



**GOAL: SAFETY & SECURITY** – To provide a safe and secure system of airports

2010 SDSASP	2020 SDSASP	
“Objectives”	Performance Measures	Relevancy/Changes
Clear Approaches	Percentage of airports that have clear Part 77 approaches on their primary runway	Better define the how performance is assessed and the applicable runway.
N/A	Percentage of airports that have clear Part 77 approaches on the non-primary runway	New. Added to emphasize importance of clear Part 77 approaches for all runways, not just primary. <i>Note: The 2010 SDSASP reviewed approaches to all runway ends, but the performance measure did not clearly define it.</i>
N/A	The number of airports that control (through fee simple or easements) the land for the RPZs of the primary runway	New. Added to document and measure the ownership of land in a critical safety area.
N/A	The number of airports that control (through fee simple or easements) the land for the RPZs of the non-primary runway	New. Added to emphasize importance of RPZ ownership for all runways, not just primary.
N/A	Percentage of Airports with compatible land use (including height) zoning adopted (on file with SDDOT)	New. Added to document and assess the land use compatibility efforts of airports in the system – including possession by SDDOT for inclusion in the system plan tool.
N/A	The number of airports in full compliance with FAA Runway Safety Area (RSA) design criteria	New. Added to document and measure compliance within a critical safety area – RSA compliance is a recent emphasis area for the FAA. <i>Note: Dependent on ALP data availability.</i>
Emergency Response Plans	Percentage of airports with a documented emergency response plan (on file with SDDOT)	Better define the requirements to meet this measure – including possession by SDDOT for inclusion in the system plan tool.
N/A	Percentage of airports with adopted wildlife plans in accordance with appropriate FAA regulations (on file with SDDOT)	New. Added to document airports that have developed and adopted their own official wildlife management programs. This measure also requires possession by SDDOT for inclusion in the system plan tool.
Airfield Access	Percentage of airports with perimeter fencing	Better define the requirements to meet this measure. <i>Note: The type of fencing would vary by role. For example, CS and Large GA might be expected to have full perimeter fence, with all others expected to have partial perimeter fence.</i>
N/A	Number of airports that report having UAS activity at and/or around their airport	New. Added to document the level of UAS activity at system airports across the state.
N/A	Number of UAS operators requesting use around airports (by year/month)	New. Added to document the level of UAS activity at system airports across the state.
N/A	Number of airports that have a UAS monitoring and tracking program in place	New. Added to document the programs in place at airports to support safe operation of UAS in proximity.





**GOAL: MAINTENANCE & DEVELOPMENT OF INFRASTRUCTURE** – To provide an airport system that meets current and future user needs

2010 SDSASP	2020 SDSASP	
“Objectives”	Performance Measures	Relevancy/Changes
Infrastructure	Percentage of airports meeting their facility targets	<i>Note: performance of airports in meeting their facility targets was not assessed in 2010 SDSASP.</i>
N/A	Percentage of airports that have substantial operations by a more critical aircraft than the ARC	New. Added to assess the type of activity at each airport and identify facilities that are consistently being used by more demanding aircraft than they were designed to accommodate.
N/A	Percentage of airports with a peak season airfield D/C ratio of 60% and 80% or more	New. Added to identify any system airports with capacity constraints. <i>Note: The suggested PM below may be more appropriate to assess constraints as it focuses on storage constraints versus runway constraints.</i>
N/A	Percentage of airports reporting adequate apron space for seasonal fluctuations in operations	New. Added to identify and assess seasonal operational capacity constraints associated with key aviation activities throughout the year (ag spraying/aerial firefighting [SEAT]/Sturgis/pheasant hunting).
Services	Percentage of airports meeting their service targets	<i>Note: Performance of airports in meeting their service targets was not assessed in 2010 SDSASP.</i>
Pavement PCI	Percentage of system airports that have a primary runway PCI of 70 or greater	Better define the how performance is assessed to the applicable pavement. <i>Note: As was done in 2010, would not apply to Basic Service.</i>
N/A	Percentage of system airports that have a non-primary runway PCI of 70 or greater	New. Added to emphasize importance of PCI for all runways, not just primary. <i>Note: As was done in 2010, would not apply to Basic Service.</i>
N/A	Percentage of system airports that have taxiways with a PCI of 60 or greater	New. Added to emphasize importance of PCI for other airfield pavements, not just runways. <i>Note: As was done in 2010, would not apply to Basic Service.</i>
N/A	Percentage of system airports that have aprons with a PCI of 50 or greater	New. Added to emphasize importance of PCI for other airfield pavements, not just runways. <i>Note: As was done in 2010, would not apply to Basic Service.</i>
N/A	Percent of Airports with a Recent Master Plan on file with SDDOT	New. Added to identify and evaluate the percentage of airports with recent master plans guiding the future development of the facilities. <i>Note: The age of MPs would vary by role. For example, Commercial and Large GA airport requirement might be 7 years or newer, Medium and Small GA airports (10 years), and Basic Service airports (as demand warrants) – also added possession by SDDOT for inclusion in the system planning tool.</i>
N/A	Percentage of airports reporting having at least one cultural resource at their airport	New. Added to identify the airports with cultural resources that may need to be addressed during future development. <i>Note: Analysis will be conducted using available online data from sources such as the US Department of Agriculture and the National Park Service</i>
N/A	Percentage of airports that have completed a full airport cultural survey (on file with SDDOT)	New. Added to assess the airports that have official documentation of any cultural resources present on airport property. This measure also requires possession by SDDOT for inclusion in the system plan tool.





**GOAL: ACCESSIBILITY TO USERS** – To provide a system of airports that is accessible from the ground and the air

2010 SDSASP	2020 SDSASP	
“Objectives”	Performance Measures	Relevancy/Changes
Reasonable Drive Time	Percentage of population within a two-hour drive time to Commercial Service airports Percentage of population within a 30-minute drive time to GA airports	Better define the how performance is assessed.
N/A	Percentage of population within a 30-minute drive of an airport with 24-hour fuel availability (Jet A, 100LL, or both fuel types)	New. Added to geographically assess areas lacking 24/7 access to aviation fuels. <i>Note: Analysis will be done for airports with only Jet A, only 100LL, and airports with both.</i>
Access to Weather Reporting	Percentage of population within a 30-minute drive of an airport with an AWOS or ASOS	Better define the how performance is assessed. <i>Note: Requirement could vary by airport role. Weather reporting was not an objective for Small GA or Basic Service airports in the 2010 SDSASP.</i>
N/A	Percentage of land area in the state with ADS-B coverage (including FIS and WIS)	New. Added to geographically assess areas with ADS-B coverage and locations of ground stations.
N/A	Percentage of population within a 30-minute drive of an airport with a turf crosswind runway	New. Added to geographically assess areas lacking access to turf crosswind runways.
N/A	Percentage of population within a 30-minute drive of an airport with storage for large aircraft (King Air 250)	New. Added to geographically assess areas lacking covered storage for large aircraft. <i>Note: Large aircraft was defined as a King Air 250.</i>
Access to Non-Precision or Instrument Approaches	Percentage of population within a 30-minute drive of an airport with at least a non-precision approach	Better define the how performance is assessed. <i>Note: Requirement could vary by airport role. Approach type was based by role in the 2010 SDSASP (visual only for Small GA and Basic Service).</i>
N/A	Percentage of airports reporting having service by a transit agency	New. Added to identify and document multi-modal transportation access to system airports.
N/A	Percentage of population within a 30-minute drive of an airport that can support fixed-wing medical flights	New. Added to assess the number and location of airports with infrastructure necessary to support medivac operations. <i>Note: Need to define criteria based on input from medivac providers and identify critical aircraft. Likely the King Air or Pilatus.</i>
N/A	Percentage of population within a 30-minute drive of an airport that can support business activity	New. Added to assess the number and location of airports with the infrastructure necessary to support operations by business aircraft. <i>Note: Need to define criteria based on input from business aviation users and identify critical aircraft. Typical criteria include Jet A fuel, a 5,000 ft. runway, precision approach, and AWOS/ASOS.</i>
N/A	Percentage of airports with ground transportation (courtesy vehicle, public transportation, rental car, taxi, hotel shuttle, TNC [Uber/Lyft])	New. Added to better understand how travelers are getting to/from SD airports.

## FACILITIES TARGETS

Description	Commercial Service	Large GA	Medium GA	Small GA	Basic Service
<b>Airside Facilities</b>					
Airport Reference Code	C-II	C-I	B-II	B-I or below	A-I
<b>Primary Runway Length</b>	<b>Minimum 6,500'</b>	<b>Minimum 5,000'</b>	<b>Minimum 4,200'</b>	<b>Minimum 3,000'</b>	<b>Not a Target</b>
Primary Runway Width	Minimum 100'	Minimum 100'	Minimum 75'	Minimum 60'	Minimum 50'
<b>Primary Runway Surface</b>	<b>Paved</b>	<b>Paved</b>	<b>Paved</b>	<b>Paved</b>	<b>Not a Target</b>
Type of Parallel Taxiway	Full parallel	Full parallel	Turnarounds meet standards (both ends)	Exits as needed	Not a Target
<b>Type of Runway Approach</b>	<b>Precision</b>	<b>Non-precision</b>	<b>Non-precision</b>	<b>Visual</b>	<b>Visual</b>
Runway Lighting	MIRL	MIRL	MIRL	LIRL	Not a Target
Taxiway Lighting	MITL	MITL	MITL	Not a Target	Not a Target
Visual Guidance Slope Indicator	Both runway ends (or ILS)	Both runway ends	Both runway ends	Not a Target	Not a Target
Runway End Identifier Lights - as required	Both runway ends (or ILS)	Both runway ends	Both runway ends	Not a Target	Not a Target
Rotating Beacon	Yes	Yes	Yes	Yes	Not a Target
Lighted Wind Indicator	Yes - multiple as needed	Yes	Yes	If open for night	If open for night
RCO Facilities	Tower or RCO	Not a Target	Not a Target	Not a Target	Not a Target
Wind coverage or crosswind runway	Crosswind runway or 95% wind coverage for NPIAS facilities	Crosswind runway or 95% wind coverage for NPIAS facilities	Crosswind runway or 95% wind coverage for NPIAS facilities	Not a Target	Not a Target
<b>Landside Facilities</b>					
Covered storage	100% of based aircraft	100% of based aircraft	100% of based aircraft	100% of based aircraft	Not a Target
Overnight storage for business aircraft	Typical average aircraft/business user demand	Typical average aircraft/business user demand	Typical average aircraft/business user demand	Not a Target	Not a Target
Aircraft apron	100% of average daily transients	100% of average daily transients	100% of average daily transients	50% of average daily transients	Not a Target
Terminal/administration building	Yes	Yes	Yes	Waiting area	Not a Target
Paved entry/terminal parking	Yes	Yes	Yes	Not a Target	Not a Target



## SERVICE TARGETS

Description	Commercial Service	Large GA	Medium GA	Small GA	Basic Service
Services					
<b>Fuel</b>	<b>100LL &amp; Jet A</b>	<b>100 LL &amp; Jet A</b>	<b>100LL</b>	<b>Not a Target</b>	<b>Not a Target</b>
Planning					
Height zoning	Yes	Yes	Yes	Yes	Yes
Comp plan define land uses	Yes	Yes	Yes	Yes	Yes
Emergency plan	Yes	Yes	Yes	Yes	Yes
Airport Layout Plan	ALP update within last 8 years	ALP update within last 10 years	ALP update within last 10 years	Yes	Not a Target
Attendance					
Weekday hours of operation	Standard business hours, after hours on- call	Standard business hours, after hours on- call	Standard business hours, after hours on- call	On-call	Not a Target
Weekend hours of operation	Standard business hours, after hours on- call	Standard business hours, after hours on- call	Standard business hours, after hours on- call	On-call	Not a Target
Ground transportation	Courtesy car/car rental available	Courtesy car/car rental available	Courtesy car/car rental available	Not a Target	Not a Target
Food & Beverage	Vending	Vending	Vending	Not a Target	Not a Target
Posted contact info	Yes	Yes	Yes	Yes	Yes
Internet access	Yes	Yes	Yes	Not a Target	Not a Target
Restroom	Yes	Yes	Yes	Yes	Not a Target
Pilot area	Yes	Yes	Yes	Not a Target	Not a Target
Security	Security plan	Security plan	Security plan	Security plan	Security plan
Rental aircraft	Based	Available	Available	Not a Target	Not a Target
Flight training	Available	Available	Available	Available	Not a Target
<b>Aircraft maintenance/repair</b>	<b>Major</b>	<b>Minor</b>	<b>On-Call</b>	<b>Not a Target</b>	<b>Not a Target</b>
Aircraft charter	Based	Available	Available	Available	Not a Target
Minimum FBO Standards	Yes	Yes	Yes	Not a Target	Not a Target
<b>Weather reporting</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>	<b>Not a Target</b>	<b>Not a Target</b>