ON 123.6.  
A 110 THIS AIRPORT HAS BEEN SURVEYED BY THE NATIONAL GEODETIC SURVEY.  
A 110-1 DEER AND GAME BIRDS ON AND INVOF ARPT.

111 INSPECTOR: ( F ) 112 LAST INSP: 10/04/2011 113 LAST INFO REQ:

# APO TAF Quick Data Summary Report -Facility

## For National Forecast 2012 --2012 Scenario

Region State: AGL-SD

LOCID: HON Non-FAA Facility

City: HURON

Airport: HURON RGNL

2011 Based Aircraft: 27

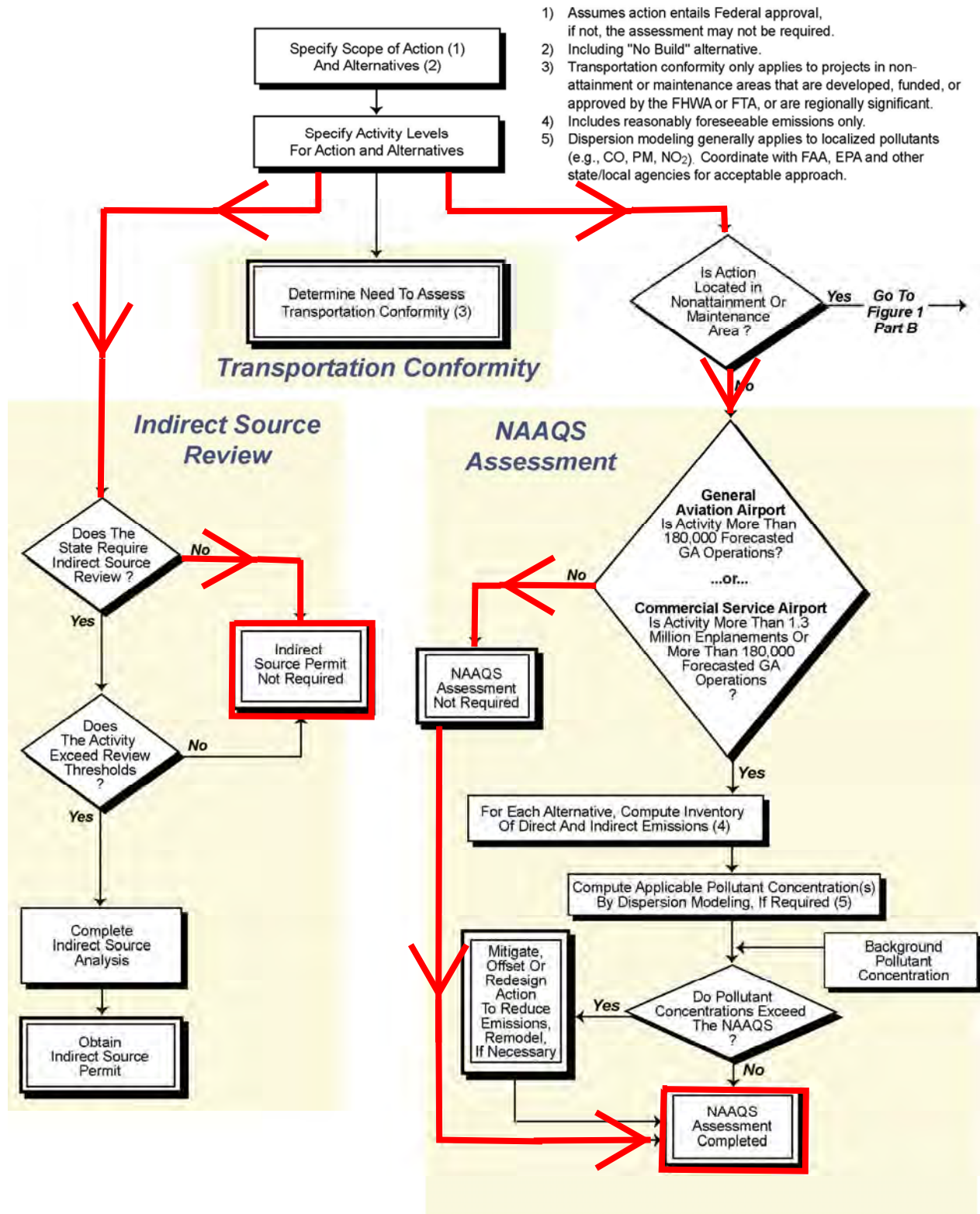
TRACON

| ENPLANEMENTS |             |          |       | AIRPORT OPERATIONS   |           |        |          |        |       |          |       | Local Operations |           | TRACON |  |
|--------------|-------------|----------|-------|----------------------|-----------|--------|----------|--------|-------|----------|-------|------------------|-----------|--------|--|
| Fiscal Year  | Air Carrier | Commuter | Total | Itinerant Operations |           |        |          | Total  | Civil | Military | Total | Total OPS        | Total OPS |        |  |
|              |             |          |       | Air Carrier          | AT & Comm | GA     | Military |        |       |          |       |                  |           |        |  |
| 2008         | 0           | 2,570    | 2,570 | 2,400                | 0         | 14,000 | 100      | 16,500 | 8,600 | 0        | 8,600 | 25,100           | -         |        |  |
| 2009         | 0           | 2,004    | 2,004 | 2,400                | 0         | 10,000 | 100      | 12,500 | 8,600 | 0        | 8,600 | 21,100           | -         |        |  |
| 2010         | 0           | 2,026    | 2,026 | 1,252                | 0         | 7,000  | 200      | 8,452  | 5,000 | 0        | 5,000 | 13,452           | -         |        |  |
| 2011         | 0           | 1,932    | 1,932 | 1,252                | 0         | 7,000  | 200      | 8,452  | 5,000 | 0        | 5,000 | 13,452           | -         |        |  |
| 2012         | *           | 0        | 1,374 | 1,374                | 1,252     | 0      | 7,000    | 200    | 8,452 | 5,000    | 0     | 5,000            | 13,452    | -      |  |
| 2013         | *           | 0        | 1,377 | 1,377                | 1,252     | 0      | 7,000    | 200    | 8,452 | 5,000    | 0     | 5,000            | 13,452    | -      |  |
| 2014         | *           | 0        | 1,379 | 1,379                | 1,252     | 0      | 7,000    | 200    | 8,452 | 5,000    | 0     | 5,000            | 13,452    | -      |  |
| 2015         | *           | 0        | 1,382 | 1,382                | 1,252     | 0      | 7,000    | 200    | 8,452 | 5,000    | 0     | 5,000            | 13,452    | -      |  |
| 2016         | *           | 0        | 1,385 | 1,385                | 1,252     | 0      | 7,000    | 200    | 8,452 | 5,000    | 0     | 5,000            | 13,452    | -      |  |
| 2017         | *           | 0        | 1,388 | 1,388                | 1,252     | 0      | 7,000    | 200    | 8,452 | 5,000    | 0     | 5,000            | 13,452    | -      |  |
| 2018         | *           | 0        | 1,390 | 1,390                | 1,252     | 0      | 7,000    | 200    | 8,452 | 5,000    | 0     | 5,000            | 13,452    | -      |  |
| 2019         | *           | 0        | 1,393 | 1,393                | 1,252     | 0      | 7,000    | 200    | 8,452 | 5,000    | 0     | 5,000            | 13,452    | -      |  |
| 2020         | *           | 0        | 1,396 | 1,396                | 1,252     | 0      | 7,000    | 200    | 8,452 | 5,000    | 0     | 5,000            | 13,452    | -      |  |
| 2021         | *           | 0        | 1,399 | 1,399                | 1,252     | 0      | 7,000    | 200    | 8,452 | 5,000    | 0     | 5,000            | 13,452    | -      |  |
| 2022         | *           | 0        | 1,401 | 1,401                | 1,252     | 0      | 7,000    | 200    | 8,452 | 5,000    | 0     | 5,000            | 13,452    | -      |  |
| 2023         | *           | 0        | 1,404 | 1,404                | 1,252     | 0      | 7,000    | 200    | 8,452 | 5,000    | 0     | 5,000            | 13,452    | -      |  |
| 2024         | *           | 0        | 1,407 | 1,407                | 1,252     | 0      | 7,000    | 200    | 8,452 | 5,000    | 0     | 5,000            | 13,452    | -      |  |
| 2025         | *           | 0        | 1,410 | 1,410                | 1,252     | 0      | 7,000    | 200    | 8,452 | 5,000    | 0     | 5,000            | 13,452    | -      |  |
| 2026         | *           | 0        | 1,413 | 1,413                | 1,252     | 0      | 7,000    | 200    | 8,452 | 5,000    | 0     | 5,000            | 13,452    | -      |  |
| 2027         | *           | 0        | 1,416 | 1,416                | 1,252     | 0      | 7,000    | 200    | 8,452 | 5,000    | 0     | 5,000            | 13,452    | -      |  |
| 2028         | *           | 0        | 1,419 | 1,419                | 1,252     | 0      | 7,000    | 200    | 8,452 | 5,000    | 0     | 5,000            | 13,452    | -      |  |
| 2029         | *           | 0        | 1,422 | 1,422                | 1,252     | 0      | 7,000    | 200    | 8,452 | 5,000    | 0     | 5,000            | 13,452    | -      |  |
| 2030         | *           | 0        | 1,425 | 1,425                | 1,252     | 0      | 7,000    | 200    | 8,452 | 5,000    | 0     | 5,000            | 13,452    | -      |  |
| 2031         | *           | 0        | 1,428 | 1,428                | 1,252     | 0      | 7,000    | 200    | 8,452 | 5,000    | 0     | 5,000            | 13,452    | -      |  |
| 2032         | *           | 0        | 1,431 | 1,431                | 1,252     | 0      | 7,000    | 200    | 8,452 | 5,000    | 0     | 5,000            | 13,452    | -      |  |
| 2033         | *           | 0        | 1,434 | 1,434                | 1,252     | 0      | 7,000    | 200    | 8,452 | 5,000    | 0     | 5,000            | 13,452    | -      |  |
| 2034         | *           | 0        | 1,437 | 1,437                | 1,252     | 0      | 7,000    | 200    | 8,452 | 5,000    | 0     | 5,000            | 13,452    | -      |  |
| 2035         | *           | 0        | 1,440 | 1,440                | 1,252     | 0      | 7,000    | 200    | 8,452 | 5,000    | 0     | 5,000            | 13,452    | -      |  |
| 2036         | *           | 0        | 1,443 | 1,443                | 1,252     | 0      | 7,000    | 200    | 8,452 | 5,000    | 0     | 5,000            | 13,452    | -      |  |
| 2037         | *           | 0        | 1,446 | 1,446                | 1,252     | 0      | 7,000    | 200    | 8,452 | 5,000    | 0     | 5,000            | 13,452    | -      |  |
| 2038         | *           | 0        | 1,449 | 1,449                | 1,252     | 0      | 7,000    | 200    | 8,452 | 5,000    | 0     | 5,000            | 13,452    | -      |  |
| 2039         | *           | 0        | 1,452 | 1,452                | 1,252     | 0      | 7,000    | 200    | 8,452 | 5,000    | 0     | 5,000            | 13,452    | -      |  |
| 2040         | *           | 0        | 1,455 | 1,455                | 1,252     | 0      | 7,000    | 200    | 8,452 | 5,000    | 0     | 5,000            | 13,452    | -      |  |

**FAA Terminal Area Forecast: National Forecast 2012 (1) — Based Aircraft**  
**LOCID: HON — HURON RGNL**

| Year | F | Single | Jet | Multi | Helicopter | Other | Total |
|------|---|--------|-----|-------|------------|-------|-------|
| 2008 |   | 30     | 1   | 7     | 2          | 0     | 40    |
| 2009 |   | 30     | 0   | 8     | 2          | 0     | 40    |
| 2010 |   | 26     | 0   | 7     | 2          | 0     | 35    |
| 2011 |   | 22     | 0   | 3     | 2          | 0     | 27    |
| 2012 | * | 22     | 0   | 3     | 2          | 0     | 27    |
| 2013 | * | 22     | 0   | 3     | 2          | 0     | 27    |
| 2014 | * | 22     | 0   | 3     | 2          | 0     | 27    |
| 2015 | * | 22     | 0   | 3     | 2          | 0     | 27    |
| 2016 | * | 22     | 0   | 3     | 2          | 0     | 27    |
| 2017 | * | 22     | 0   | 3     | 2          | 0     | 27    |
| 2018 | * | 22     | 0   | 3     | 2          | 0     | 27    |
| 2019 | * | 22     | 0   | 3     | 2          | 0     | 27    |
| 2020 | * | 22     | 0   | 3     | 2          | 0     | 27    |
| 2021 | * | 22     | 0   | 3     | 2          | 0     | 27    |
| 2022 | * | 22     | 0   | 3     | 2          | 0     | 27    |
| 2023 | * | 22     | 0   | 3     | 2          | 0     | 27    |
| 2024 | * | 22     | 0   | 3     | 2          | 0     | 27    |
| 2025 | * | 22     | 0   | 3     | 2          | 0     | 27    |
| 2026 | * | 22     | 0   | 3     | 2          | 0     | 27    |
| 2027 | * | 22     | 0   | 3     | 2          | 0     | 27    |
| 2028 | * | 22     | 0   | 3     | 2          | 0     | 27    |
| 2029 | * | 22     | 0   | 3     | 2          | 0     | 27    |
| 2030 | * | 22     | 0   | 3     | 2          | 0     | 27    |
| 203  | * | 22     | 0   | 3     | 2          | 0     | 27    |
| 203  | * | 22     | 0   | 3     | 2          | 0     | 27    |
| 20 3 | * | 22     | 0   | 3     | 2          | 0     | 27    |
| 203  | * | 22     | 0   | 3     | 2          | 0     | 27    |
| 203  | * | 22     | 0   | 3     | 2          | 0     | 27    |
| 203  | * | 22     | 0   | 3     | 2          | 0     | 27    |
| 203  | * | 22     | 0   | 3     | 2          | 0     | 27    |
| 203  | * | 22     | 0   | 3     | 2          | 0     | 27    |
| 203  | * | 22     | 0   | 3     | 2          | 0     | 27    |
| 203  | * | 22     | 0   | 3     | 2          | 0     | 27    |
| 2040 | * | 22     | 0   | 3     | 2          | 0     | 27    |

**AIR QUALITY PROCEDURES FOR CIVILIAN AIRPORTS & AIR FORCE BASES**  
**(THE "AIR QUALITY HANDBOOK")**  
**ADDENDUM (Continued)**



**Figure 1. Air Quality Assessment Process for Airports and Air Bases - Part A**

(Amended 9/04)

**TABLE 1—LAND USE COMPATIBILITY WITH YEARLY DAY-NIGHT AVERAGE SOUND**

| Land Use  | Yearly day-night average sound level ( $L_{dn}$ ) in decibels |       |       |       |       |       |
|---|---|-------|-------|-------|-------|-------|
|   | < 65  | 65-70 | 70-75 | 75-80 | 80-85 | > 85  |
| <b>Residential</b>  |   |       |       |       |       |       |
| Residential, other than mobile homes and transient lodgings   | Y   | N (1) | N (1) | N     | N     | N     |
| Mobile home parks   | Y   | N     | N     | N     | N     | N     |
| Transient lodgings  | Y   | N (1) | N (1) | N (1) | N     | N     |
| <b>Public Use</b>   |   |       |       |       |       |       |
| Schools   | Y   | N (1) | N (1) | N     | N     | N     |
| Hospitals, nursing homes  | Y   | 25    | 30    | N     | N     | N     |
| Churches, auditoriums, and concert halls  | Y   | 25    | 30    | N     | N     | N     |
| Government services   | Y   | Y     | 25    | 30    | N     | N     |
| Transportation  | Y   | Y     | Y (2) | Y (3) | Y (4) | Y (4) |
| Parking   | Y   | Y     | Y (2) | Y (3) | Y (4) | N     |
| <b>Commercial Use</b>   |   |       |       |       |       |       |
| Offices, business and professional  | Y   | Y     | 25    | 30    | N     | N     |
| Wholesale and retail- building materials, hardware and farm equipment   | Y   | Y     | Y (2) | Y (3) | Y (4) | N     |
| Retail trade-general  | Y   | Y     | 25    | 30    | N     | N     |
| Utilities   | Y   | Y     | Y (2) | Y (3) | Y (4) | N     |
| Communication   | Y   | Y     | 25    | 30    | N     | N     |
| <b>Manufacturing and Production</b>   |   |       |       |       |       |       |
| Manufacturing, general  | Y   | Y     | Y (2) | Y (3) | Y (4) | N     |
| Photographic and optical  | Y   | Y     | 25    | 30    | N     | N     |
| Agriculture (except livestock) and forestry   | Y   | Y (6) | Y (7) | Y (8) | Y (8) | Y (8) |
| Livestock farming and breeding  | Y   | Y (6) | Y (7) | N     | N     | N     |
| Mining and fishing, resource production and extraction  | Y   | Y     | Y     | Y     | Y     | Y     |
| <b>Recreational</b>   |   |       |       |       |       |       |
| Outdoor sports arenas and spectator sports  | Y   | Y (5) | Y (5) | N     | N     | N     |
| Outdoor music shells, amphitheaters   | Y   | N     | N     | N     | N     | N     |
| Nature exhibits and zoos  | Y   | Y     | N     | N     | N     | N     |
| Amusements, parks, resorts, and camps   | Y   | Y     | Y     | N     | N     | N     |
| Golf courses, riding stables and water recreation   | Y   | Y     | 25    | 30    | N     | N     |
| Numbers in parenthesis refer to notes; see continuation of Table 1 for notes and key.   |   |       |       |       |       |       |
| The designations contained in this table do not constitute a Federal determination that any use of land covered by the program is acceptable or unacceptable under Federal, State, or local law. The responsibility for determining the acceptable and permissible land uses and the relationship between specific properties and specific noise contours rests with the local authorities. FAA determinations under Part 150 are not intended to substitute Federally determined land uses for those determined to be appropriate by local authorities in response to locally determined needs and values in achieving noise compatible land uses. |   |       |       |       |       |       |
| (more)  |   |       |       |       |       |       |

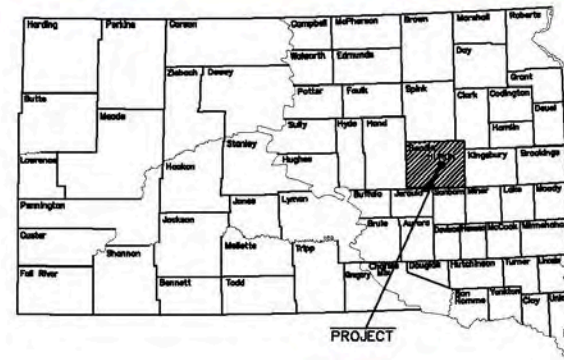
**TABLE 1—LAND USE COMPATIBILITY WITH YEARLY DAY-NIGHT AVERAGE SOUND LEVELS (CONTINUED)**

| <b>Key to Table 1</b>    |   |
|--------------------------|---|
| Y (YES)                  | Land Use and related structures compatible without restrictions.  |
| N (NO)                   | Land Use and related structures are not compatible and should be prohibited.  |
| NLR                      | Noise Level Reduction (outdoor to indoor) to be achieved through incorporation of noise attenuation into the design and construction of the structure.  |
| 25, 30, or 35            | Land use and related structures generally compatible; measures to achieve NLR of 25, 30 or 35 dB must be incorporated into design and construction of structure.  |
| <b>Notes for Table 1</b> |   |
| (1)                      | Where the community determines that residential or school uses must be allowed, measures to achieve outdoor to indoor Noise Level Reduction (NLR) of at least 25 dB and 30 dB should be incorporated into building codes and be considered in individual approvals. Normal residential construction can be expected to provide a NLR of 20 dB, thus, the reduction requirements are often stated as 5, 10 or 15 dB over standard construction and normally assume mechanical ventilation and closed windows year round. However, the use of NLR criteria will not eliminate outdoor noise problems. |
| (2)                      | Measures to achieve NLR of 25 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas or where the normal noise level is low.   |
| (3)                      | Measures to achieve NLR of 30 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas or where the normal noise level is low.   |
| (4)                      | Measures to achieve NLR of 35 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas or where the normal noise level is low.   |
| (5)                      | Land use compatible provided special sound reinforcement systems are installed.   |
| (6)                      | Residential buildings require an NLR of 25.   |
| (7)                      | Residential buildings require an NLR of 30.   |
| (8)                      | Residential buildings not permitted.  |
| (end of Table 1)         |   |



# Huron Regional Airport

## Runway 12-30 Relocation



AIRPORT LOCATION MAP

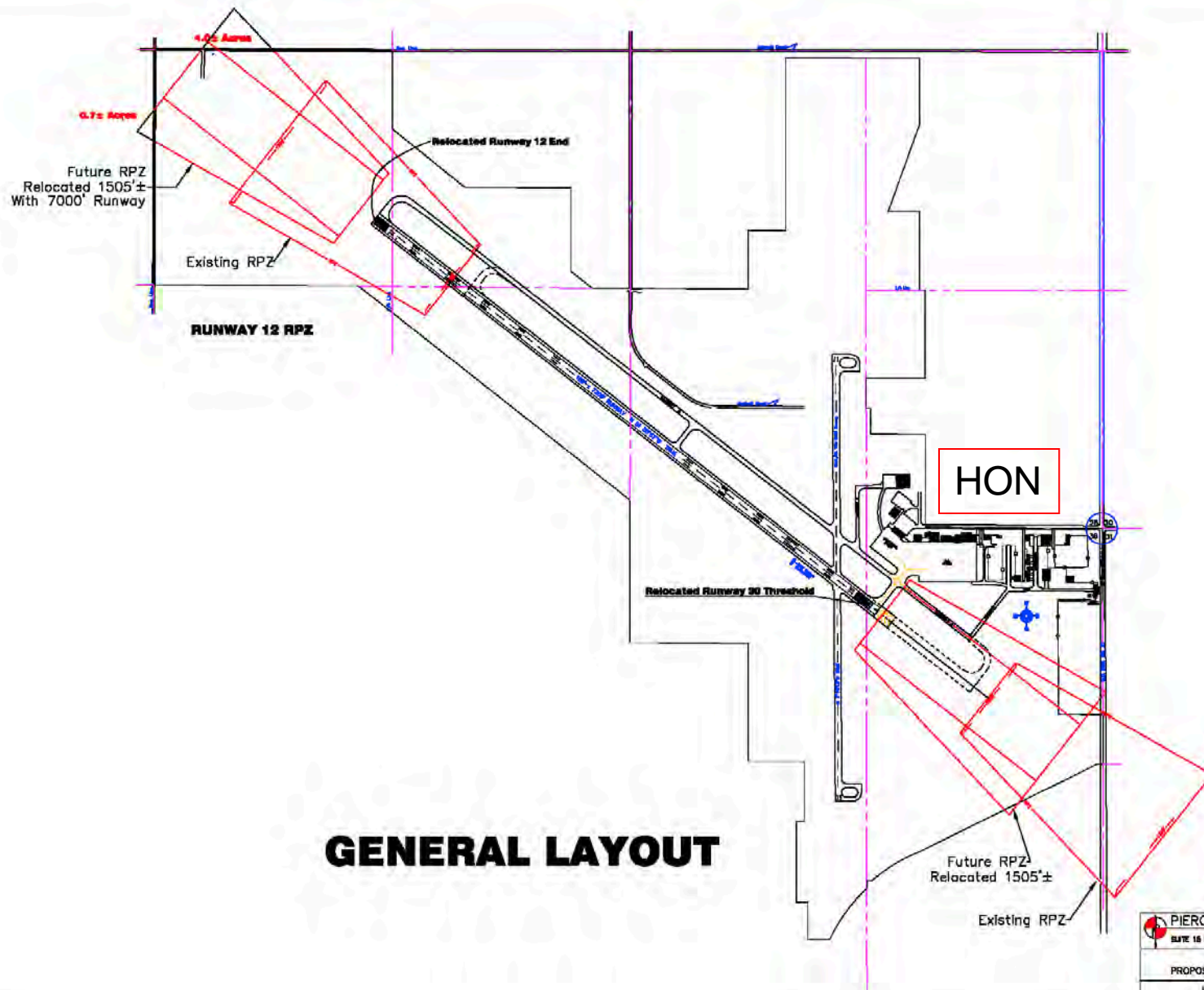
PROJECT  
RUNWAY RELOCATION  
HURON REGIONAL AIRPORT  
HURON, SOUTH DAKOTA



PIERCE & HARRIS ENGINEERING  
SUITE 15 MASONIC BLDG.  
HURON, SOUTH DAKOTA

C-7





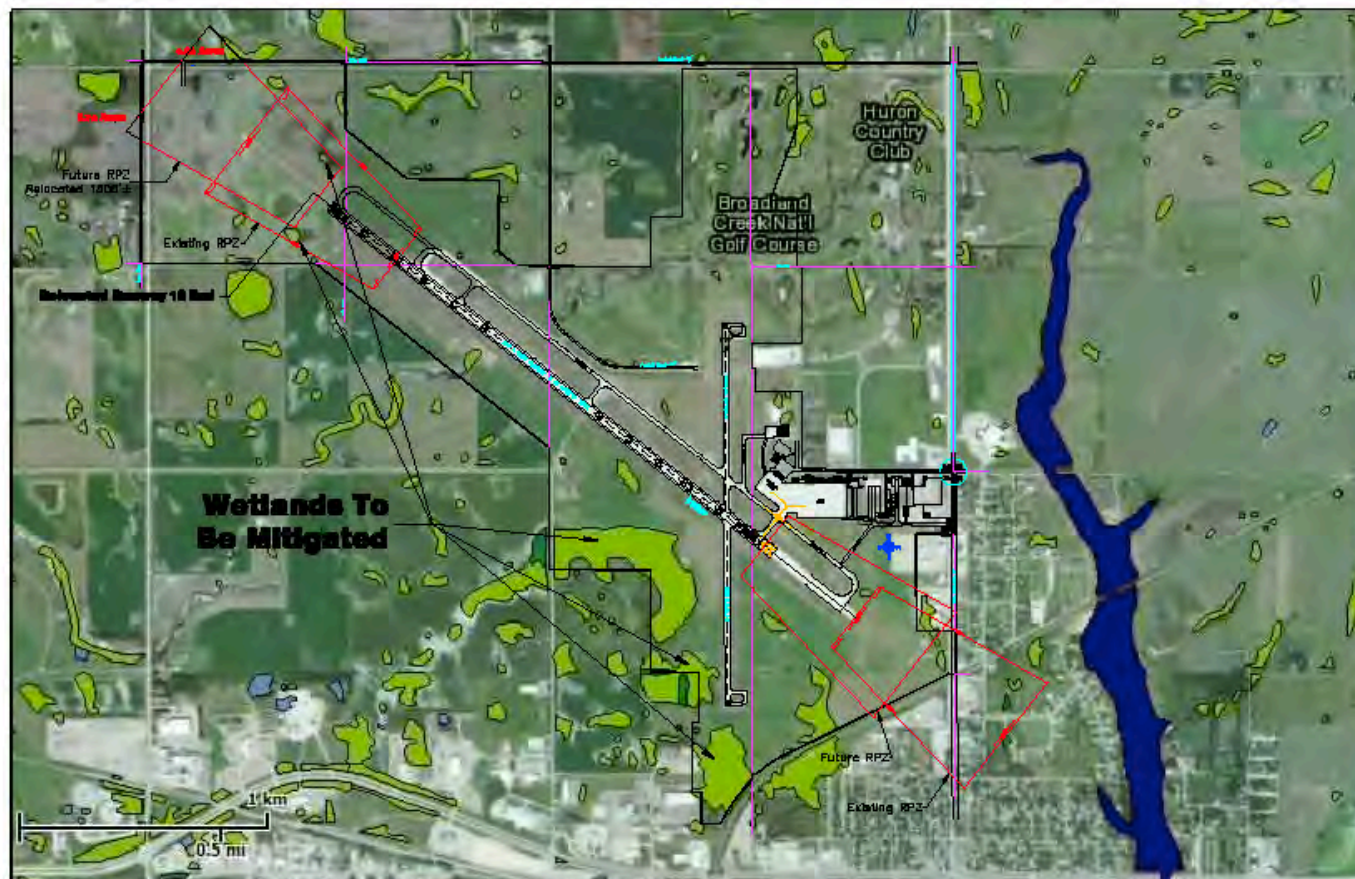


U.S. Fish and Wildlife Service

# National Wetlands Inventory

Huron Regional  
Airport

Feb 4, 2013



**Wetlands To  
Be Mitigated**

## Wetlands

- Freshwater Emergent
- Freshwater Forested/Shrub
- Estuarine and Marine Deepwater
- Estuarine and Marine
- Freshwater Pond
- Lake
- Riverine
- Other

## Status

- Digital
- Scan
- Non-Digital
- No Data

This map is for general reference only. The US Fish and Wildlife Service is not responsible for the accuracy or currentness of the base data shown on this map. All wetlands related data should be used in accordance with the layer metadata found on the Wetlands Mapper web site.

User Remarks:  
Wetland Map

# Design Criteria

## HURON REGIONAL AIRPORT - HURON, SD RUNWAY 12-30

DESIGN APPROACH CATEGORY - C (121-141 knots)  
DESIGN AIRCRAFT GROUP - III (Wingspan 79'-118')

### DIMENSIONAL CRITERIA

| Runway Centerline To:       | Runways With Lower Than 3/4 Mile Visibility |
|-----------------------------|---|
| Taxiway/Taxilane Centerline | 400'  |
| Aircraft Parking Area       | 500'  |
| Holding Position Marking    | 250'  |
| Crops                       | 575'  |

| Runway:                          | Runways With Lower Than 3/4 Mile Visibility |
|----------------------------------|---|
| Width                            | 100'  |
| Shoulder Width                   | 20'   |
| Blast Pad Width, Length          | 140', 200'                                  |
| Safety Area Width                | 500'  |
| Safety Area Length Beyond RW End | 1000' (800' prior to landing threshold)     |
| Object Free Area Width           | 800'  |
| OFA Length Beyond RW End         | 1000'                                       |
| Crops From Runway End            | 1000'                                       |

| Taxiway Centerline To:               |      |
|--------------------------------------|------|
| Parallel Taxiway/Taxilane Centerline | 152' |
| Fixed or Movable Object              | 93'  |
| Crops                                | 93'  |

| Taxilane Centerline To: |      |
|-------------------------|------|
| Taxilane Centerline     | 152' |
| Fixed or Movable Object | 93'  |

| Taxiway:                      |      |
|-------------------------------|------|
| Width                         | 50'  |
| Edge Safety Margin            | 10'  |
| Shoulder Width                | 20'  |
| Safety Area Width             | 118' |
| Object Free Area Width        | 186' |
| Wingtip Clearance             | 34'  |
| Centerline Radius of Turn     | 100' |
| Fillet Lead-in Length         | 150' |
| Fillet Radius For Tracking CL | 55'  |

| Taxilane:                       |      |
|---------------------------------|------|
| Taxilane Object Free Area Width | 162' |
| Wingtip Clearance               | 22'  |

#### DESIGN CRITERIA SUMMARY

PROJECT: RUNWAY RELOCATION  
HURON REGIONAL AIRPORT  
HURON, SOUTH DAKOTA



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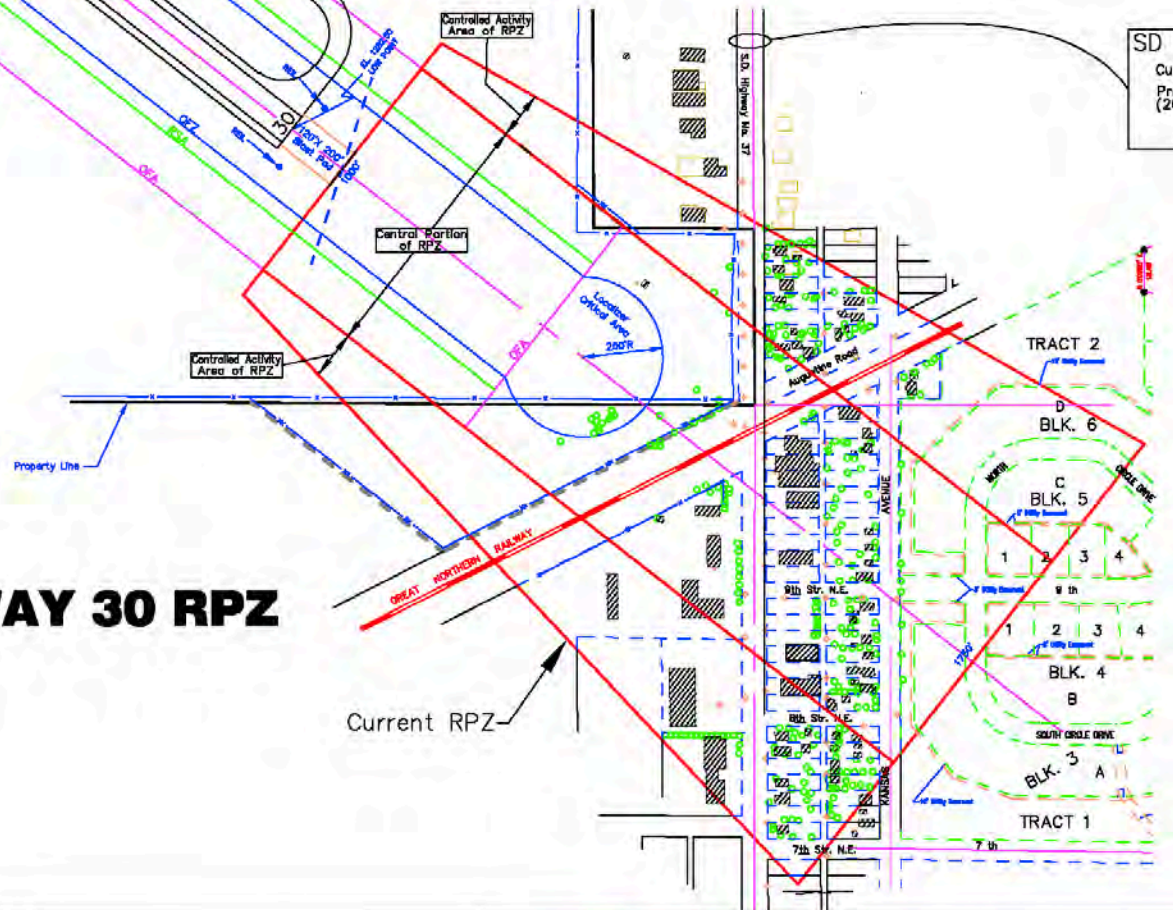
SUITE 15 WASONIC BLDG.

HURON, SOUTH DAKOTA

C-10



# RUNWAY 30 RPZ



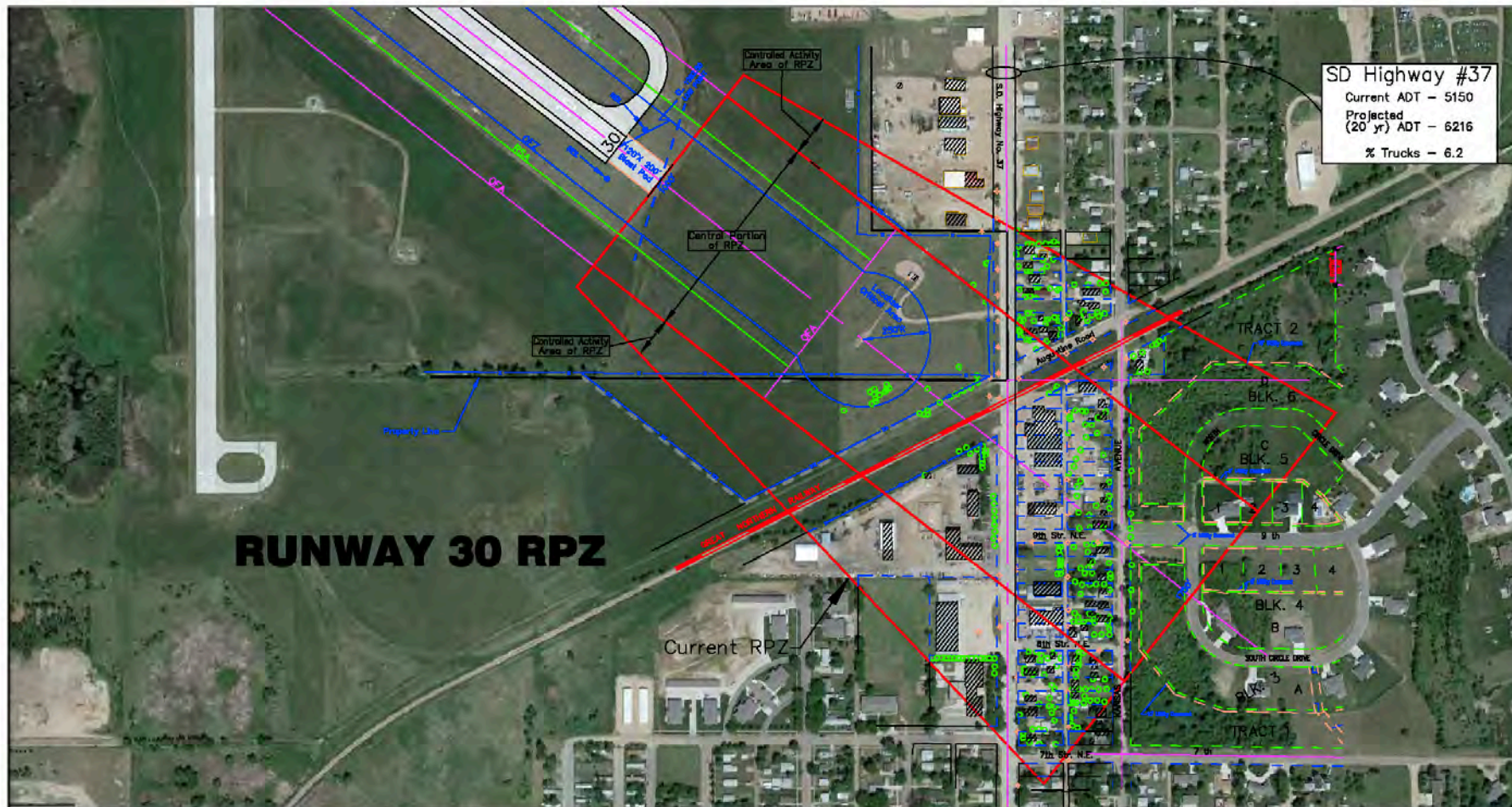
ALTERNATIVE 1  
RUNWAY RELOCATION –  
RUNWAY PROTECTION ZONE

PROJECT RUNWAY RELOCATION  
HURON REGIONAL AIRPORT  
HURON, SOUTH DAKOTA



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SUITE 15 MASONIC BLDG. HURON, SOUTH DAKOTA





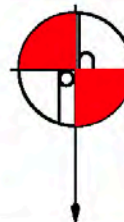
SD Highway #37  
 Current ADT - 5150  
 Projected  
 (20 yr) ADT - 6216  
 % Trucks - 6.2

## RUNWAY 30 RPZ

### ALTERNATIVE 1

RUNWAY RELOCATION -  
 RUNWAY PROTECTION ZONE

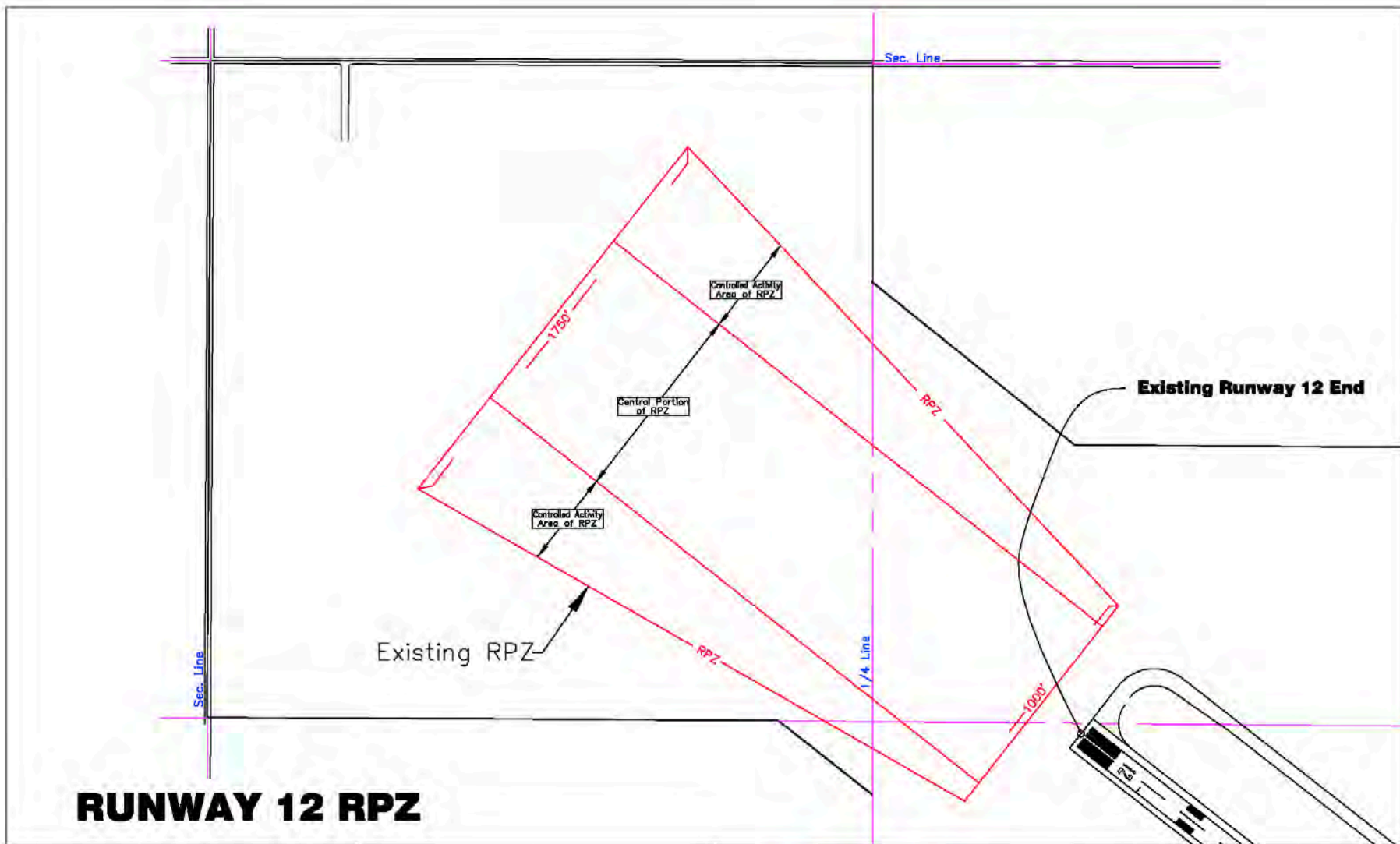
PROJECT RUNWAY RELOCATION  
 HURON REGIONAL AIRPORT  
 HURON, SOUTH DAKOTA



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HURON, SOUTH DAKOTA

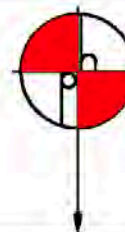


## RUNWAY 12 RPZ

ALTERNATIVES 1 & 2  
RUNWAY RELOCATION –  
RUNWAY PROTECTION ZONE



PROJECT RUNWAY RELOCATION  
HURON REGIONAL AIRPORT  
HURON, SOUTH DAKOTA

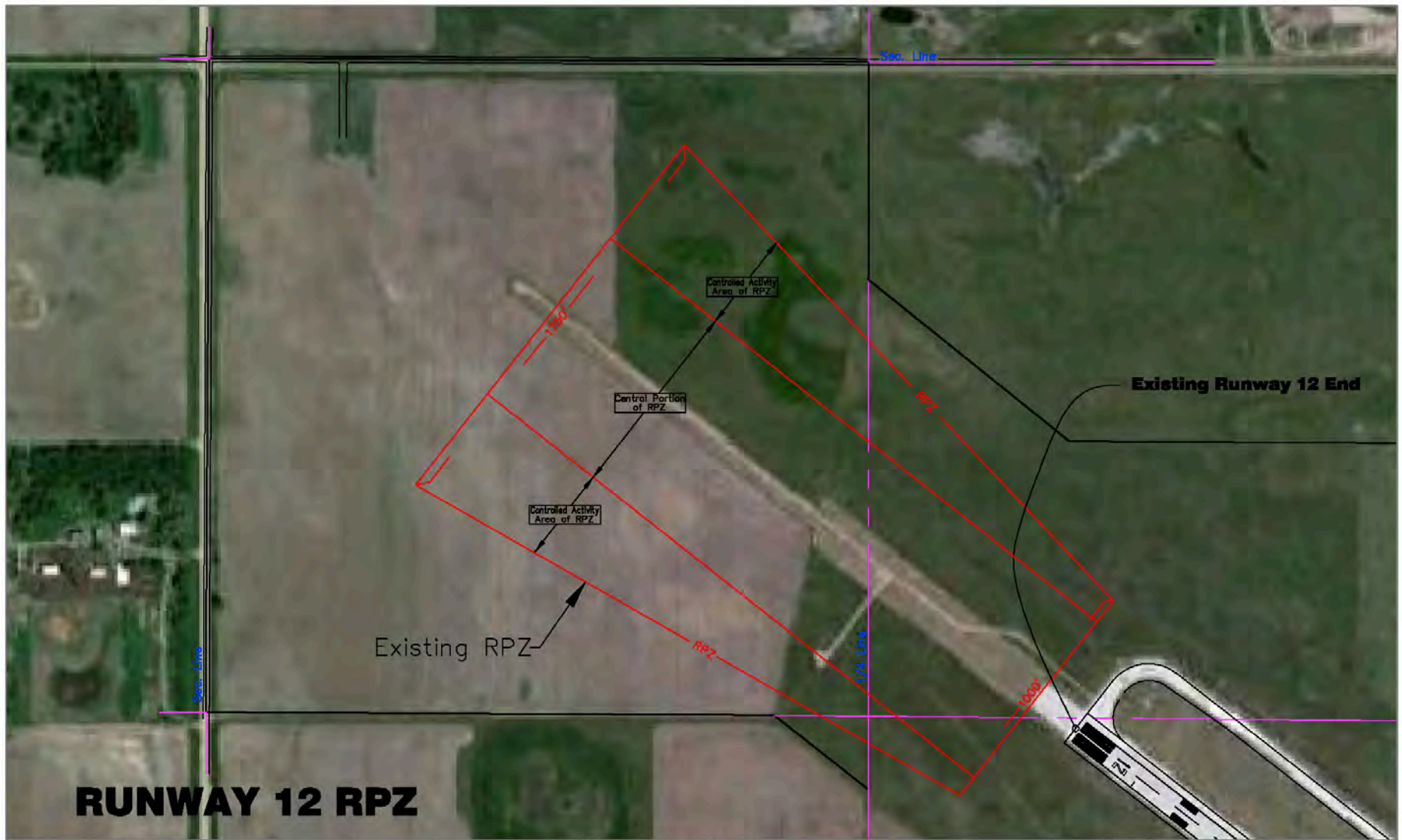


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HURON, SOUTH DAKOTA



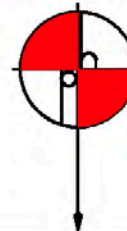


# **RUNWAY 12 RPZ**

ALTERNATIVES 1 & 2  
 RUNWAY RELOCATION –  
 RUNWAY PROTECTION ZONE



PROJECT RUNWAY RELOCATION  
 HURON REGIONAL AIRPORT  
 HURON, SOUTH DAKOTA



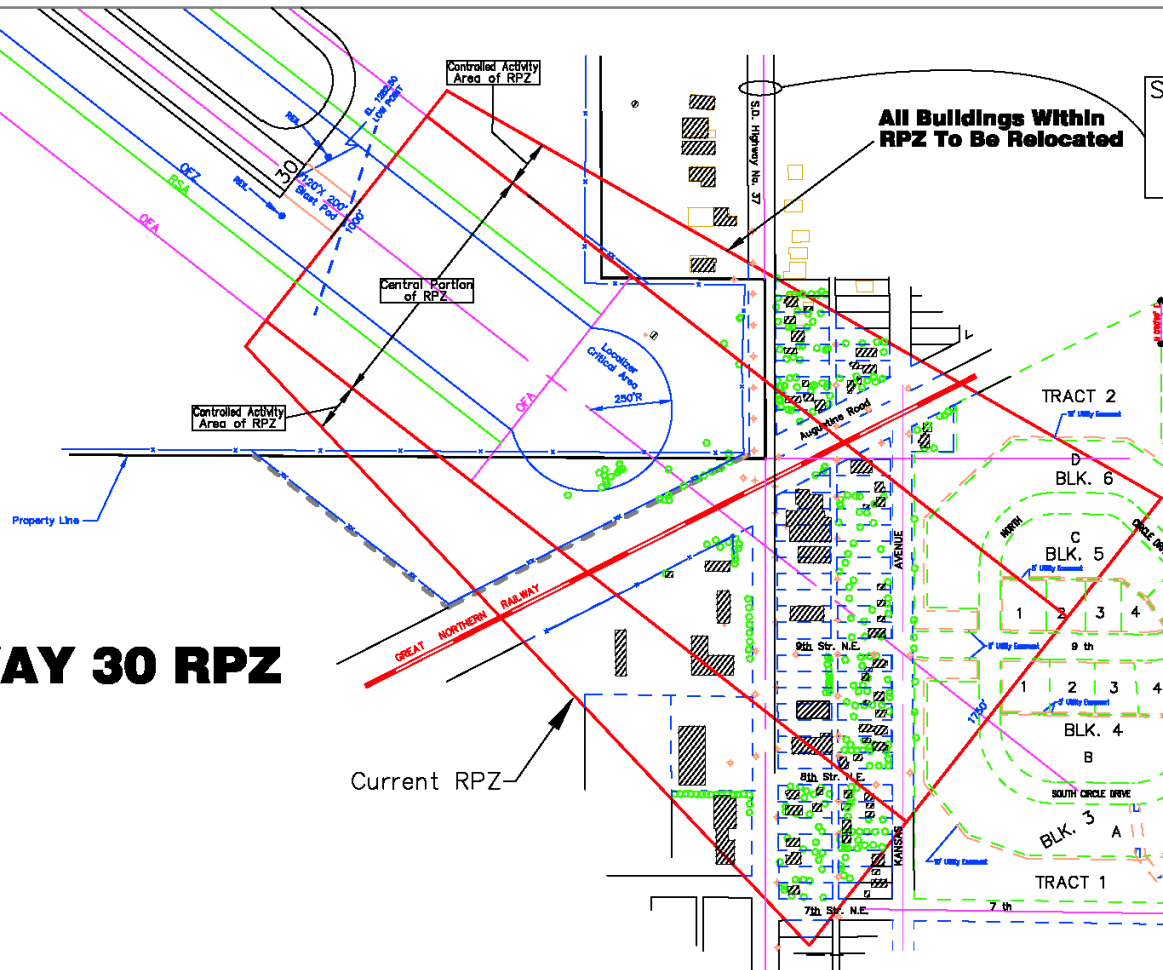
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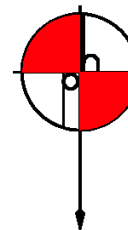
# RUNWAY 30 RPZ



ALTERNATIVE 2  
RUNWAY RELOCATION –  
RUNWAY PROTECTION ZONE



PROJECT RUNWAY RELOCATION  
HURON REGIONAL AIRPORT  
HURON, SOUTH DAKOTA



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SUITE 15 MASONIC BLDG.

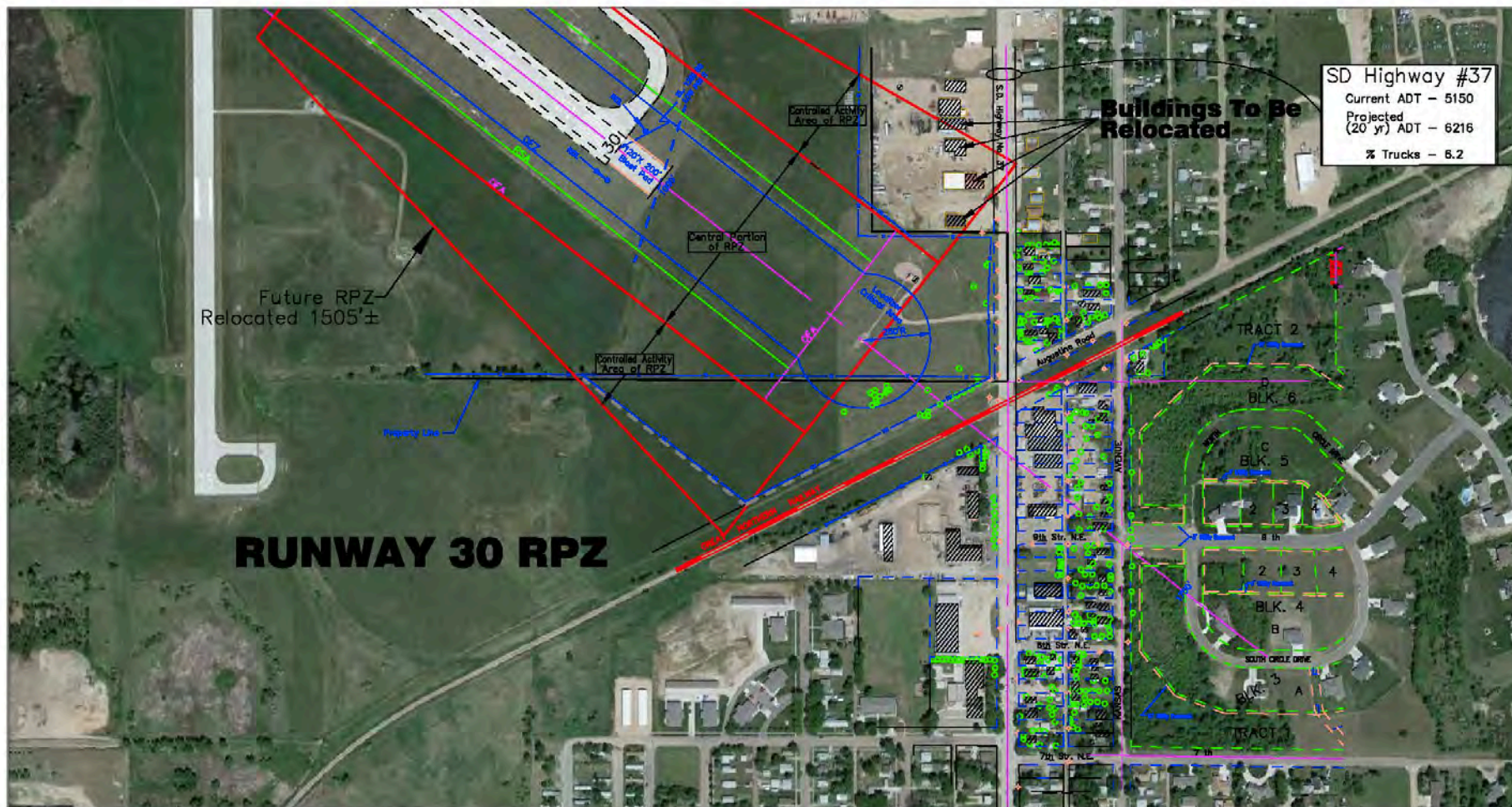
HURON, SOUTH DAKOTA





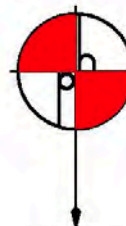






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RUNWAY PROTECTION ZONE

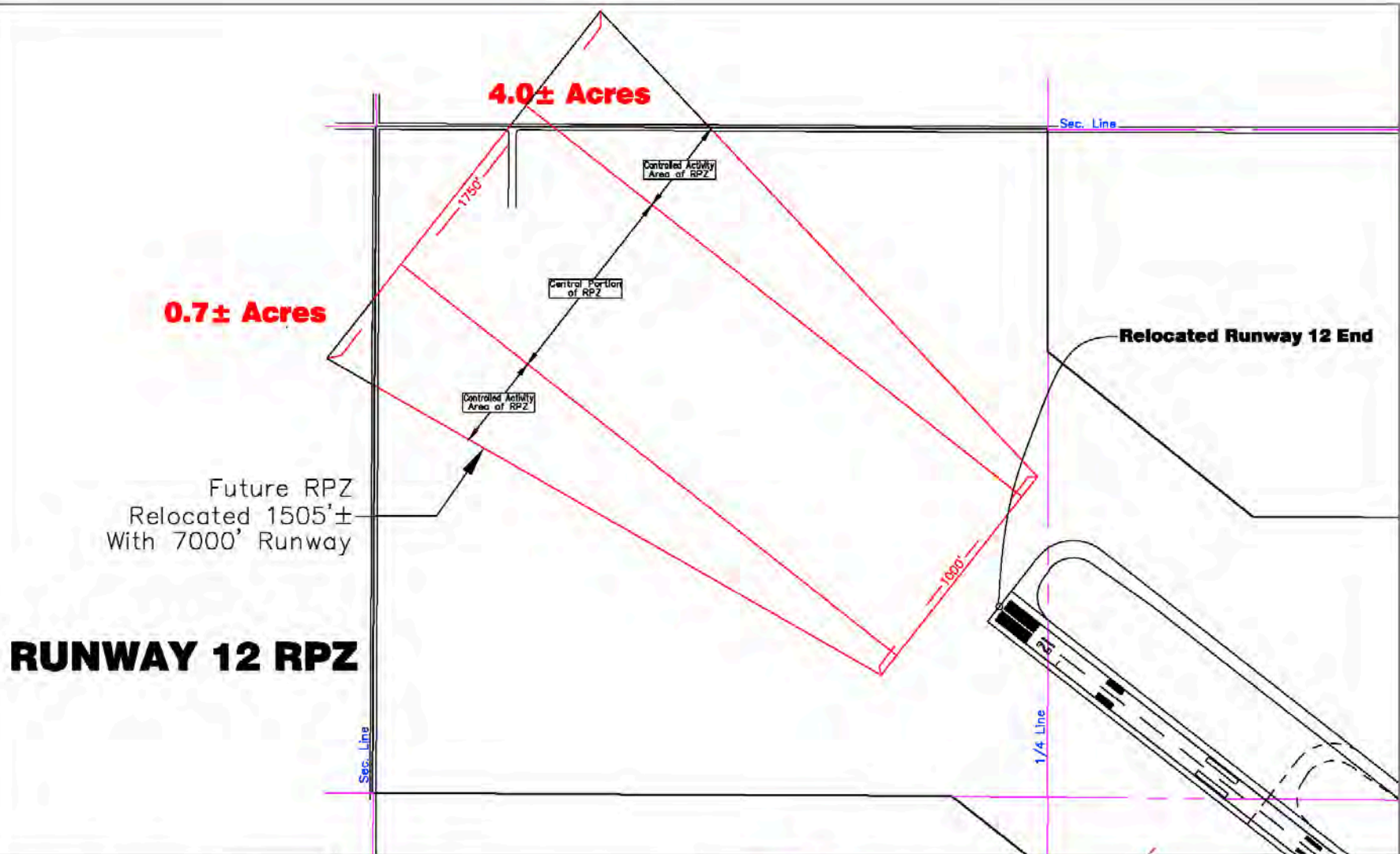
PROJECT RUNWAY RELOCATION  
HURON REGIONAL AIRPORT  
HURON, SOUTH DAKOTA



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SUITE 15 MASONIC BLDG.

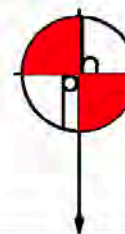
HURON, SOUTH DAKOTA



# **RUNWAY 12 RPZ**

ALTERNATIVE 3  
 RUNWAY RELOCATION —  
 RUNWAY PROTECTION ZONE

PROJECT RUNWAY RELOCATION  
 HURON REGIONAL AIRPORT  
 HURON, SOUTH DAKOTA



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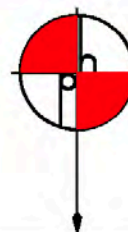




ALTERNATIVE 3

RUNWAY RELOCATION —  
RUNWAY PROTECTION ZONE

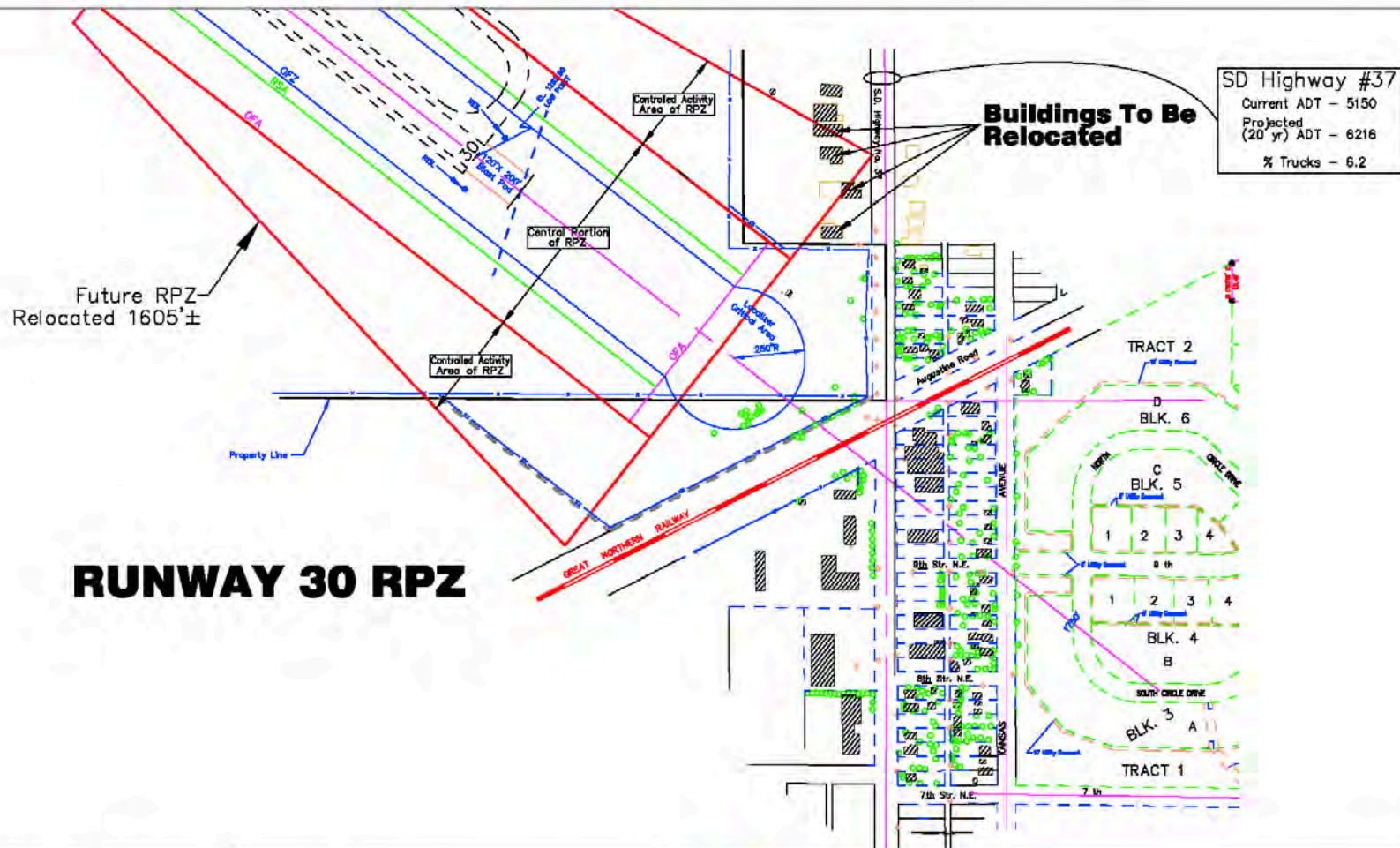
PROJECT RUNWAY RELOCATION  
HURON REGIONAL AIRPORT  
HURON, SOUTH DAKOTA



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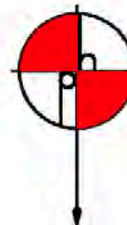
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## RUNWAY 30 RPZ

ALTERNATIVE 4  
RUNWAY RELOCATION –  
RUNWAY PROTECTION ZONE



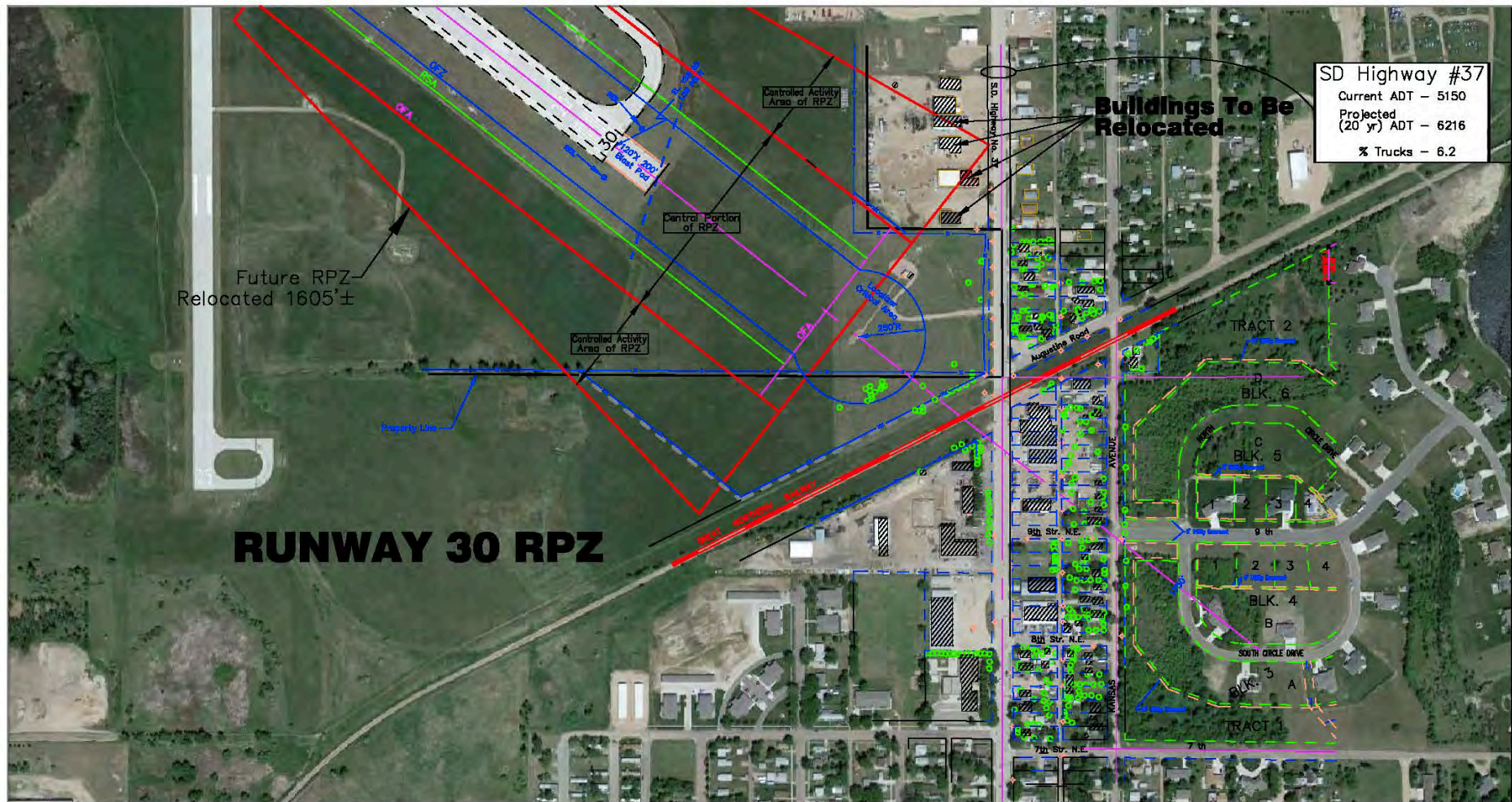
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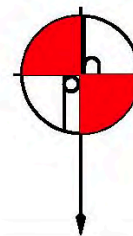
PROJECT RUNWAY RELOCATION  
HURON REGIONAL AIRPORT  
HURON, SOUTH DAKOTA





ALTERNATIVE 4  
 RUNWAY RELOCATION —  
 RUNWAY PROTECTION ZONE

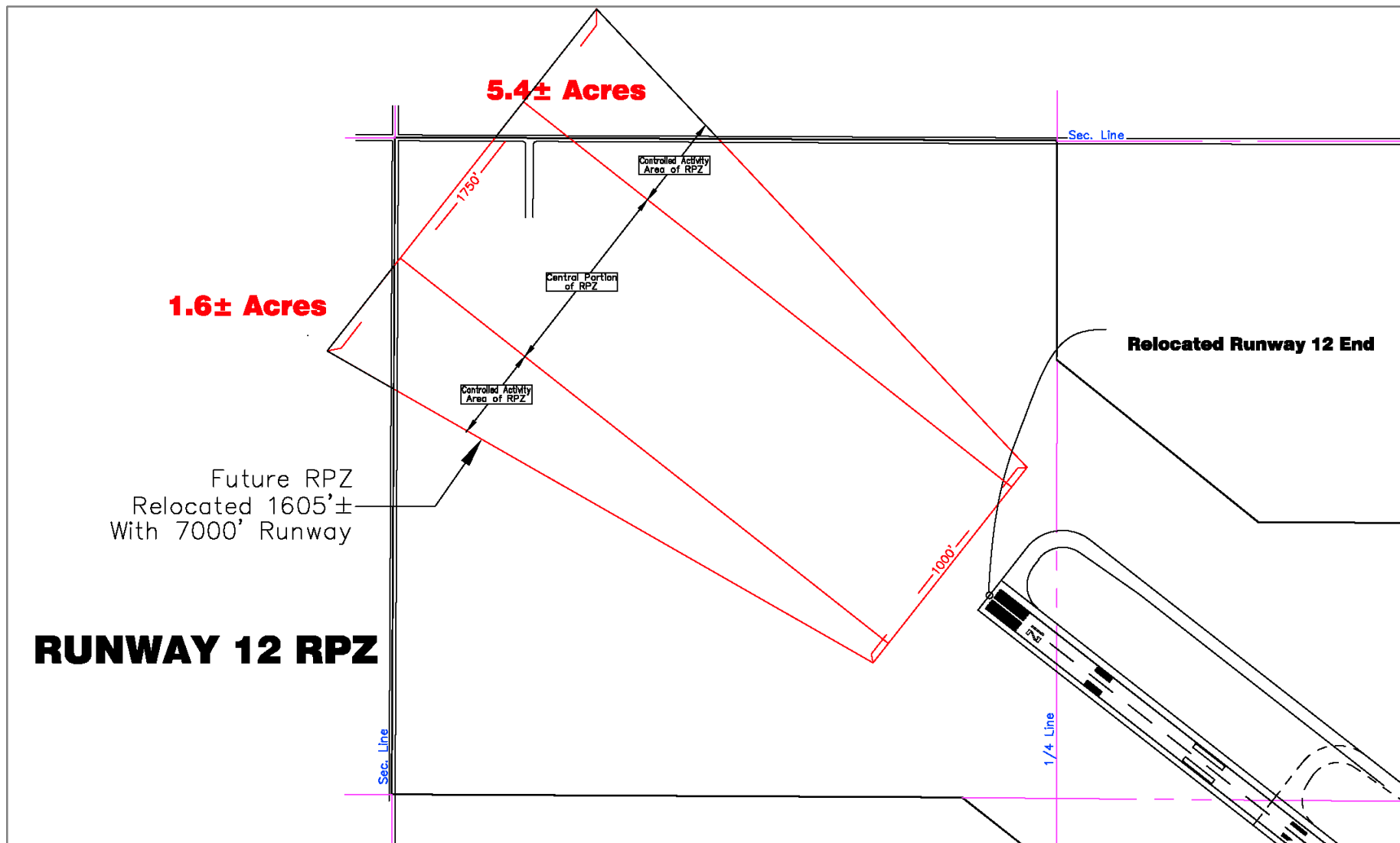
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 HURON REGIONAL AIRPORT  
 HURON, SOUTH DAKOTA



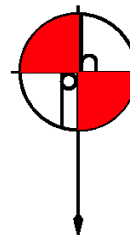
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ALTERNATIVE 4  
RUNWAY RELOCATION –  
RUNWAY PROTECTION ZONE



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HURON, SOUTH DAKOTA

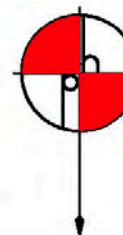




ALTERNATIVE 4  
RUNWAY RELOCATION –  
RUNWAY PROTECTION ZONE



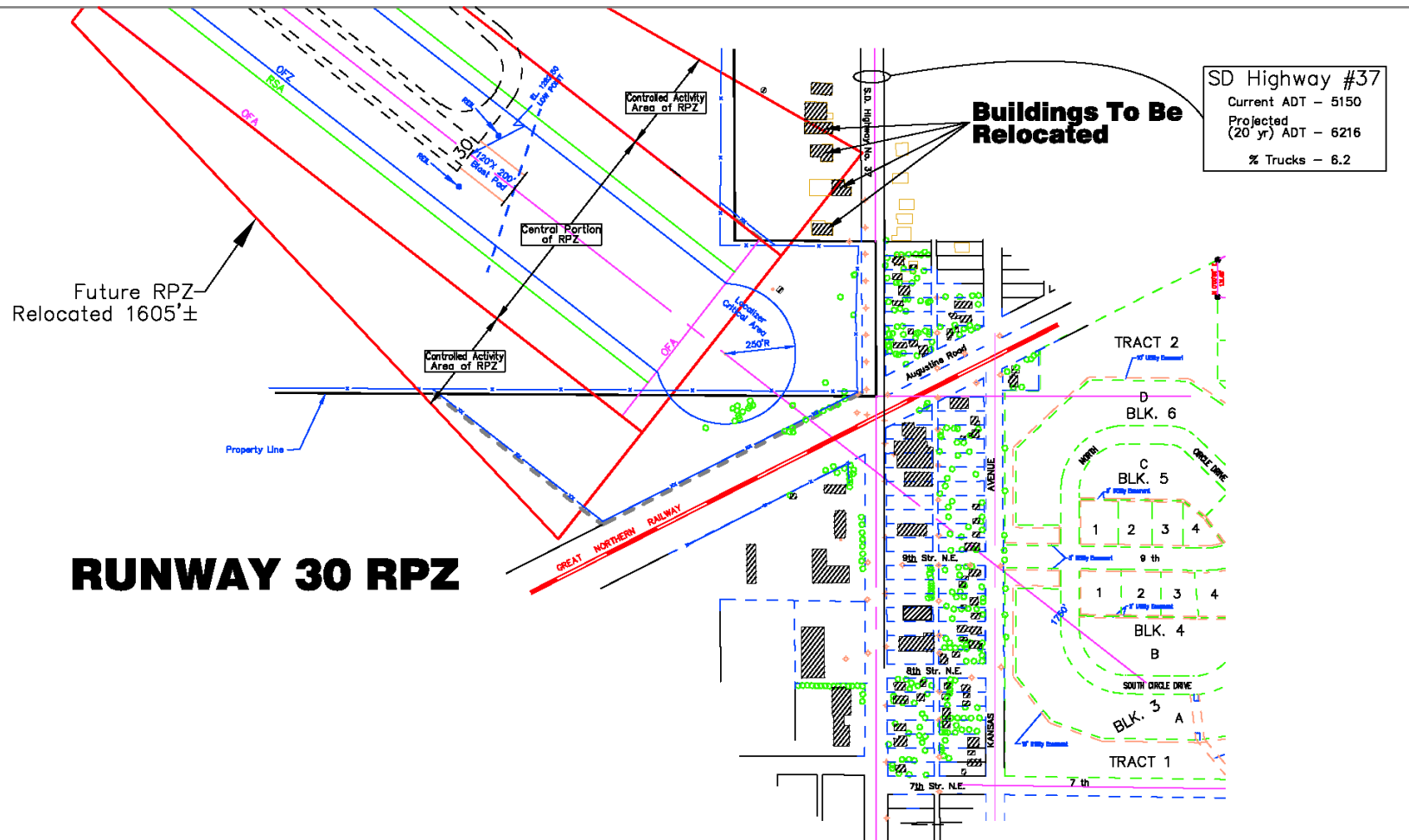
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HURON REGIONAL AIRPORT  
HURON, SOUTH DAKOTA



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SUITE 15 MASONIC BLDG.

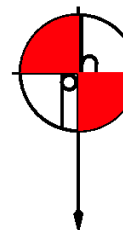
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ALTERNATIVE 5  
 RUNWAY RELOCATION -  
 RUNWAY PROTECTION ZONE



PROJECT RUNWAY RELOCATION  
 HURON REGIONAL AIRPORT  
 HURON, SOUTH DAKOTA



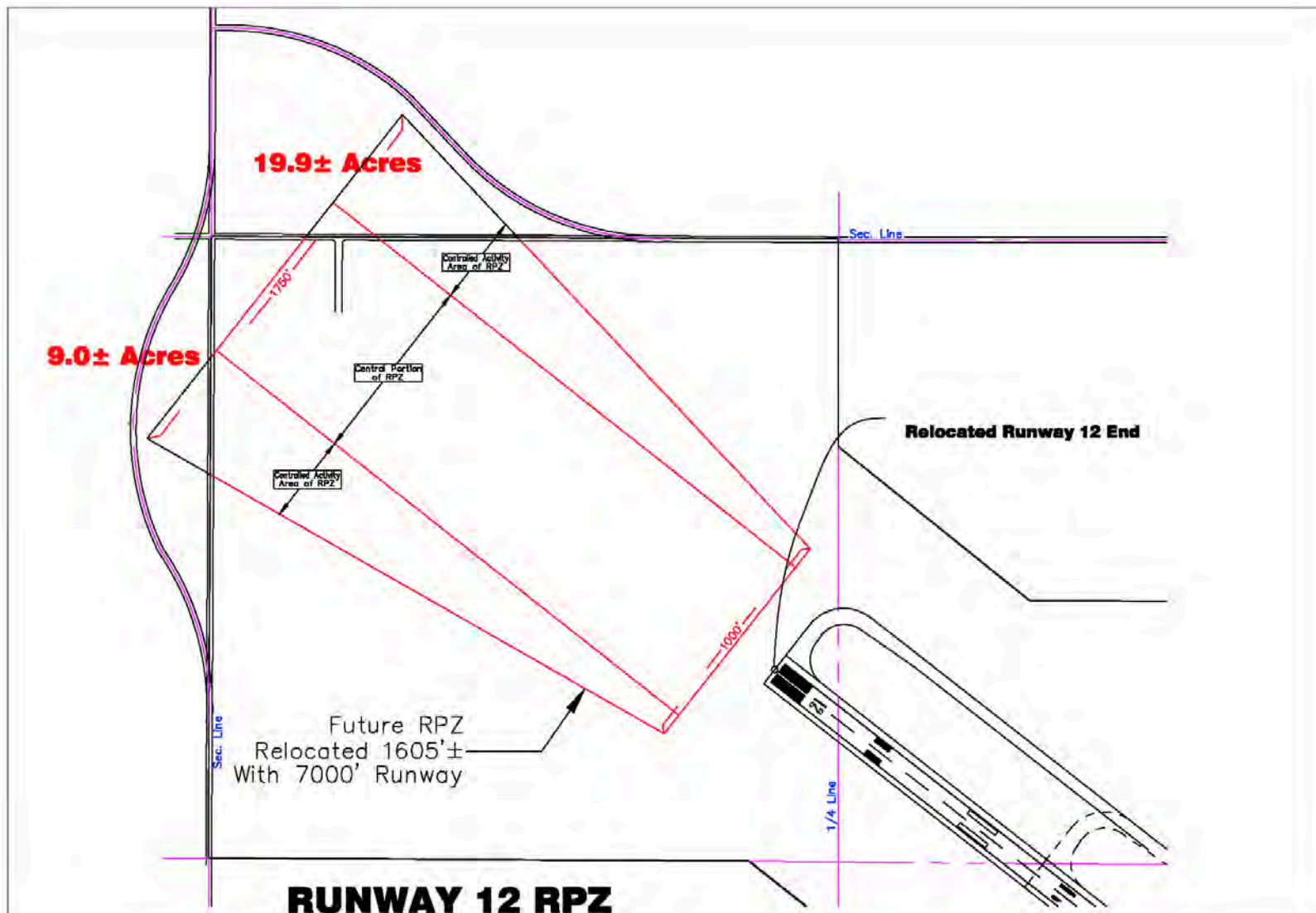
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SUITE 15 MASONIC BLDG.

HURON, SOUTH DAKOTA

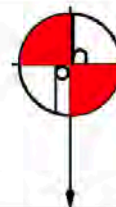






ALTERNATIVE 5  
RUNWAY RELOCATION –  
RUNWAY PROTECTION ZONE

PROJECT RUNWAY RELOCATION  
HURON REGIONAL AIRPORT  
HURON, SOUTH DAKOTA



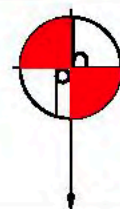
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 RUNWAY RELOCATION –  
 RUNWAY PROTECTION ZONE

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