

**TESTIMONY OF**  
**KYLE C. WANNER**  
**EXECUTIVE DIRECTOR, NORTH DAKOTA AERONAUTICS COMMISSION**  
**BEFORE THE**  
**HOUSE APPROPRIATIONS – GOVERNMENT OPERATIONS DIVISION**  
**MARCH 11<sup>th</sup>, 2021**  
**SENATE BILL 2006**

Chairman Vigesaa and members of the committee,

My name is Kyle Wanner and I am the Director of the North Dakota Aeronautics Commission and will be providing testimony today regarding Senate Bill 2006.

**(Slide 2)**

The Aeronautics Commission was created by the Legislature in 1947 to support the aviation community in North Dakota. The agency’s mission is “to serve the public by providing economic and technical assistance for the aviation community while ensuring the cost-effective advancement of aviation in North Dakota.”

This slide provides the relevant century code chapters that our agency adheres to and also lists some of the major statutory responsibilities which includes our mission to encourage and provide support to grow and maintain our public-use airports.

We also represent the state and industry in all matters relating to aeronautical activities, and we work to uphold regulatory functions such as the registering of aircraft and the licensing of aerial applicators and aircraft dealers. Our main revenue sources come from aviation aircraft excise taxes and aviation fuel taxes. These revenues provide the ability for our agency to operate but most of all they provide infrastructure grant funding to our public use airports in order to help maintain and to grow our aviation facilities.

As the Director of the agency, I also have the privilege to serve as a member of the Northern Plains Unmanned Aircraft Systems Test Site Authority, the Upper Great Plains Transportation Institute Advisory Board, and the North Dakota Atmospheric Resource Board.

I am also happy to report that the audit for the ND Aeronautics for the biennium ending June 30<sup>th</sup>, 2019 did not identify any exceptions or defaults.

**(Slide 3)**

The North Dakota Aeronautics Commission serves multiple functions. As previously mentioned, one of those functions includes providing airport infrastructure grant funding as well as planning services to the 89 public service airports throughout the state. The aeronautics staff visits at least 1/3 of all of the public-use airports in the state annually which is a great opportunity to develop a positive relationship with the airports, learn about their needs and priorities, and make recommendations on safety enhancing projects. The staff also updates critical airport information after each inspection so that pilots have the most up to date information to use as they utilize the North Dakota airport system. Additionally, the commission updates and provides aviation publications on statewide aviation studies and the state airport directory.

The commission also offers aviation education funding and works with the Aviation Museums and our non-profit aviation organizations to encourage and promote aviation careers in North Dakota.

We also own and operate the International Peace Garden and Garrison Dam Recreational airports.

**(Slide 4)**

This slide provides a listing of many of the other programs and benefits that we offer to the public and the North Dakota aviation community.

Overall, these programs enhance our mission by encouraging aviation careers to our youth while also supporting our airports and enhancing safety. Our office also manages a statewide maintenance contract for 33 Automated Weather Observation Systems at airports across the state which greatly help to provide up to date weather to pilots, businesses, and medical providers as they fly into and around our communities.

**(Slide 5)**

Our agency strives to provide the best services possible with a small, efficient, and competent staff. The agency is overseen by a Governor appointed board of 5 members who help provide oversight over the agency. They also enable their aviation career experience to be utilized as a resource which helps to provide strategic direction to the staff. The Aeronautics Commission currently has a staff size of 6 and the budget current allows up to 7 full time equivalent staff members which is unchanged from the previous biennium. The staff size presented in the current budget proposal is currently seen as adequate for the upcoming biennium.

**(Slide 6)**

To introduce our commissioners:

Warren Pietsch of Minot is currently the commission chairperson, Kyle Humann, of Mandan, Cindy Schreiber-Beck of Wahpeton, Jay B. Lindquist of Hettinger, and Dr. Kim Kenville of Grand Forks, cumulatively comprise the full commission. This group is geographically represented well, and each member brings a different set of aviation expertise for the agency to utilize as a resource.

**(Slide 7)**

Aviation is an important industry to North Dakota and serves a variety of critical functions from public transportation, emergency access, and aerial crop spraying. Our airports become especially critical during a time when our state is looking for ways to diversify and grow the economy. Even during the current COVID-19 pandemic, our public airports have never closed...and they were able to ensure that emergency related personnel and products have been able to efficiently enter and depart our state. Though our passenger traffic has been significantly impacted by COVID-19, our airports have seen a record amount of air cargo tonnage as people have adjusted to ordering more goods and products online.

Not only is aviation a safe and efficient way to transport goods and people, but when our economy is able to fully function - our airports act as key economic engines for their communities as documented by the 2015 economic impact study which revealed that the public airports in the state provide an annual economic impact of 1.6 billion dollars to the state's economy while supporting over 12,200 jobs. It is for that reason; that I believe our airports are going to play a critical role in our nation's post pandemic recovery.

Our state currently provides financial support through infrastructure grants for 89 Public-use airports. 71 of those airports maintain paved surfaces and 18 of those airports maintain turf runways. 54 of our airports are eligible to receive federal funding as a part of the National Plan of Integrated Airport Systems or "NPIAS" and 35 of our airports rely solely on state and local funding to survive.

It's also important to mention that there are over 200 private airstrips that also exist throughout the state.

**(Slide 8)**

Our agency has accomplished much over the past biennium, but I would like to highlight a few major accomplishments that we are proud of -

Our agency has worked to complete a customized update to our Aviation Information Management System which has enabled our agency to become more efficient and accurate in processing all of the registrations and licenses that are a part of our regulatory function. The improved database can also generate quick and accurate reports and helps our staff become more effective when conducting outreach to the aviation community. The utilization of the database to generate e-mails to send reminders and documentation will also significantly reduce mailing costs over time.

The agency also had great success in adapting to the COVID-19 pandemic. We successfully transitioned to an at-home work environment as mandated at the start of the pandemic and then successfully re-opened the office to the public in early June. Since that time, I have cycled employees to work from the office and home environment with great success.

During the beginning of the pandemic, we were able to successfully coordinate issues and concerns with the airports and the Governor's office as executive orders were being released and more information on the virus became available. We were also working with the Federal Aviation Administration to fully understand the extent of the CARES grants that were being released to the airports last Spring.

In April, our Commercial service airports saw an immediate 95% decline in passenger numbers due to the COVID-19 pandemic which was very concerning since they also receive most of their revenue in the form of vehicle parking fees, car rental concessionaire fees, and passenger facility charges from airline ticket purchases. Essentially, the local revenue being received at our airports in North Dakota and airports throughout the country had dropped immediately and substantially due to public reaction to COVID-19. Thanks to the federal CARES grants, our airports were allocated \$69 million dollars in federal funds that they have been able to receive in reimbursable payments by submitting costs associated with salaries and operations to the FAA. None of these CARES grants are able to be utilized on airport capital development projects, but they have greatly helped to ensure that our airports can stay afloat during these difficult times.

Our office also quickly reacted to the additional development funding that was also made available to airports this past fiscal year and an additional \$88 million was able to be leveraged from the federal government for high priority airport projects in the state.

Our agency also received a federal grant for \$20,000 to help with operational costs at the International Peace Garden airport as a part of the CARES funding. This was the only federal funding that the Aeronautics Commission received relating to the COVID-19 pandemic.

Our staff has also been busy at work with our airports to re-prioritize projects listed on their capital improvement plans now that demand and forecast models have been adversely affected due to the COVID-19 pandemic. We have shifted many priorities from expansionary projects to rehabilitation and maintenance projects and have delayed moving forward on certain projects due to these reasons.

This readjustment of airport development priorities is critical so that we can continue to leverage federal airport infrastructure project funds in the following biennium while being flexible and ready to move projects forward if additional federal or state dollars become available. We also needed to adapt to the fact that \$20 million dollars of oil revenue fund deposit to the Airport Infrastructure as a result of last legislative sessions' "Operation Prairie Dog" bill is not expected to arrive in this biennium.

Over the last two years, our agency allocated \$7 million in airport infrastructure grants to 313 different airport projects all throughout the state from the special fund dollars that our agency collects from aviation taxes and fees.

Last legislative session, our agency was also provided with a one-time \$20 million-dollar SIIF transfer to help fund major airport projects in Dickinson and Watford City. \$7 million from that fund has been allocated to date and it is expected that the remaining amount will be allocated this summer once the final phase of Dickinson's runway project is bid. It is estimated that this \$20 million-dollar one-time transfer will have successfully leveraged an estimated \$37 million in federal funds once these projects are completed.

**(Slide 9)**

Our office recently received this document from the Federal Aviation Administration which highlights the amount of funds that we have received each year from them dating back to 2010.

Prior to 2012, our state had a ten-year average of \$25 million per year being received from the FAA. The national funding levels from the FAA have essentially stayed the same since 2001, but our state has seen

incredible success in recent years in leveraging more federal dollars. Our most recent 10-year annual average of FAA funding being received in-state has now more than doubled to an average \$55 million per year.

This success is due to our pro-activeness in:

- Identifying good justifiable projects that receive high priority consideration
- Ensuring that projects are shovel ready and prepared to receive grant funding during the federal fiscal year window
- Ensuring the availability of higher amounts of state and local funding to match the federal funds

As we work to maintain our airport infrastructure, federal funding has and will continue to be a key part of solving the infrastructure funding challenges that our state is currently facing. 54 of our 89 airports are eligible to receive federal dollars and they compete for these funds nationally and may receive up to 90% funding if funds are available. It is very important to understand that federal funding is not guaranteed, that not all projects are eligible to receive federal funding, and that there have been many cases where federal grants have been provided at much less than 90% which is when local and state dollars are needed to fill the gaps.

The COVID-19 pandemic has also created more uncertainty around the future availability of federal funding and we want to ensure that we are ready to capitalize on any opportunities that do arise as other states may not have adequate local or state funds to leverage those federal dollars. I recommend that North Dakota position itself wisely in order to allow its airports to adapt to either new challenges or new opportunities.

Economic downturns are also incredible opportunities to receive a discount on projects as construction companies are bidding in a more competitive environment.

We are hopeful that as we continue to educate and work with the Federal Aviation Administration on the needs within our state, that an adequate level of funding and commitment to help with our infrastructure challenges will continue into the future.

**(Slide 10)**

Since North Dakota has taken a pro-active role in identifying, justifying, and providing additional financial assistance on airport projects, the state has received an estimated \$548 million from the federal government for airport projects over the last ten years. In that same time period, the state has invested a total of \$151 million in airport projects. For every \$1 dollar that the state has invested in airport projects, we have received \$3.63 from the federal government which is an incredible return on investment.

These dollars support construction jobs and allow our airport infrastructure to be maintained while helping to grow our communities.

**(Slide 11)**

To provide some additional highlights from this past biennium I will start by discussing some key Infrastructure projects have been completed at our 8 commercial service airports.

- Fargo received the funding required to complete the final phase of its major cargo apron expansion as the airport had been named a UPS and FEDEX hub for the region creating hundreds of new jobs for the Fargo area. The airport also began work on a much-needed snow removal equipment building expansion.
- Grand Forks is working to complete its work on an environmental study that would allow the airport to move forward to reconstruct and extend its crosswind runway and then reconstruct its primary runway.
- Devils Lake received new snow removal equipment
- Jamestown worked on a terminal apron reconstruction project.

**(Slide 12)**

- Minot completed the final phase of the rehabilitation of its general aviation apron.
- Bismarck completed the final phase of its \$64 million dollar project to fully replace its ageing pavements on the primary runway.
- Dickinson completed its primary parallel taxiway which has been converted to be utilized as a runway until the primary runway reconstruction is completed in 2022.
- The new airport in Williston opened in the Fall of 2019 and this summer the airport completed the construction of their crosswind runway.

**(Slide 13)**

Multiple high priority projects were also completed for the general aviation airports this last biennium. To mention a few:

- Cando completed a runway rehabilitation and Mohall completed a runway extension.
- Watford City completed its first phase of runway construction this summer and the second and final phase is expected to be completed next Fall.
- Hillsboro, Tioga, Washburn, Garrison, Hettinger, Mandan, and Wahpeton underwent major taxiway and apron construction projects.

**(Slide 14)**

This slide highlights the historical number of airline passenger enplanements on our commercial service flights in North Dakota over the last 30 years... and shows how devastating the COVID-19 pandemic has been to our passenger numbers in 2020. This past year, we saw a total of 572,000 passenger boardings which is a 52% decrease from the passenger boardings from 2019.

Since the bottoming of passengers this past March, passenger demand has slowly been recovering. Multiple national forecasts are calling for the full recovery of passenger numbers by 2023 or 2024, but these forecasts are dependent on multiple factors including the success of eliminating the virus and the path that our country takes in its economic recovery.

**(Slide 15)**

This slide shows a monthly comparison of the airline boarding numbers and you can see that we started the year strong in January and February showing that 2020 had the potential to be a record-breaking year. Concerns about the virus mounted in the middle of March... and April was when our state and the country began the nationwide effort to slow the spread of the virus. Our airline boardings dropped an astounding 95% from normal levels that month but have since slowly recovered to approximately 50% of normal operations.

**(Slide 16)**

This slide shows a monthly comparison of North Dakota to the national average when looking at the retention rate of airline passenger numbers to pre-covid levels. As you can see, the blue line which represents North Dakota is consecutively higher than the green line which represents the national average. If there is any silver lining, it's that our state has been able to recover our passenger numbers faster than the national average.

**(Slide 17)**

Our commercial service airports provide incredible value to our state's economic well-being and standard of living. The graphic on this slide shows all of the routes and destinations that are currently available to the general public. Ten different direct flight destinations (three seasonal) are available to connect North Dakota to the rest of the world.

As passenger demand was reduced dramatically during the COVID 19 pandemic, our air carriers also reduced the available amount of flights and seats available to our communities. Our state has so far weathered the storm relatively well... as airlines are beginning to slowly add back flights to the markets that are seeing demand increases. The only direct flight destination that we lost during the pandemic so far is Williston direct to Minneapolis. As the recovery continues, we hope to see that market return as well as the potential of other opportunities as well.

**(Slide 18)**

Our next biennium goal is to work to support the aviation industry's recovery from the COVID-19 pandemic. We also want to ensure that we are working with our federal partners to fully understand

changes to their funding programs and eligibility criteria. We also want to ensure that high priority shovel ready projects ready to go as their grant funding becomes available.

Next year we are also planning to update our statewide pavement condition index study which is a project that we undergo every three years. We contract with an experienced pavement consultant firm to inspect and take inventory the approximately 60 million square feet of pavement at our airport pavements throughout the state.

This update will be finalized during the spring of 2021 and the results will be able to be found on our interactive website. Our data will show the condition of each pavement section at our airports throughout the state, along with deterioration details, photos, projected future conditions, and a recommended funding plan to ensure that the pavements are maintained in the most cost beneficial way. This study has been a revolutionary way for our state to manage its airport pavements and fulfill federal grant obligations.

**(Slide 19)**

As we look to maintain and further develop our airport infrastructure, it's also important to understand the current development projects that have been identified over the next 10 years.

During the fall of each year, the North Dakota Aeronautics Commission staff meets with over 50 of the public use airports in the state to review and understand their capital improvement plans.

Throughout this process, projects are identified, and cost estimates are submitted so that the agency can calculate the total amount of project requests that exist within the system. The agency can then work with the federal government and each local airport to identify and prioritize the projects. There is always the understanding that we will not be able to accommodate all identified projects as shown on this graph, but this process ensures that we find the best and most justified projects.

The recent influx of airport infrastructure funds from the FAA and the state as well as the re-prioritization of projects due to COVID-19 impacts... has helped to reduce the large short-term funding gaps that were seen between 2013-2017, however we still have much work to do to continue to try to continue to meet the demands of the system.

In our most recent statewide capital improvement plan update, we have found approximately \$400 million dollars of identified projects that exist at our airports that could take place in the next 5 years and an additional \$550 million that exist in the following 5 years. You have also been provided with a document in your packet that provides an estimated level of needs at the individual airports in our system over the next 1-5 years and 6-10 years.

**(Slide 20)**

There are multiple high priority airport projects that have been identified for the next biennium – to mention just a few from our commercial service airports:

- **Dickinson:** final phase of Runway Reconstruction/Extension
- **Fargo:** Terminal Apron Reconstruction
- **Bismarck:** Major Airfield Drainage Improvements
- **Minot:** Cargo Apron Reconstruction
- **Jamestown:** Parallel Taxiway Rehabilitation



- **Grand Forks:** Crosswind Runway Reconstruction/Extension & Primary Runway Reconstruction
  - \$115 million total estimated cost (project years: 2021 – 2027)

The state has also identified multiple high priority projects at the general aviation airports that will be a focus this next biennium which includes runway rehabilitations at Beach, Carrington, Crosby, Glen Ullin, Hazen, New Rockford, and the final stage of a runway reconstruction and extension at Watford City.

**(Slide 21)**

This slide provides a graphical view of the Aeronautics Commission budget in its current form.

The majority Aeronautics Commission budget is comprised of special fund dollars which are received from multiple revenue streams such as fuel taxes, aircraft excise, and registrations taxes. We also receive funding from the federal government for conducting airport inspections and in the form of grants for statewide aeronautical studies.

The Aeronautics Commission is also budgeted to receive \$475,000 in general fund allocation for airport improvements in the next biennium which is a \$25,000 or 5% reduction from last biennium to meet the Governor's budget request guidelines. The reduction of general fund expenditures occurs in the airport grant line item.

For our base budget request, we reprioritized our budget request to ensure that we can maintain our current staff levels of up to 7 full time equivalents and ensure operating expenses are adequate to maintain effective operations while ensuring that we are able to also conduct the statewide pavement condition study that was previously mentioned.

**(Slide 22)**

Our budget also includes an appropriation to utilize up to \$20 million from the Airport Infrastructure fund that was included as a part of last sessions' "Operation Prairie Dog" legislation. This funding is not expected to be received this biennium and is also not currently forecasted to be available next biennium unless oil revenues make a substantial recovery. That being said - we request consideration of the appropriation so that the funds may be used if the bucket does fill.

Concerns do exist due to the fact that our agency may not receive funding in the airport infrastructure fund through 2023; particularly since we have some major projects in central in eastern North Dakota that now need our attention. One such project that will require additional assistance is the major runway projects at the Grand Forks airport that is planned to take place starting next year through 2027. Federal participation on this project is estimated to be approximately \$70 million which leaves a \$45 million dollar gap for the state and local airport to finance. Replacement one-time funding or the full funding of the Airport Infrastructure Fund through Operation Prairie Dog is critical to ensure that this project can move forward and that full federal funding can be leveraged.

**(Slide 23)**

A one-time appropriation of \$5 million dollars is also within the budget for the reconstruction of the University of North Dakota's apron. Significant potholes and concrete deterioration due to the age of

pavements that were constructed in the 1980s pose an increasing safety risk to students, employees, and the 100-plus aircraft operated by North Dakota's premier aviation school. In the 2015 Legislative Session, \$6 million was appropriated for phase 1 of this project and significant progress was made on the Bravo and Charlie Aprons. Bravo-West is the remaining pavement that still requires reconstruction and the project is estimated at \$5 million dollars.

**(Slide 24)**

I also thought it would be appropriate to show the major revenue impacts that our agency has experienced due to COVID-19. Aviation fuel taxes is our primary revenue which we currently receive at 8 cents per gallon. You can see that the revenue was impacted significantly at the beginning of March as aircraft operations declined. We have seen a minor recovery in these revenues since the bottoming in May, but overall, our calendar year 2020 fuel tax revenue is down 41% from the calendar year 2019 revenue levels. We expect a slow recovery in this revenue source to mirror airline activity as passenger demand begins to return.

**(Slide 25)**

Our other major revenue source is aircraft excise in which the owner remits 5% of the purchase price of the aircraft or 3% if it's an aerial applicator aircraft. This tax is incredibly difficult to predict, but in looking at the trends between 2019 and 2020, it seems that purchases were delayed in 2020 to later in the year, but we are only down 5% in 2020 from the revenue received in 2019 which shows that aircraft purchases are still remarkably strong in North Dakota.



## North Dakota Aeronautics Commission Budget Hearing

SB 2006

House Appropriations – Government Operations Divisions  
March 11<sup>th</sup>, 2021

Kyle Wanner, Executive Director

# Aeronautics Commission – Statutory Authority

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## ***North Dakota Century Code Chapters 2-05, 2-08, 57-40.5, 57-43.3***

### **Major Statutory Responsibilities:**

- Encourage the establishment & maintenance of public airport and navigational facilities.
- Cooperates with federal and local government in the promotion & development of aeronautical activities
- Represents the state and industry in all matters relating to aeronautical activities.
- Regulatory functions – aircraft registrations, aircraft excise & fuel tax, aerial application, aircraft dealers

### **Audit for Biennium Ended June 30<sup>th</sup>, 2019:**

- The audit did not identify any exceptions or defaults.



# Additional Core Agency Duties

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- Airport Infrastructure Grant Funding
- Airport Planning Support
  - Airport Layout Plan Development
  - Airport Inspections
  - Airspace Analysis
  - Airport Management Support and Resources
- Update Statewide Aviation Publications and Planning Documents
- Aviation Education Promotion and Grant Funding
- Own and Manage Two Public Airports: International Peace Garden Airport and Garrison Dam Recreational Airpark



# Agency Programs

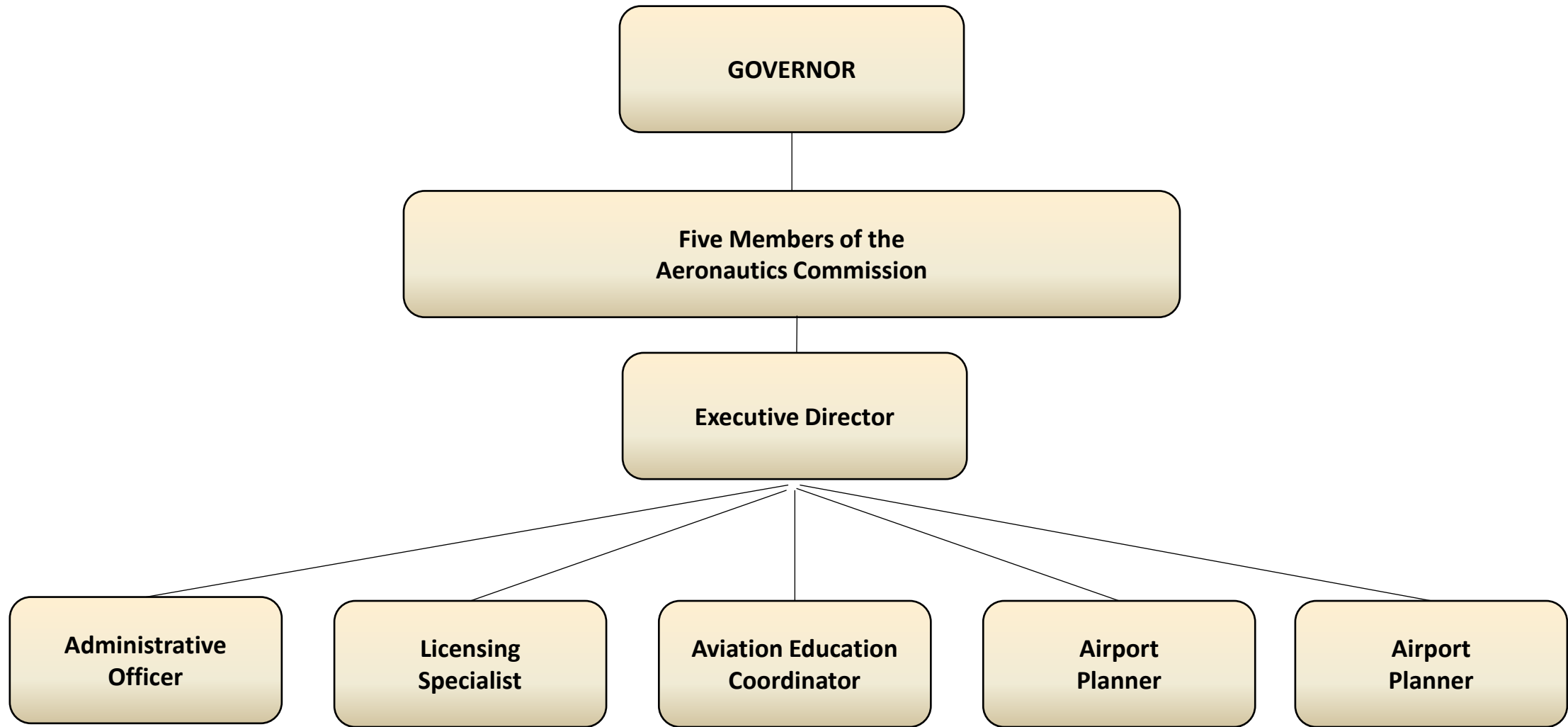
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- Passport Program
- Aviation Museum Support
- Flight Training Assistance Program (FTAP)
- Airport Internship Program
- Aviation Education Grants
- Aviation Career Day Involvement
- Youth Aviation Art Contest
- High School Curriculum Assistance
- Windsock Program
- Airport Supply Surplus
- Aerial Applicator Alert Map
- Statewide Automated Weather Observation System (AWOS) Maintenance Program



# Current Organizational Chart

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# Organization/Leadership – Aeronautics Commission

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## 5 Member Commission Appointed by the Governor



Warren Pietsch, Minot



Jay B. Lindquist, Hettinger



Kyle Humann, Mandan



Dr. Kim Kenville, Grand Forks



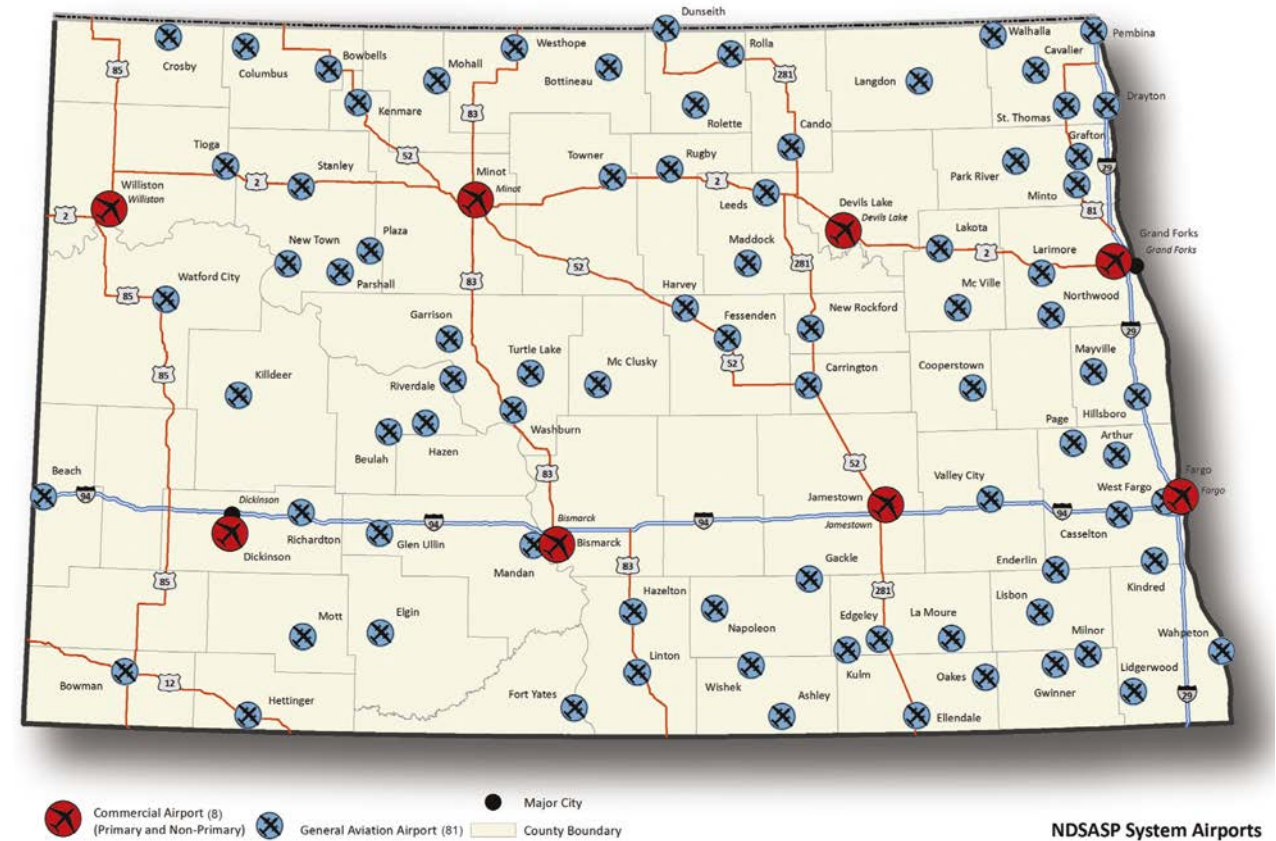
Cindy Schreiber-Beck, Wahpeton



# North Dakota's Airport System

- 89 Public-Use Airports in North Dakota
  - 71 airports are paved
  - 18 airports maintain turf only runways
- 54 are eligible to receive federal funding
- 35 are maintained utilizing state and local funding only
- Over 200 private airstrips also exist throughout the state

## According to the 2015 Economic Impact of Aviation Study



## PUBLIC AIRPORTS IN NORTH DAKOTA

# Major Biennial Accomplishments

- **Completed Updates to the Aviation Information Management System (AIMS) to enable efficient processing for:**

- Aircraft registrations
- Aircraft excise tax payments
- Aircraft Dealer licensing
- Aerial Applicator licensing
- Efficient outreach to aviation community

- **Adapting to COVID-19 environment**

- Communication with airports/governor's office
- In Fiscal Year 2020: North Dakota airports received \$69 million in reimbursable federal CARES grants to utilize on staff salaries and operational costs during the pandemic. An additional \$88 million was also received for airport development projects.
- Successfully reacted to changes in environment to maximize federal funding and utilized state funding to provide additional assistance to airports
- Redeveloped and re-prioritized the statewide Capital Improvement plan for airport development projects taking into account projects that are impacted by COVID-19 and updated revenue forecasts for "Operation Prairie Dog" funds.

- **Airport Grant Funding**

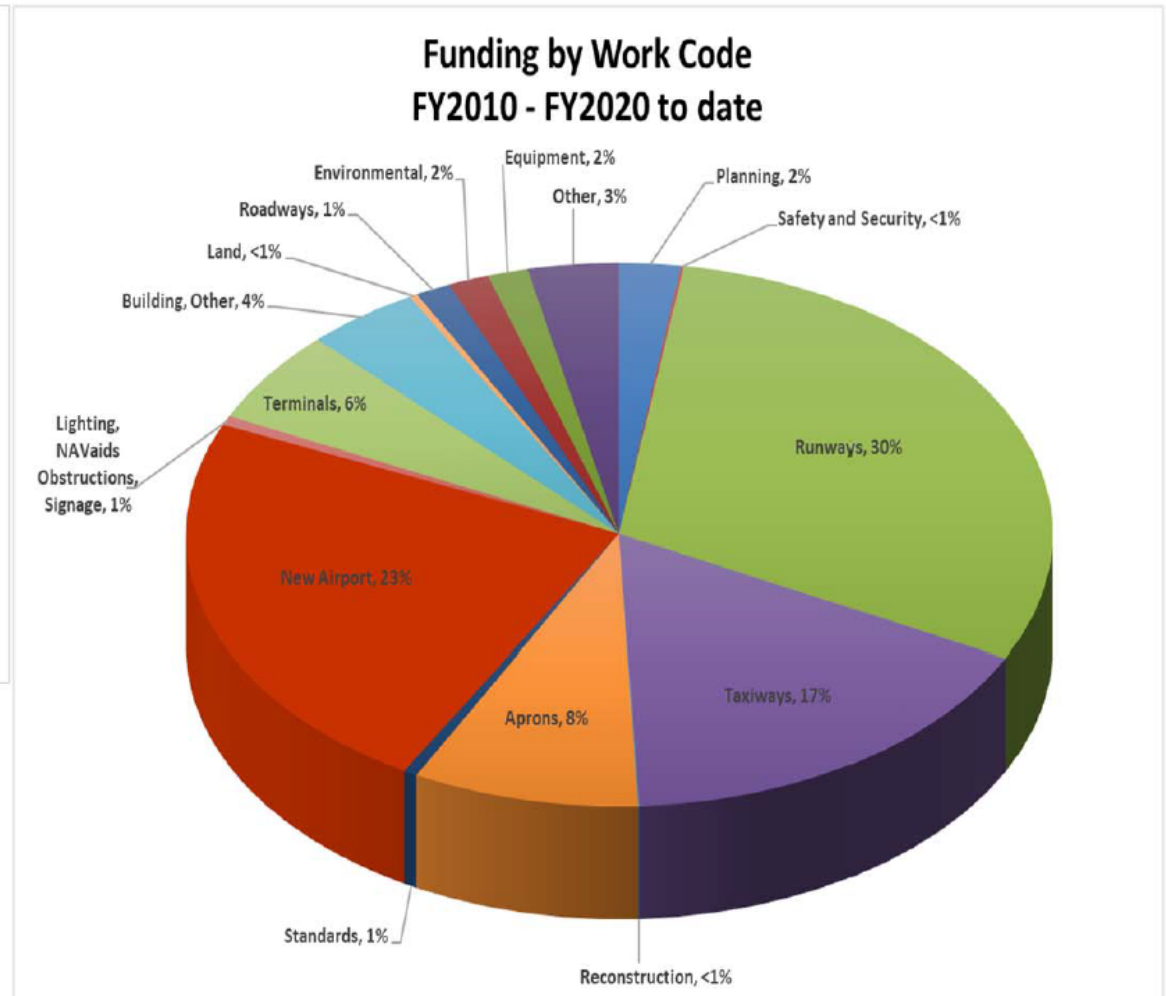
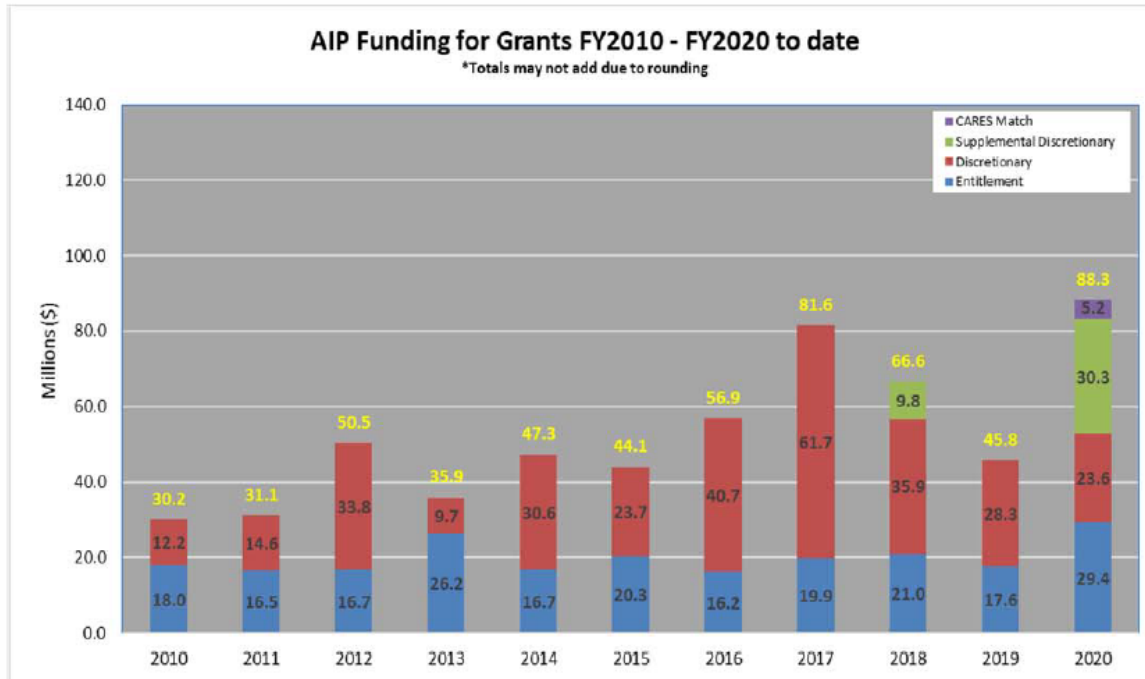
- Provided \$7 million in Airport infrastructure grants to 313 airport projects
- Provided \$7 million in Airport grants from one-time SIF funding for Dickinson and Watford City airport projects.
  - \$13 million in one-time SIF allocation remains for planned allocation to Dickinson in the Summer of 2021 to complete their Runway Reconstruction project.



COVID-19 has led to significant impacts to passenger demand

# Historical Federal Funding for North Dakota Airports

## North Dakota Grant Funding FY2010 – FY2020; Supplemental Appropriations and CARES Act



### Supplemental Discretionary

#### Intent to Award

-6 Grants Totaling \$39,010,091

Fiscal Year	Grants	Total
2018	4	\$31,760,091
2019	1	\$2,400,000
2020	1	\$4,850,000

\*FY2020 Supplemental will receive CARES Funds for 100% match as long as funding is available

### CARES Act

-53 Grants Totaling \$69,489,703

Airport Type	Grants	Total
Small Hub	1	\$21,637,515
Non-Hub	6	\$45,408,388
Commercial Service	1	\$1,352,800
General Aviation	45	\$1,091,000

# North Dakota's Return on Investment

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## From 2011-2020 (last 10 years):

- North Dakota has received \$548 million from Federal Government for Airport projects (not including CARES funds)
- The State of North Dakota has invested a total of \$151 million in airport projects.
  - Over the last 10 years - for every \$1 dollar that the state invested in airports, we have been able to leverage/receive approximately \$3.63 from the Federal Aviation Administration.



# Biennium Project Highlights – Commercial Service

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- **Fargo**
  - Cargo Apron Expansion
  - Snow Removal Equipment Building Expansion
- **Grand Forks**
  - Environmental work for future crosswind and primary runway upgrades
- **Devils Lake**
  - Snow Removal Equipment Upgrades
- **Jamestown**
  - Terminal Apron Reconstruction



*Fargo – Cargo Apron Expansion (2020)*

# Biennium Project Highlights – Commercial Service

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- **Minot**
  - General Aviation Apron Rehabilitation
- **Bismarck**
  - Primary Runway Rehabilitation – Final phase completed
- **Dickinson**
  - Parallel taxiway construction completed
- **Williston**
  - New airport successfully opened Fall of 2019
  - Crosswind Runway construction completed Fall of 2020



*Williston Airport Crosswind Runway (2020)*

# Biennium Project Highlights – General Aviation

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## Runway Rehabilitations

- Cando
- Mohall (runway extension)
- Watford City (ongoing)

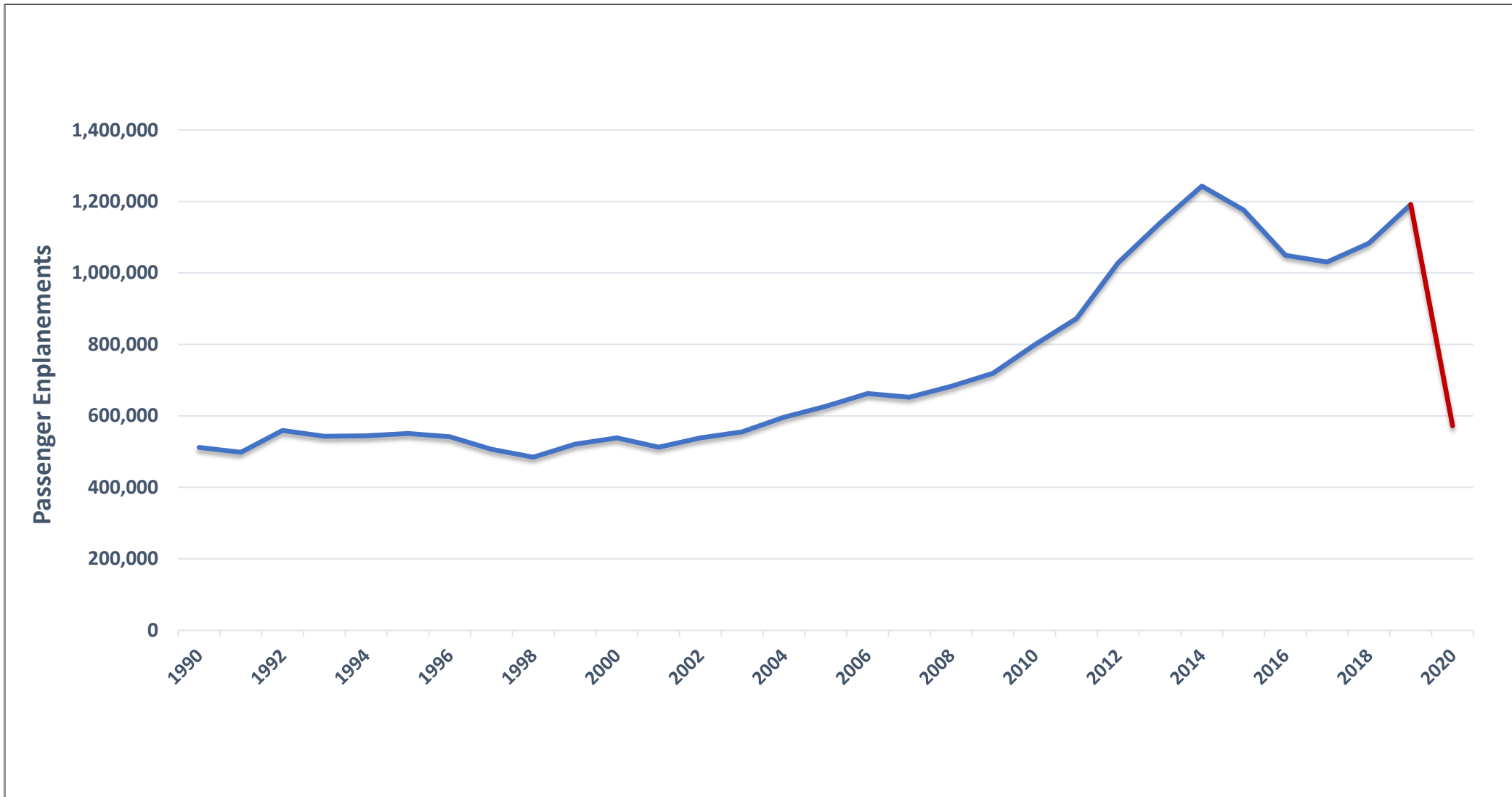
## Taxiway/Apron Rehabilitations

- Hillsboro
- Tioga
- Washburn
- Garrison
- Hettinger
- Mandan
- Wahpeton



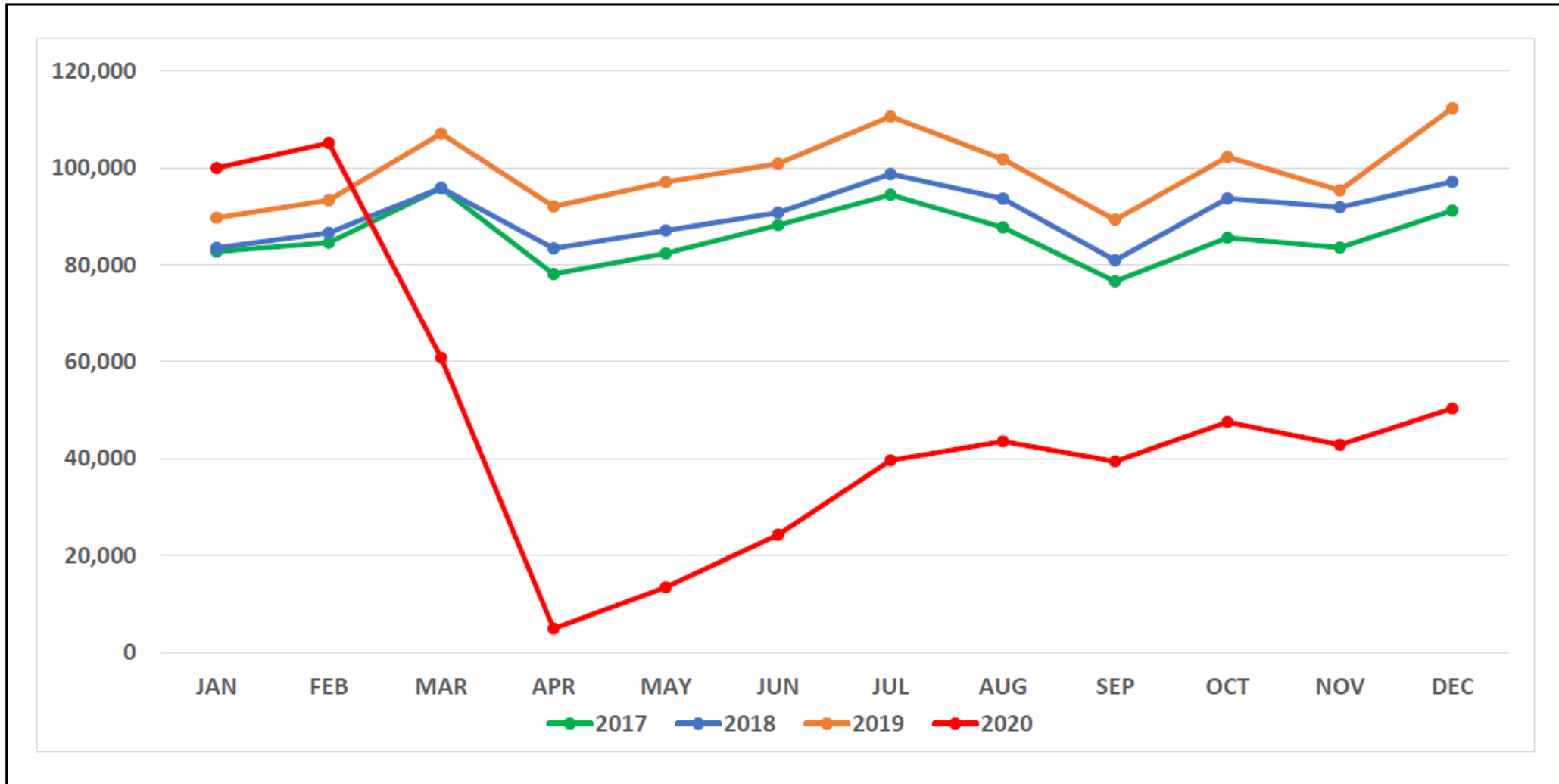
*Hillsboro taxiway construction (2020)*

# North Dakota – Historical Airline Boarding Numbers

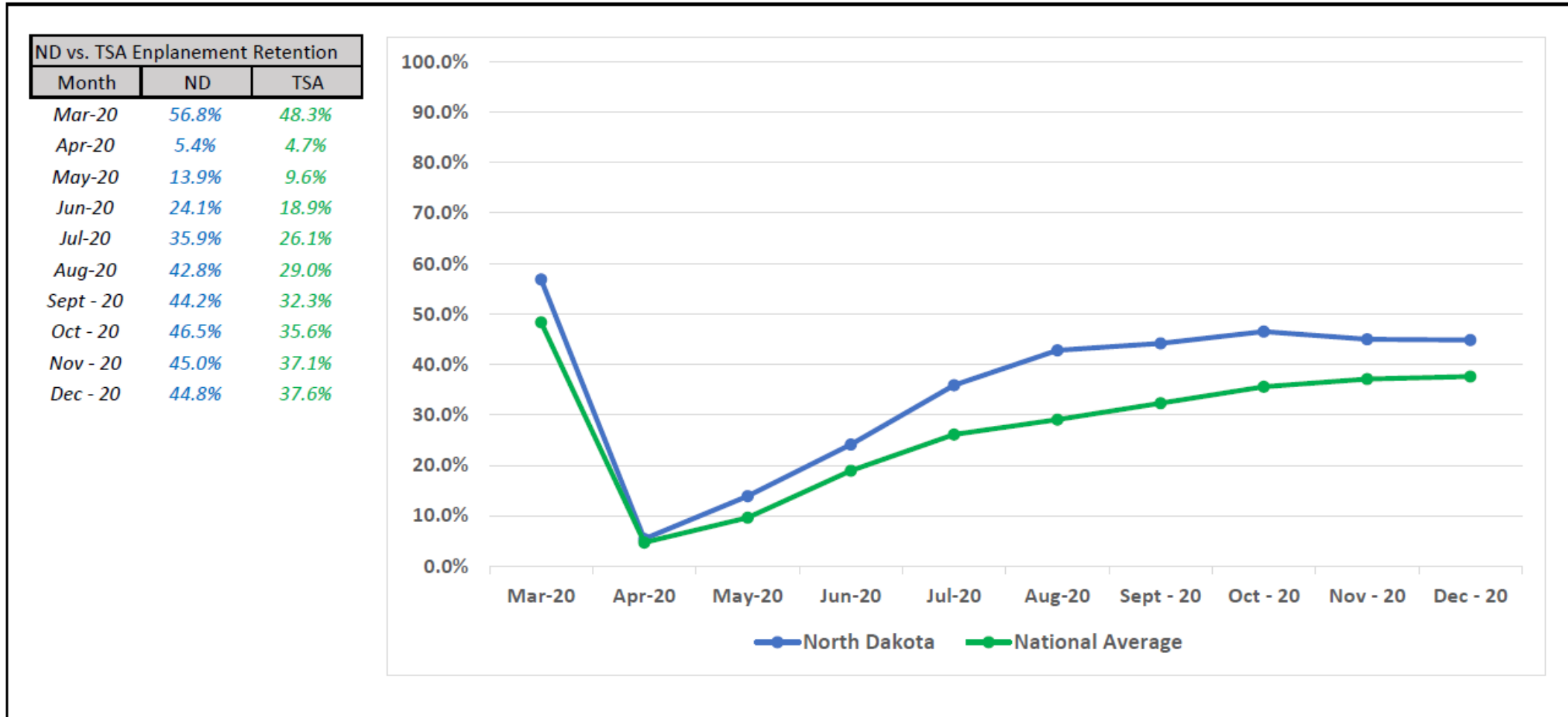




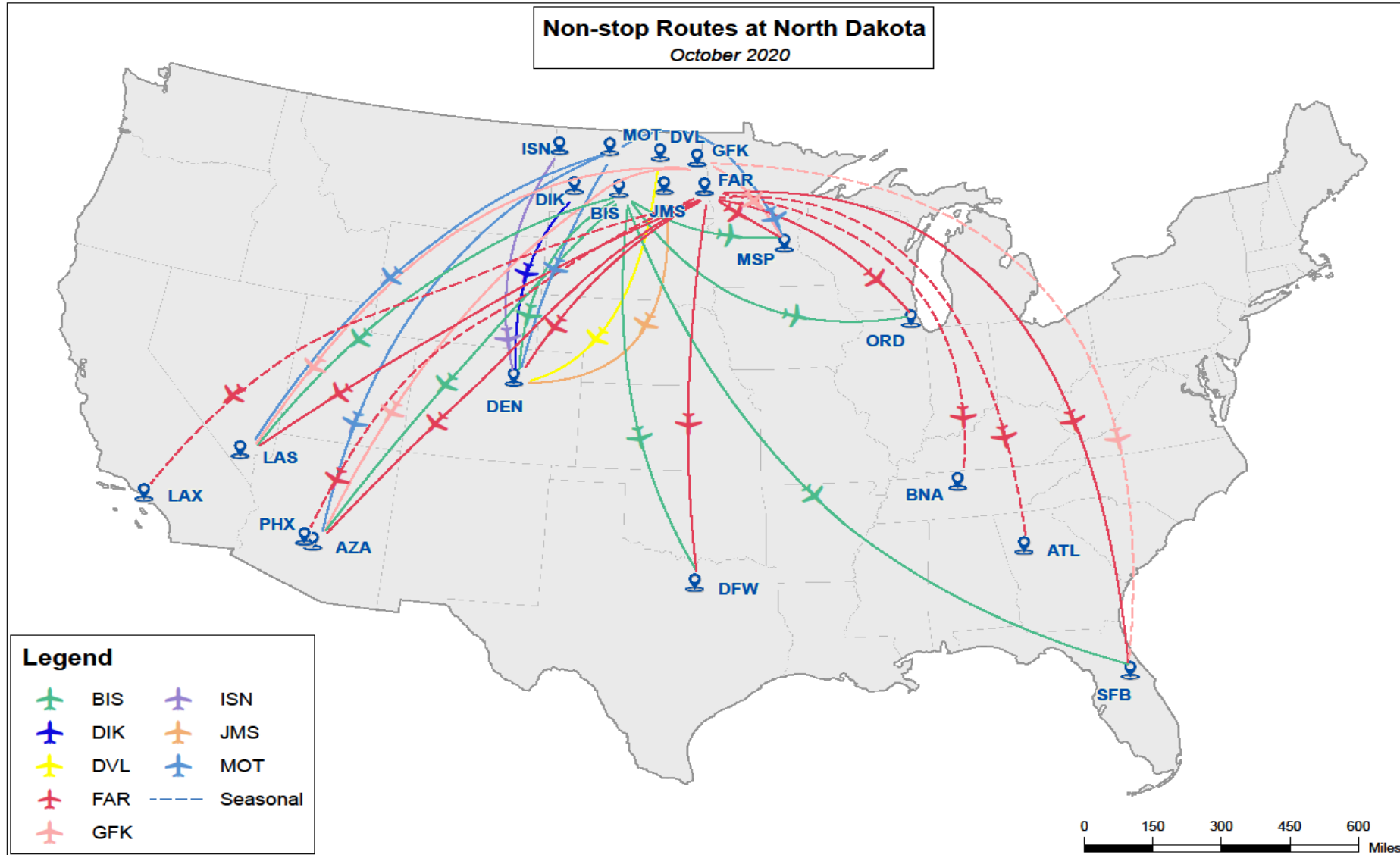
# North Dakota Airline Passenger Boarding Trends



# North Dakota versus National Average

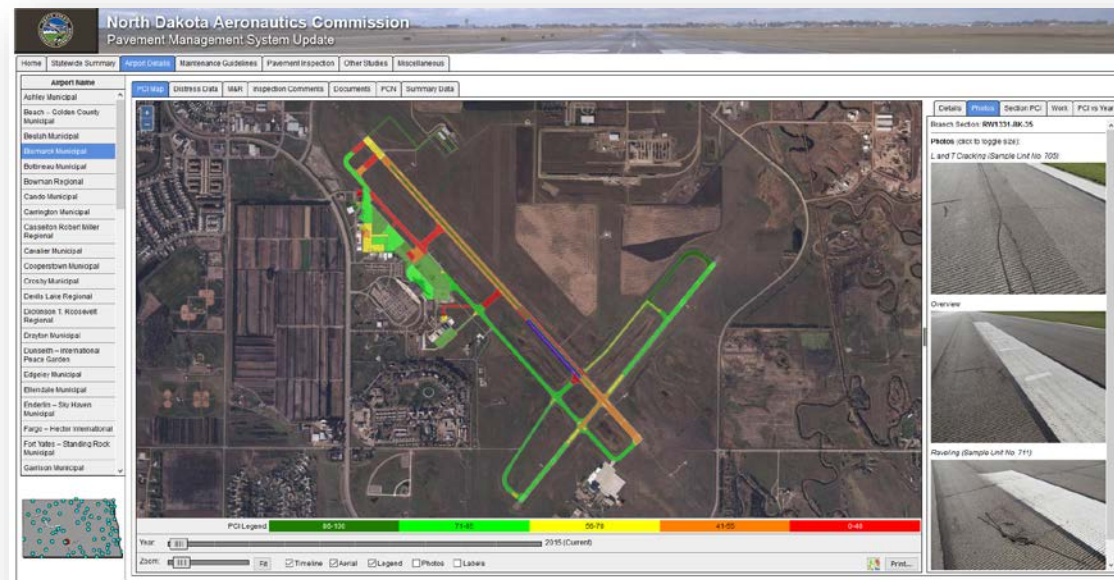


# North Dakota Air Service Route Map

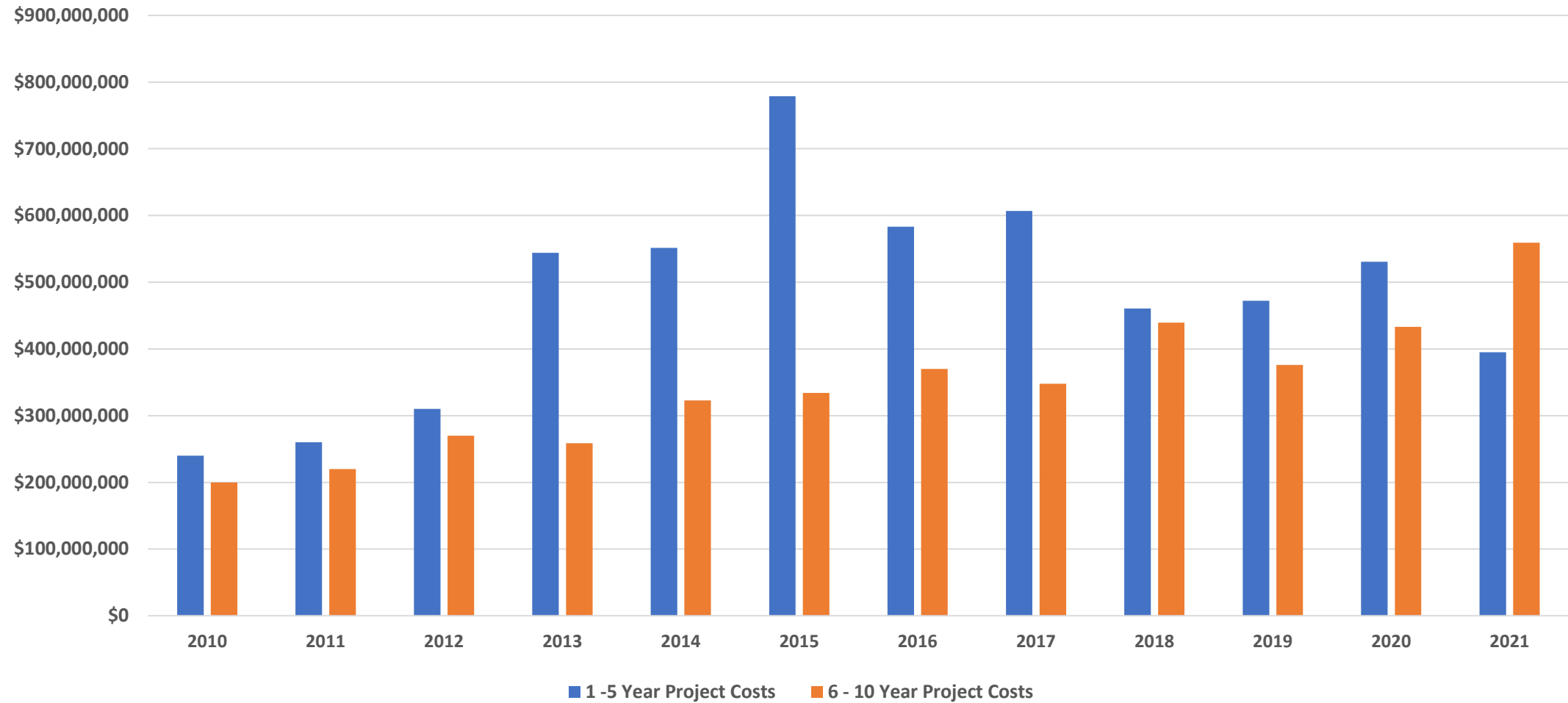


# Next Biennium Goals/Plans

- Continue to support the aviation industry's recovery from COVID-19 pandemic
  - Fully understand Federal Airport Infrastructure program and funding availability as Congress finalizes relief and funding packages
  - Leverage federal funds where possible and utilize state grant funds on high priority projects
- Statewide Pavement Condition Index Study
  - Approximately 60 million square feet of pavement exists on our airports
  - Study conducted every 3 years to update online interactive database
  - Helps to prioritize federal and state funding and identifies best practices and recommendations for cost beneficial pavement management techniques



# North Dakota Airport Infrastructure Needs Analysis



# Major Airport Projects on Horizon

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## Commercial Aviation Major Projects

- **Dickinson:** final phase of Runway Reconstruction/Extension
- **Fargo:** Terminal Apron Reconstruction
- **Bismarck:** Major Airfield Drainage Improvements
- **Minot:** Cargo Apron Reconstruction
- **Jamestown:** Parallel Taxiway Rehabilitation
- **Grand Forks:** Crosswind Runway Reconstruction/Extension & Primary Runway Reconstruction
  - \$115 million total estimated cost (project years: 2021 – 2027)

## General Aviation Runway Rehabilitations

- Beach
- Carrington
- Crosby
- Glen Ullin
- Hazen
- New Rockford
- Watford City (in progress)

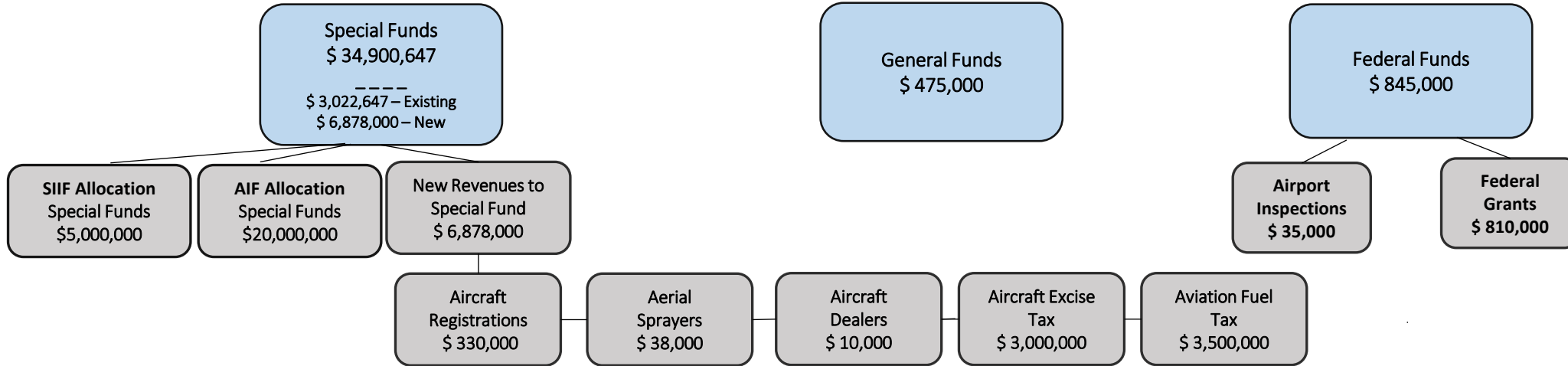


Fargo – Passenger Terminal (summer 2020)

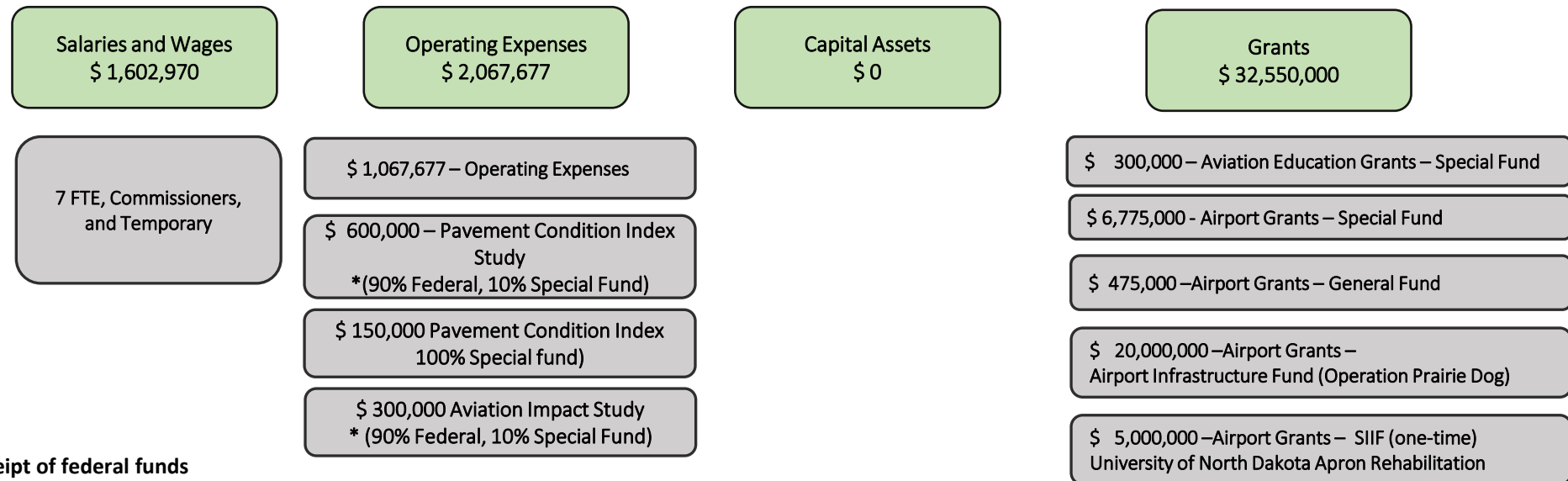


# North Dakota Aeronautics Commission 2019 – 2021 Proposed Budget \$ 36,220,647

## REVENUES

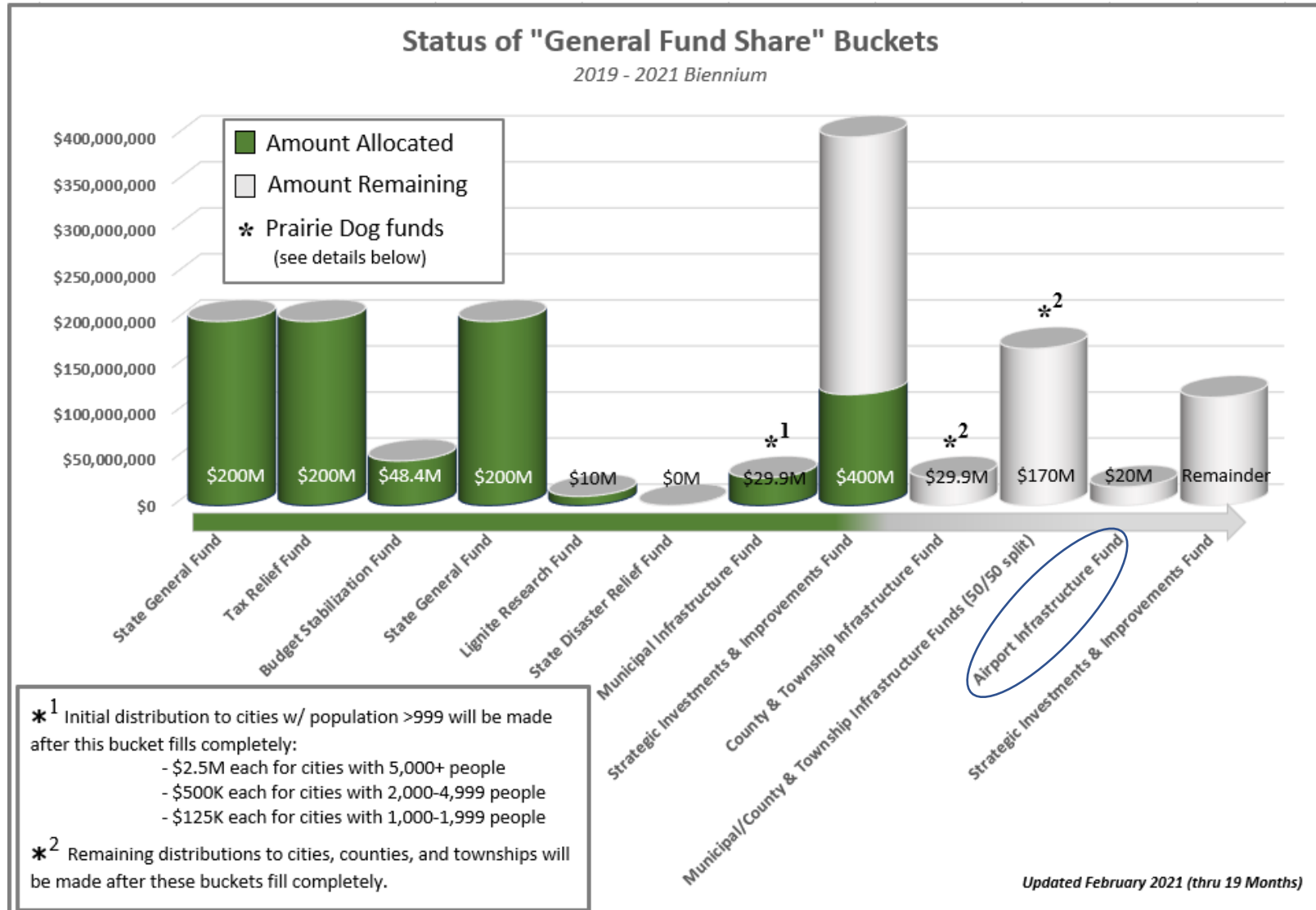


## EXPENDITURES



\*Fed – subject to receipt of federal funds

# Status of Oil Revenue Buckets

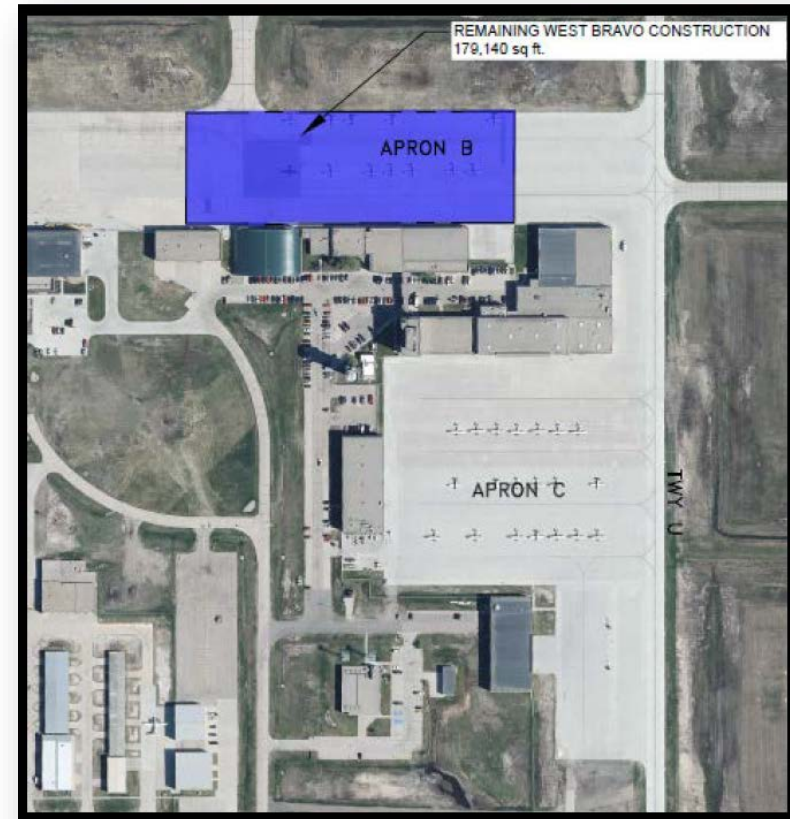




# University of North Dakota Apron Project – Phase 2



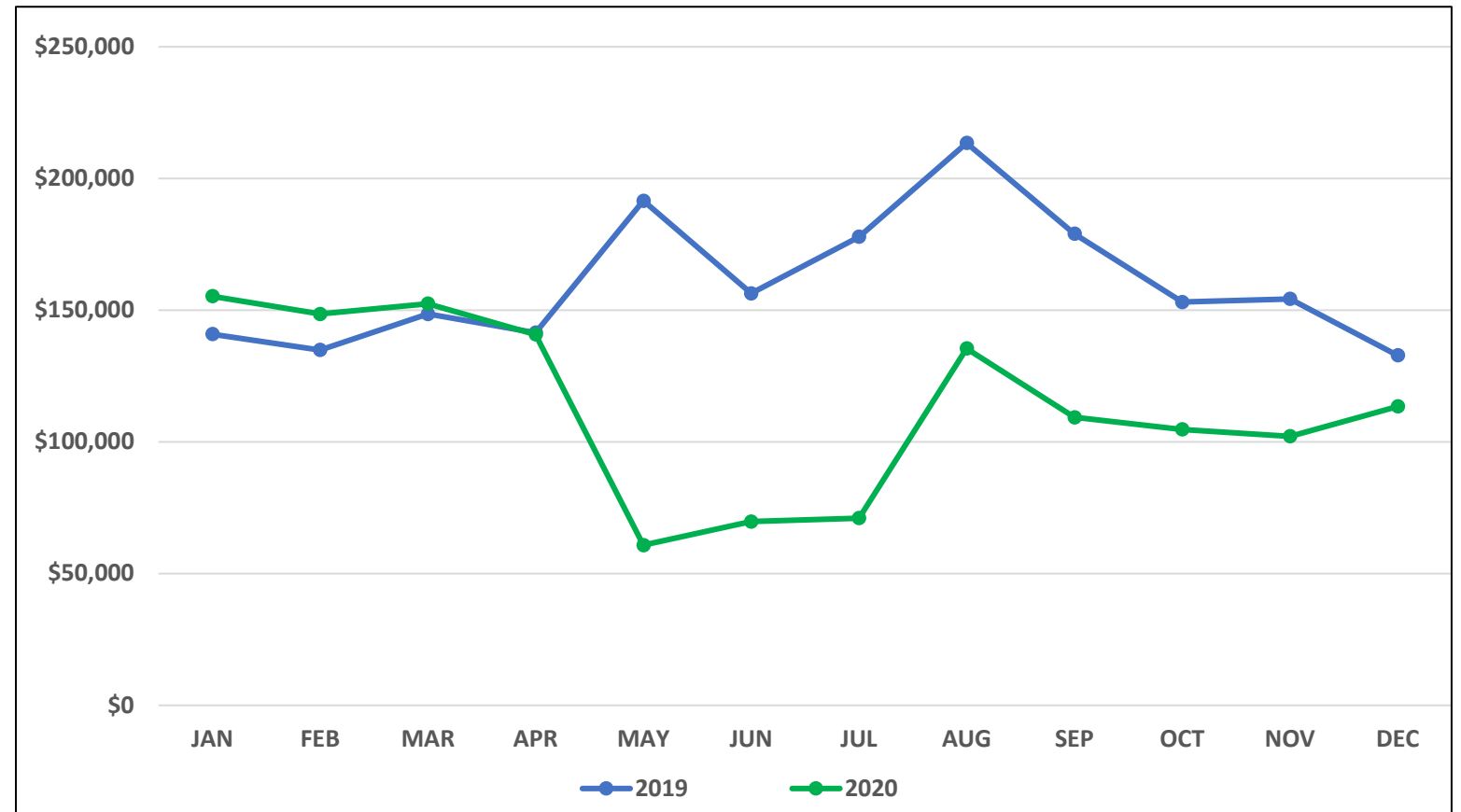
A yardstick for scale shows the amount of damage sustained by the concrete, as well as the potential for foreign object debris on UND's flight apron



University of North Dakota Flight Operations at GFK Airport

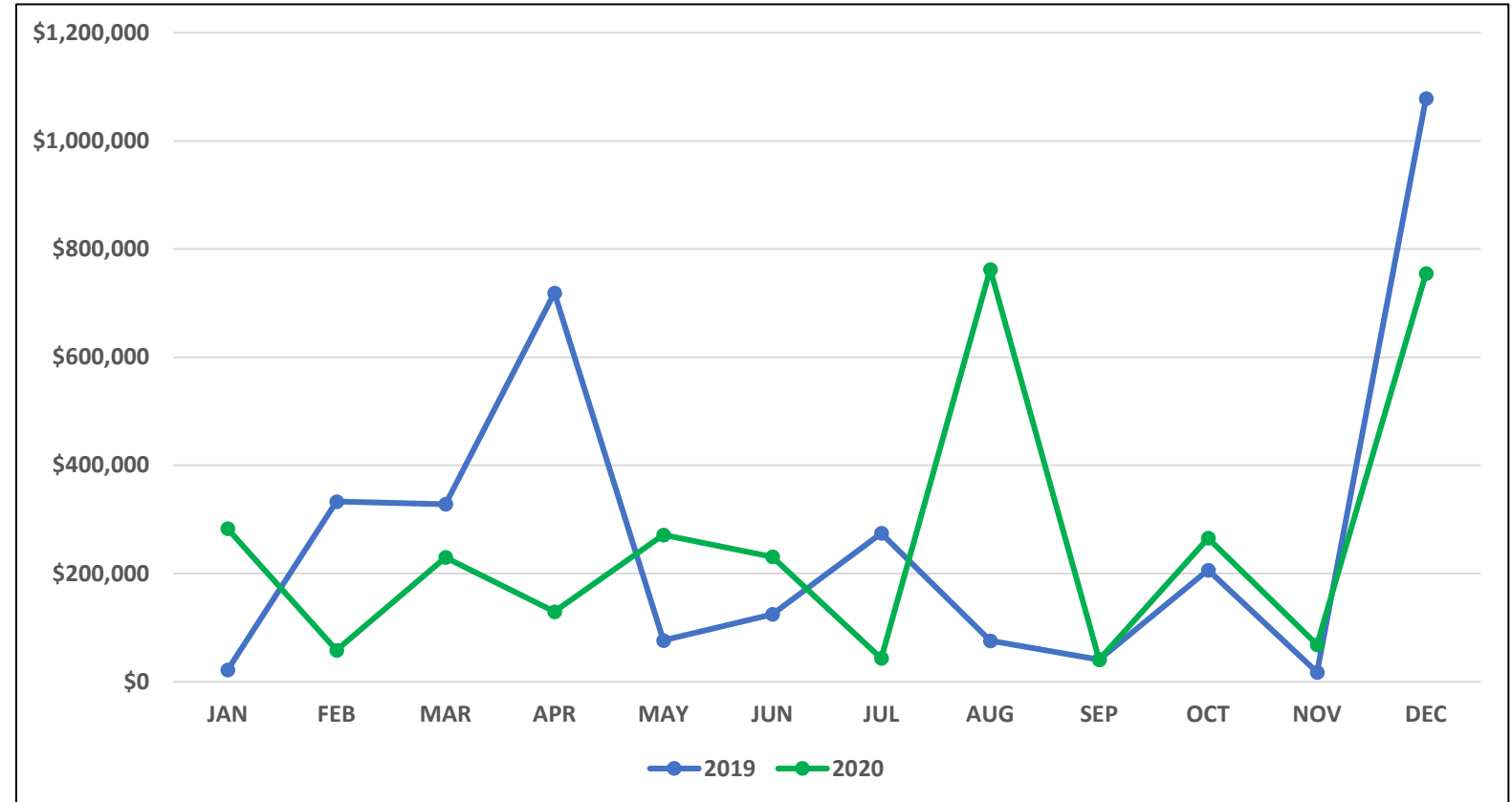
# Revenue Impacts of COVID-19 – Aviation Fuel Tax

Month	2019	2020	% Change
JAN	\$140,925	\$155,293	9.3%
FEB	\$134,866	\$148,531	9.2%
MAR	\$148,532	\$152,471	2.6%
APR	\$141,487	\$140,795	-0.5%
MAY	\$191,540	\$60,798	-215.0%
JUN	\$156,404	\$69,763	-124.2%
JUL	\$177,867	\$71,028	-150.4%
AUG	\$213,482	\$135,437	-57.6%
SEP	\$179,013	\$109,333	-63.7%
OCT	\$153,094	\$104,712	-46.2%
NOV	\$154,281	\$102,115	-51.1%
DEC	\$132,871	\$113,487	-17.1%
<b>TOTAL</b>	<b>\$1,924,362</b>	<b>\$1,363,763</b>	<b>-41.1%</b>



# Revenue Impacts of COVID-19 – Aircraft Excise Tax

<b>Month</b>	<b>2019</b>	<b>2020</b>	<b>% Change</b>
JAN	\$21,626	\$282,991	92.4%
FEB	\$333,193	\$58,108	-473.4%
MAR	\$328,226	\$229,783	-42.8%
APR	\$718,867	\$129,423	-455.4%
MAY	\$76,327	\$271,304	71.9%
JUN	\$124,559	\$230,983	46.1%
JUL	\$274,427	\$43,260	-534.4%
AUG	\$75,690	\$762,283	90.1%
SEP	\$40,900	\$40,571	-0.8%
OCT	\$206,500	\$265,590	22.2%
NOV	\$17,540	\$68,297	74.3%
DEC	\$1,078,632	\$755,103	-42.8%
<b>TOTAL</b>	<b>\$3,296,487</b>	<b>\$3,137,696</b>	<b>-5.1%</b>



# Questions

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# YTD Boardings Comparison of Commercial Service Airports

Through December

Prepared by: N.D. Aeronautics Commission

11-Jan-21

	YTD 2020	YTD 2019	YTD 2018	YTD 2017	YTD 2016	YTD 2015	YTD 2014	YTD 2013	YTD 2012	YTD 2011	Difference 2020/2019	% Change
Bismarck	150,161	309,337	282,363	272,739	271,022	259,734	245,205	237,683	236,172	196,414	(159,176)	-51.46%
Devils Lake	3,865	6,973	6,684	6,644	6,290	4,760	2,676	2,667	2,998	5,488	(3,108)	-44.57%
Dickinson	11,368	23,901	22,592	18,938	16,795	41,846	58,843	35,277	23,796	18,958	(12,533)	-52.44%
Fargo	238,508	471,333	422,190	392,889	395,614	429,251	448,848	398,677	364,727	350,458	(232,825)	-49.40%
Grand Forks	46,410	114,627	112,027	114,707	128,847	142,639	142,782	146,068	135,209	116,938	(68,217)	-59.51%
Jamestown	5,655	11,175	11,808	12,865	11,123	7,996	3,428	2,672	3,861	5,689	(5,520)	-49.40%
Minot	84,601	165,988	151,658	143,172	151,706	182,872	222,144	222,083	224,421	150,450	(81,387)	-49.03%
Williston	31,525	88,235	73,795	68,685	68,021	106,945	119,069	94,459	37,359	27,860	(56,710)	-64.27%
<b>TOTALS</b>	<b>572,093</b>	<b>1,191,569</b>	<b>1,083,117</b>	<b>1,030,639</b>	<b>1,049,418</b>	<b>1,176,043</b>	<b>1,242,995</b>	<b>1,139,586</b>	<b>1,028,543</b>	<b>872,255</b>	<b>(619,476)</b>	<b>-51.99%</b>
Commercial (BIS- FAR-GFK-MOT-WIL)	551,205	1,149,520	1,042,033	992,192	1,015,210	1,121,441	1,178,048	1,098,970	997,888	842,120	(598,315)	-52.05%
Regional (DVL-DIK- JMS)	20,888	42,049	41,084	38,447	34,208	54,602	64,947	40,616	30,655	30,135	(21,161)	-50.32%

# NPIAS AIRPORT CAPITAL IMPROVEMENT PLAN REPORT - NORTH DAKOTA



	AIRPORT	Based Aircraft	PROJECT	NDAC Priority	FAA Priority	Project Costs (Thousands)				
						1 to 5 Yrs.	6 to 10 Yrs.			
1	Fargo FAR	203	Cargo Apron Expansion Phase IV	44	63	3500				
			Terminal Apron Reconstruction (D'21, Phase I C'22, Phase II C'23)	54	69	15000				
			Terminal Area Study	34	73	400				
			Replace Passenger Boarding Bridge	31	42	500				
			Pavement Maintenance (RTA, RCF, Seal)	56	81	1000	1000			
			Terminal Building Expan. (D'23, Phase I C'23, Phase II C'24)	31	42	37000				
			Glycol Pump Station (D'21, C'22)	31	60	2000				
			Rwy 9/27 Ext./Widening / Par. Twy EA, Design, Construct	46	51		65000			
			South GA Apron Rehabilitation	54	69	5000				
			SRE Acquisition	32	77	1000	2000			
			Construct Elevated Walkway	31	27	16000				
			North GA Taxilane Extension	45	61		1000			
			Perimeter Road Rehabilitation	31	48		2000			
			Twy D Reconstruction	55	76		3500			
2	Bismarck BIS	78	East GA Expansion	23	61		2000			
			Rehabilitate Runway 3-21 and Taxiway D	46	79		13000			
			Rehabilitate/Construct Parking Lot/Expansion	23	27		2000			
			GA Apron Expansion (Phase IV and V)	44	62	2000	2000			
			Purchase SRE Equipment	32	36	2300	800			
			Taxiway C North Rehab	45	74	10000				
			Rehabilitate Access Roads	23	27	1000	1600			
			Airfield Wetland Mitigation / Drainage Improvements (Phase VI - '21, VII - '22, VIII - '23)	31	41	16500	7000			
			Construct Terminal Building Expansion (D '25, C '25-'26)	31	40	500	54000			
			Expand Commercial Apron (Phase 1 D '23- C '24)	44	62	7000	7200			
			Purchase ARFF Equipment	32	36	750				
			Runway 13 RPZ Land Acquisition	41	44		2200			
			Pavement Maintenance (RTA, RCF, Seal)	56	79	1000	1000			
			Rehabilitate/Construct SRE Building Expansion	32	36	4200				
Rehabilitate/Construct ARFF Building Expansion	31	43	1500							
Construct Service Road Expansion	23	27		3000						
3	Grand Forks GFK	189	Install New Passenger Boarding Bridges	31	39		11000			
			ASR Improvements	32	48	1600				
			Deicing Fluid Collection System	32	42	600				
			Commercial and GA Ramp Panel Replacement	44	38	2000				
			Relocate Airway Avenue/Airport Road Intersection	23	27		300			
			Update Noise Contours	21	65		250			
			Construct Taxilane Expansion	45	59	1000	500			
			Runway 9L-27R Extension - Land Acquisition, Wetland Mitigation	46	60	3900				
			Relocate Route 5	46	55	4600				
			Runway 9L-27R Extension - Reconstruct Runway Intersection	56	37	8600				
			Runway 9L-27R & TWY B Extension & Pavement Reconstruction	56	79	42600				
			Runway 17R/35L Reconstruction (C'25-'27)	56	79	26000	31000			
			Construct Runway 18-36	46	74		10000			
			Construct Access Road North of Terminal	41	39		1500			
Construct Terminal Apron	44	62		9000						
4	Minot MOT	120	Purchase ARFF Equipment	52	87		1000			
			Taxiway C Rehab	45	74		4000			
			Replace T-Hangars	12	24	3000	3000			
			Northwest GA Apron	44	62		2000			
			Storm Water Improvements (C '22 - C '23)	31	41	8100				
			Purchase SRE Equipment	32	75	1600	1000			
			Purchase ARFF Truck	52	36	1000				
			Taxiway B/G Rehab	45	74		3000			
			Replace/Upgrade Airfield Security Fence	31	83		5000			
			Reconstruct/Expand Cargo Apron (C '20-'21)	54	67	3500				
			Pavement Maintenance (RTA,RCF, Seal), Remarking	56	79	1000	1000			
			Runway 8/26 Rehab/Threshold Relocation; Taxiway B Intersection; Taxiway D Expansion	56	79	5400	4300			
			Construct GA Landside Access Road and Parking Lot	23	27	3500				
			RWY 8 Approach Clearing/Tree Removal	57	86					
5	Jamestown JMS	36	Rehabilitate Taxiways A, B & D (D'20 C'21)	45	74	2000				
			Rehabilitate Runway 13/31, Taxiway D-1, & Taxiway A (D'22 C'24)	46	79	2400				
			Reconstruct Terminal Apron Phase II	54	67	100	1500			
			Airfield Lighting Rehabilitation	56	79	2100				
			Pavement Maintenance (RTA,RCF, Seal), Remarking	56	79	600	1100			
			Acquire SRE	32	75		500			
			Replace Passenger Boarding Bridge	31	40		800			
			W. Industrial Park Infrastr. Improvements (C'25)	11	X		1500			
			Terminal Expansion	31	40		2000			
			Apron & Taxiway Concrete Section Rehabilitation	45	67		300			
			Construct T-Hangar	12	24		700			
			6	Williston XWA	49	Purchase SRE Equipment	32	75	2200	
						Purchase ARFF Equipment	52	36		1000
						Pavement Maintenance (RTA, RCF)	56	79	400	500
Construct Hangars	12	24				1000	2000			
Terminal Parking Expansion	23	27				2500				
Cargo Apron Construction	44	69				6100				
Ground Service Equipment Building	32	36				400				
Crosswind Parallel Taxiway	45	76					3000			
Deicing Fluid Collection Improvements	32	41					1400			
Construct Waste Water System	32	40					7000			

	AIRPORT	Based Aircraft	PROJECT	NDAC Priority	FAA Priority	Project Costs (Thousands)				
						1 to 5 Yrs.	6 to 10 Yrs.			
7	Devils Lake DVL	13	Terminal Area Planning Study, Environmental, & ALP Terminal Plan Update	34	71	100				
			Apron & Taxiway Reconstruction	55	67	1700				
			Apron Lighting & Security Cameras	44	67	300				
			Terminal Expansion	32	40	3000				
			Install Passenger Boarding Bridge	31	40	1000				
			Improvements to Terminal Road & Parking Lot	21	37	1000				
			Runway 13/31 Pavement Rehabilitation	46	79	2000				
			Runway 13/31 Lighting Rehabilitation & Generator	56	79		1000			
			ALP/MP Update with Exhibit A/AGIS Component	37	71		500			
			Construct SRE/ARFF Building	32	57		2500			
8	Dickinson DIK	34	Rehabilitate Apron	44	67		500			
			Rehabilitate Taxiway A	45	74		800			
			Acquire SRE	32	75		1000			
			Terminal Design and Construction	33	45		30000			
			Reconstruct Runway 14/32	56	79	22000				
			Terminal Access and Parking Lot	31	40		5000			
			Purchase SRE Equipment	32	75	1200	1000			
			ARFF Truck / ARFF Building Expansion	32	87	750	2000			
			Construct Commercial Service Apron	44	62		6000			
			Construct Hangar Taxilanes	45	59		1000			
			Crosswind Parallel Taxiway	45	76		3000			
			SRE Building Expansion	32	45		2000			
			Runway 15-33/Taxiway A Light System Conversion, Runway 7-25 Light System/Beacon	56	72	750				
			GA Apron and Taxiway A Reconstruction (D '24, C '25)	55	74	4700				
			<b>Commercial Service Airports Totals:</b>						<b>304450</b>	<b>337750</b>
			9	Ashley ASY	BASIC 11	Install LED MIRLs, PAPIs, Beacon, Windcone and Electrical Vault (D '19, C '21)	56	77	700	
						Pavement Maintenance (RTA, RCF, Seal)	56	77	150	200
						AGIS for IAP Development	37	67	150	
						Construct Terminal/SRE Building	32	39	500	
						Install AWOS	32	70		300
Construct Apron Expansion	44	59					1000			
Construct Fuel System (100LL + Jet A)	22	24					400			
ALP/MP Update with Exhibit A/AGIS Component	31	42					300			
Rehabilitate Hangar Taxilanes	45	63					600			
Construct New Turf Runway	46	59					1000			
10	Beach 20U	BASIC 10	Runway 12/30, Taxiway, Apron Pavement Rehabilitation (D '22, C '23)	46	77	1600				
			Pavement Maintenance (RTA, RCF, Seal)	56	77	200	400			
			Construct Hangar	12	22	1000				
			Construct Fence and Signage	31	38		2000			
			Construct Parallel Taxiway	45	48		1000			
			Construct Apron Expansion	44	59		500			
			Construct Jet-A Fuel System	22	17	300				
			Pavement Maintenance (RTA, RCF, Seal)	56	79	200	200			
			Construct Taxiway Expansion	45	64	300	300			
			Realign and Construct Turf X-Wind Runway	45	46		500			
11	Bottineau D09	LOCAL 17	Runway 13/31, Taxiway, Apron Pavement Rehabilitation	46	79		2200			
			Demo Hangar and Construct New T-Hangar	12	24		1000			
			Construct Fence and Signage	31	38		2000			
			Conduct Misc Study/Request IFR on Runway 13	31	42	200				
			ALP/MP Update with AGIS Component	31	42					
			Install AWOS	32	72	300				
			Transfer Out Entitlements (\$30,000)	X	X					
			Construct Partial Parallel Taxiway	45	48		3600			
			Construct Hangar (D '21, C '22)	12	24	1500				
			Construct Crosswind Runway	46	59		1500			
12	Bowman BWW	LOCAL 17	Construct Taxilane	45	59		1000			
			Purchase SRE Equipment	32	45	500				
			Pavement Maintenance	56	79	200	200			
			Transfer Out Entitlements (\$32,000)	X	X	200	200			
			Replace Runway 16/34 Lighting System (D' 22, C' 23)	56	77	450				
			Pavement Maintenance (RTA, RCF, Seal)	56	77	100	300			
			Construct Fuel System	22	24		400			
			Wildlife Site Visit and Wildlife Hazard Management Plan (WHMP)	31	59		100			
			Construct Wildlife Fence and Signage	31	34		1500			
			Construct Partial Parallel Taxiway	45	75	1000				
13	Cando 9D7	BASIC 12	ALP/MP Update with AGIS	37	69		300			
			Construct New Hangar	12	24		800			
			Pavement Maintenance (RTA, RCF, Seal)	56	79	100	500			
			Runway 13/31 & Taxiway Rehabilitation (D '21, C '22)	46	79	1900				
			Wildlife Site Visit and Wildlife Hazard Management Plan (WHMP)	31	71		100			
			Apron Pavement Seal Coat & Taxilane Reconstruction	54	67	500				
			Rehabilitate Airfield Lights	56	79		500			
			Construct Fence and Signage	31	35		1000			
			Construct Wildlife Fence	31	35		2000			
			Pavement Maintenance (RTA, RCF, Seal)	56	79	600	500			
14	Carrington 46D	LOCAL 10	Runway 13/31 Relocation & Parallel Taxiway Construction	46	79	300	13000			
			Environmental Assessment for Land Acquisition for Runway Relocation	46	70	250				
			Land Acquisition for Runway Relocation	36	60	1200				
			Construct Drainage Improvements	46	41		100			
			Pavement Maintenance (RTA, RCF, Seal)	56	79	200	200			
			Relocate Powerline	47	40		50			
			Runway Rehabilitation (D '26 C'27)	46	79		1000			
			Purchase SRE Equipment	32	75	200				
			Wildlife Site Visit and Wildlife Hazard Management Plan (WHMP)	31	71		100			
			Rehabilitate Airfield Lights (D'19, C '22)	56	79	800				
15	Casselton 5N8	LOCAL 40	Construct Fence and Signage	31	35		2000			
			Construct Full Length Taxiway	45	76		800			
			Construct Wildlife Fence	31	35		2000			
			Pavement Maintenance (RTA, RCF, Seal)	56	79	600	500			
			Runway 13/31 Relocation & Parallel Taxiway Construction	46	79	300	13000			
			Environmental Assessment for Land Acquisition for Runway Relocation	46	70	250				
			Land Acquisition for Runway Relocation	36	60	1200				
			Construct Drainage Improvements	46	41		100			
			Pavement Maintenance (RTA, RCF, Seal)	56	79	200	200			
			Relocate Powerline	47	40		50			
16	Cavalier 2C8	LOCAL 13	Runway Rehabilitation (D '26 C'27)	46	79		1000			
			Purchase SRE Equipment	32	75	200				
			Wildlife Site Visit and Wildlife Hazard Management Plan (WHMP)	31	71		100			
			Rehabilitate Airfield Lights (D'19, C '22)	56	79	800				
			Construct Fence and Signage	31	35		2000			
			Construct Full Length Taxiway	45	76		800			

	AIRPORT	Based Aircraft	PROJECT	NDAC Priority	FAA Priority	Project Costs (Thousands)	
						1 to 5 Yrs.	6 to 10 Yrs.
		BASIC	Land Acquisition Phase 2 - RPZ / Transitional Surfaces (18 Acres)	47	65	50	
17	Cooperstown S32	14	ALP/MP Update with AGIS Component	37	69	300	
			Pavement Maintenance (RTA, RCF, Seal)	56	77	100	300
			Runway 13/31, Taxiway and Apron Rehabilitation	46	77	150	1500
			Construct Apron Expansion	44	67		500
			Construct Crosswind Runway	26	79		1000
			Construct Wildlife Fence and Signage	31	34		1000
			Construct Parallel Taxiway	45	75		500
			Improve Access Road	31	35		300
			Transfer Out Entitlements (\$100,000)	X	X		
		BASIC	Snow Removal Equipment	32	42	300	
18	Crosby D50	11	Construct New SRE Building	32	48	500	
			Construct Runway Rehabilitation and New Windcone/Segmented Circle (D '21, C '22)	46	77	1200	
			Construct Hangar	12	22		700
			ALP/MP Update with AGIS	31	42		300
			Construct Jet A Fuel System	12	17		300
			Construct Partial Parallel Taxiway	45	38		500
			Pavement Maintenance (RTA, RCF, Seal)	56	77	200	400
		BASIC	Pavement Maintenance (RTA, RCF, Seal)	56	77	200	400
19	Dunseith - IPG S28	0	Environmental Assessment Runway 29	42	52	300	
			Land Acquisition - Runway 28 extension/RPZ	41	42	500	
			Runway, Taxiway, and Apron Reconstruction	56	66	2200	
			Construct Fence and Signage	31	38		2000
			Install MIRLS, PAPI and NPI Remarking	56	45	600	
			Transfer out Entitlements (\$300,000)	X	X		
		BASIC	Construct SRE Building	32	48		500
20	Edgeley 51D	10	Construct Fence and Signage	31	34		1000
			Pavement Maintenance (RTA, RCF, Seal)	56	77	400	400
			Construct Runway Extension	46	71	1400	
			Wildlife Site Visit and Wildlife Hazard Management Plan (WHMP)	31	69		100
		BASIC	Improve Access Road	31	36		400
21	Ellendale 4E7	10	Pavement Maintenance (RTA, RCF, Seal)	56	77	300	300
			Purchase SRE Equipment	32	73	300	
			Wildlife Site Visit & Wildlife Hazard Management Plan (WHMP)	31	69		100
			ALP/MP Update with AGIS	37	69		300
			Construct Wildlife Fence and Signage	31	34		1000
			Pave Turf Taxilane	45	58		300
			Install AWOS	32	70		200
			Reconstruct Apron Taxilane	55	63	300	
		BASIC	Construct Terminal, PAPIs (D '20, C '21), Threshold Lights, TWY Reflectors, RSA Grading	56	88	600	
22	Ft. Yates Y27	0	Pavement Maintenance (RTA, RCF, Seal) and Relocate Fence for LPV Approach	56	84	260	300
			Construct Hangar	12	22		600
			Construct SRE Building	32	48		700
			Access Road Improvements	33	20		900
			Construct Fuel System	22	17	300	
			Rehabilitate Runway, Taxiway, Apron	46	77		2000
		BASIC	Construct GA Terminal Building	21	38	700	
23	Garrison D05	11	Pavement Maintenance (RTA, RCF, Seal)	56	77	300	300
			RPZ Land Acquisition	32	48	400	
			Purchase SRE Equipment	41	41		300
			Construct Fence and Signage	31	83	50	1000
			Update ALP/MP with AGIS and Exhibit A	31	38		300
			Construct Hangar	12	22		700
			Construct North Hangar Taxilane	45	58		500
			Runway 13-31 Rehabilitation	56	66		2100
		BASIC	Pavement Maintenance (RTA, RCF, Seal)	56	77	300	300
24	Glen Ullin D57	13	Runway, Taxiway, and Apron Rehabilitation (D '21, C '22)	46	77	1600	
			Wildlife Hazard Assessment (WHA) and Wildlife Hazard Management Plan (WHMP)	31	55		200
			Taxilane Extension	45	58	500	
			Construct Hangar	12	22		700
			Construct X-wind Rwy, EA, RPZ Land Acquisition	46	59		700
			Construct Partial Parallel Taxiway	45	52	100	700
		LOCAL	Pavement Maintenance (RTA, RCF, Seal)	56	79	200	200
25	Grafton GAF	14	Taxilane & Apron Reconstruction (D '23 C '24)	55	65	500	
			Construct Hangar	12	24		600
			Drainage Improvements (Phase 1 '21, Phase 2 '22) & Wetland Mitigation	56	41	1600	
			Construct New SRE Building	32	50		400
			Wildlife Site Visit and Wildlife Hazard Management Plan (WHMP)	31	71		150
			Replace Airport Beacon	47	78	60	
			Runway 17/35 Rehabilitation	46	79		1600
			Remove Old Storage Building	12	45	200	
			Construct Fence and Signage	31	35		1000
		BASIC	Replace RWY 16/34 REILs & Repaint Airfield Markings	56	77	200	
26	Gwinner GWR	11	Reconstruct Taxilane & Access Road Improvements (D '22, C '23)	55	63	700	
			Update ALP/MP with AGIS and Exhibit A	37	69		300
			Purchase SRE Equipment	32	73		400
			Construct SRE Building	32	48		800
			Lighting Improvements	56	77	100	300
			Land Acquisition - Wildlife Fence	32	58		300
			Wildlife Site Visit and Wildlife Hazard Management Plan (WHMP)	31	69		100
			Construct Fence and Signage	31	34		1000
			Pavement Maintenance (RTA, RCF, Seal)	56	77	200	300
		BASIC	RPZ Land Acquisition and EA	41	42		800
27	Harvey 5H4	13	Rwy 11/29, Taxiway, Apron Rehabilitation (D '25, C '26)	46	77	200	2000
			New Crosswind Runway	46	59		800
			Update ALP/MP with AGIS and Exhibit A	31	69		300
			Parallel Taxiway	45	64		1000
			Apron Expansion	44	59		300
			Pavement Maintenance (RTA, RCF, Seal)	56	77	200	200
			Construct Hangar	12	22	700	
			AGIS Survey (LPV Approach, Both Ends)	42	52	200	
			Wildlife Fence and Signage	31	38		1000
			Replace Runway 11/29 PAPIs	56	46	100	



	AIRPORT	Based Aircraft	PROJECT	NDAC Priority	FAA Priority	Project Costs (Thousands)	
						1 to 5 Yrs.	6 to 10 Yrs.
28	Hazen HZE	BASIC 16	Pavement Maintenance (RTA, RCF, Seal)	56	77	200	200
			Rehabilitate Runway (D '19, C '21)	46	77	3000	
			Rehabilitate Taxiway and Apron (D '22, C '23)	45	72		
			Wildlife Hazard Site Visit / Signage / Fence	31	62		1000
			Construct Hangar	12	22		700
			ALP/MP Update with AGIS and Exhibit A	31	62		300
			Construct Crosswind Runway	46	49		500
			Construct Partial Parallel Taxiway & MITL	46	46		1600
			Replace MIRLS, PAPIs, Airfield Lighting Controls, & Construct New Vault (D '23, C '24)	56	77	600	
			45	58		600	
29	Hettinger HEI	LOCAL 20	Rehabilitate Taxiway C and South Hangar Taxilane (D '22, C '23)	45	74	600	
			Rehabilitate Taxiway B	45	74		400
			Apron Rehabilitation	44	67		900
			Wildlife Hazard Site Visit / Signage / Fence	31	62		1000
			Pavement Maintenance (RTA, RCF, Seal)	56	79	200	300
			ALP/Master Plan Update	31	55	300	
			Construct Hangar	12	24	700	
			Construct Hangar Taxilane	45	59		400
30	Hillsboro 3H4	LOCAL 22	Environmental Assessment for Runway Extension Land Acquisition	46	70	300	
			Purchase SRE Equipment	32	75	150	
			Land Acquisition for Runway Extension	36	60		200
			Construct Runway Extension	46	73		7000
			Apron Reconstruction (D'22, C'23)	54	67	3000	
			Reconstruct Access Road	31	46		200
			Construct Wildlife Fence and Signage	31	35		1000
			ALP/Master Plan Update	37	71		300
			Pavement Maintenance (RTA, RCF, Seal)	56	79	200	300
31	Kenmare 7K5	LOCAL 31	East Apron Construction	44	62		1200
			Construct Partial Parallel Taxiway and Hangar Taxilane (D '22, C '23)	46	76	1000	
			Relocate Fuel System	22	17		200
			Construct Access Road Extension and Parking Lot Expansion	33	20	300	
			Construct Runway 16/35 and Parallel Taxiway	46	42		6000
			Pavement Maintenance (RTA, RCF, Seal) and Partial Parallel Taxiway and Taxilane Env.	56	79	300	300
			Construct Terminal Building	21	35		500
32	Kindred K74	LOCAL 26	Airfield Lighting Rehabilitation	56	79		600
			EA, Land Acquisition, and Wetland Mitigation for Runway Extension	46	70		1000
			Replace Concrete Runway Panels	56	79	200	
			Construct Runway 11/29 Extension and Parallel Taxiway	46	73		7000
			Wildlife Site Visit and Wildlife Hazard Management Plan (WHMP)	31	71		100
			Construct Terminal Building	12	41	500	
			Relocate Road for Runway Extension	47	37		500
			Construct Fence and Signage	31	35		1000
33	Lakota 5L0	BASIC 7	Pavement Maintenance (RTA, RCF, Seal)	56	77	1800	
			Rehab of Rwy 15/33, Apron, and Taxiway (D '21, C '22)	46	77	100	300
			Wildlife Site Visit and Wildlife Hazard Management Plan (WHMP)	31	69		200
			Construct Wildlife Fence and Signage	31	34		1000
			Construct Taxilane	45	58		500
			Construct Parking Lot	23	23		200
			Transfer Out Entitlements (\$131,000)	X	X		
34	LaMoure 4F9	NC 4	Pavement Maintenance (RTA, RCF, Seal)	56	72	100	200
			Replace Runway 16/34 Lighting System	56	72	500	
			Reconstruct Taxiway	55	68	400	
			Reconstruct Apron	54	60	400	
			Land Acquisition / RPZ	47	60		1000
			Wetland Mitigation	37	38		500
			Wildlife Site Visit and Wildlife Hazard Management Plan (WHMP)	31	64		100
			Construct Terminal Building	21	35	400	
35	Langdon D55	LOCAL 19	Construct Hangar	12	17		700
			Construct Fuel System	22	20		300
			Rehabilitate Terminal Building	21	40		200
			Construct AWOS Access Road	31	39		300
			Expand Apron & Reconstruct Taxilane (D '21, C '23)	55	61	700	
			Pavement Maintenance (RTA, RCF, Seal)	56	79	200	400
			Construct Parallel Taxiway	45	69		1000
			Construct Hangar	12	24	700	
36	Linton 7L2	LOCAL 20	Crosswind Runway Turf Rehabilitation	56	79		600
			Wildlife Site Visit and Wildlife Hazard Management Plan (WHMP)	31	71		150
			Pavement Maintenance (RTA, RCF, Seal)	56	79	200	200
			Taxiway, Apron and Access Road Rehabilitation (D '22, C '23)	45	74	1100	
			Runway 9/27 Extension	46	51		1200
			ALP/MP Update with AGIS Component	31	42		300
			Construct Parallel Taxiway	46	76		1500
			Construct Hangar	12	24		700
37	Lisbon 6L3	BASIC 12	Construct SRE Building	32	48	500	
			Construct Fence and Signage	31	34		500
			Construct Turf Partial Parallel Taxiway (D'21, C'22)	45	67	600	
			Runway 14/32 and Taxiway Rehabilitation	46	77	200	1500
			Install AWOS	32	70		300
			Rwy 14/32 Lighting Rehabilitation	56	77		500
			Construct Apron Expansion	45	59		1000
			Pave Partial Parallel Taxiway	45	67		1000
			Construct Connector Taxiway to Correct Direct Access Issue	45	72		500
			Pavement Maintenance (RTA, RCF, Seal)	56	77	200	400

	AIRPORT	Based Aircraft	PROJECT	NDAC Priority	FAA Priority	Project Costs (Thousands)	
						1 to 5 Yrs.	6 to 10 Yrs.
		LOCAL	Wetland Mitigation/ Drainage (D '19, C '22)	31	41	900	
38	Mandan Y19	83	Construct Parking Lot	23	27	200	
			Construct South Development Taxilane	45	59	1800	
			Pavement Maintenance (RTA, RCF, Seal)	56	79	300	300
			Construct Runway Expansion (EA '23)	46	48	500	5000
			ALP/MP Update with AGIS Component	31	42		300
			Construct Corporate Apron and Taxilanes	43	62		3000
			Construct Terminal Building Expansion	21	29	200	
			Relocate County Road and Powerlines	46	48		2500
			Construct Hangar	12	24	1000	2000
			SRE Building Expansion	32	48	300	
			Purchase SRE Equipment	32	36	300	300
			Realign Parallel Taxiway	46	76		2200
			Install Fuel System	22	17	300	500
			Apron Expansion	44	61	1100	600
		LOCAL	Purchase SRE Equipment	32	75	300	
39	Mohall HBC	33	Pavement Maintenance (RTA, RCF, Seal)	56	79	200	300
			Wildlife Hazard Assessment (WHA) and Wildlife Hazard Management Plan (WHMP)	31	55	150	
			Construct Wildlife Fence and Signage	31	29	1600	
			Construct Parallel Taxiway	46	76		1000
			Construct Hangar Taxilane	45	59		600
			Install AWOS	32	42	300	
		BASIC	Construct Hangar	12	22		600
40	Mott 3P3	10	Pavement Maintenance (RTA, RCF, Seal)	56	77	300	300
			Construct Partial Parallel Taxiway	46	75		800
			Construct Fence and Signage / Conduct Wildlife Hazard Assessment (WHA)	31	64		800
			Construct Hangar Taxilane (D and C '23)	45	58	350	
			Install AWOS	32	42		300
			Construct Runway Threshold Lighting, Add Non-Precision Runway Markings, Purchase SRE	56	73	250	
			Access and Parking Lot Improvements	33	20		300
			Apron Expansion	44	59		200
			Construct Runway Extension	46	56		2000
		LOCAL	Land Acquisition for Apron Expansion	34	60	200	
41	Northwood 4V4	19	Construct Taxilane and Apron Expansion (D '22, C '23)	45	60	600	
			Pavement Maintenance (RTA, RCF, Seal)	56	79	300	300
			Construct Fuel System	22	26		500
			Construct Terminal Building	21	39		700
			Construct New Runway 14/32	46	74		5200
			Environmental and Land Acquisition for Runway Development	46	70		800
			Construct Hangar	12	24		800
			Transfer Out Entitlements (\$75,000)	X	X		
		LOCAL	Taxiway Overlay & Airfield Seal Coat (D' 20,C '21)	45	74	500	
42	Oakes 2D5	11	Wildlife Site Visit and Wildlife Hazard Management Plan (WHMP)	31	71		100
			Construct Wildlife Fence and Signage	31	35		1000
			Construct Parallel Taxiway	45	69		1200
			Pavement Maintenance (RTA, RCF, Seal)	56	79	200	400
			Acquire SRE	32	75	400	
			ALP/MP Update with AGIS Component	37	71		300
		BASIC	Obstruction Removal and Mitigation	57	88	300	
43	Park River Y37	10	Install AWOS	32	70		300
			Wildlife Site Visit and Wildlife Hazard Management Plan (WHMP)	31	69		150
			Construct Wildlife Fence and Signage	31	38		1000
			Pavement Maintenance (RTA, RCF, Seal)	56	79	200	200
			Runway 5/31, Apron, Taxiway Rehabilitation	46	79		1000
			Runway Extension Field Studies ('22), EA ('23), & Land Acquisition ('24)	46	68	600	
			Construct Runway Extension	46	71		1000
		BASIC	Construct Runway Extension	46	51		1400
44	Parshall Y74	8	Install AWOS	32	42		300
			Construct Apron Expansion and Access Road	44	59		400
			Construct Fence and Signage	31	38		1000
			Wildlife Hazard Assessment (WHA) and Wildlife Hazard Management Plan (WHMP)	31	55		150
			Upgrade Jet Fuel System	22	17	300	
			Upgrade Runway Lighting (MIRL)	56	77	400	
			Reconstruct Taxiway, Apron, and Taxilane (EA '23, D '24, C '25)	55	72	800	
			Pavement Maintenance (RTA, RCF, Seal)	56	77	300	300
		BASIC	Flight Check, Replace Windsock, Install Drainage Control Gate	56	40	150	
45	Pembina PMB	9	Install Fuel System	22	24	500	
		↓	Runway and Taxiway Rehabilitation	46	77		1400
			Pavement Maintenance (RTA, RCF, Seal)	56	77	400	200
			Wildlife Site Visit and Wildlife Hazard Management Plan (WHMP)	31	69		200
			Acquire SRE	32	73		400
			Construct Hangar	12	22	100	600
			Construct Wildlife Fence and Signage	31	34		1000
		BASIC	Airfield Electrical Rehabilitation	56	77	400	
46	Rolla 06D	12	Pavement Maintenance (RTA, RCF, Seal)	56	77	300	300
			ALP Update / AGIS and Exhibit A	32	55		300
			Land Acquisition (RPZ)	41	44		400
			Wildlife Hazard Assessment (WHA) and Wildlife Hazard Management Plan (WHMP)	31	55		150
			Construct Fence and Signage	31	64		1000
		BASIC	Construct Hangar	12	22		700
47	Rugby RUG	10	Pavement Maintenance (RTA, RCF, Seal)	56	77	300	300
			Construct SRE Building	32	48	700	
			Runway 12-30, Taxiway and Taxilane Rehabilitation (D '25, C '26)	46	77	100	1200
			ALP Update / AGIS and Exhibit A	32	55	300	
			Wildlife Hazard Assessment (WHA) and Wildlife Hazard Management Plan (WHMP)	31	55		150
			Construct Terminal Building	21	29		750
			Construct Fence and Signage	31	38		1000
			Transfer Out Entitlements (\$163,000)	X	X		

	AIRPORT	Based Aircraft	PROJECT	NDAC Priority	FAA Priority	Project Costs (Thousands)	
						1 to 5 Yrs.	6 to 10 Yrs.
		LOCAL	Pavement Maintenance (RTA, RCF, Seal)	56	79	300	300
48	Stanley 08D	28	Construct Jet Fuel System	22	17	400	
			Construct Runway Extension (EA '26)	46	71	100	3000
			Construct Road and Parking Improvements	12	27	800	
			Construct SRE Building	32	50	400	
			Construct Hangar	12	24	750	
			Construct PAPIs Runway 09 (D '21, C '22)	37	46	250	
			Wildlife Hazard Assessment (WHA) and Wildlife Hazard Management Plan (WHMP)	31	55		150
			Construct Fence and Signage	31	38		1000
		LOCAL	Reconstruct East Hangar Taxilanes and Rehabilitate East Apron (Reimbursement)	45	67	150	
49	Tioga D60	22	Pavement Maintenance (RTA, RCF, Seal)	56	79	200	300
			Purchase SRE Equipment	32	75	300	
			Wildlife Hazard Assessment (WHA) and Wildlife Hazard Management Plan (WHMP)	45	62		100
			Construct Fence and Signage	31	64		2000
			Runway 12-30 Rehabilitation	46	79		2200
			Rehabilitate West Taxilanes	45	65	100	1500
			Construct MITL System For Taxiway/Apron (D '21, C '22)	45	78	400	
			Construct Full Length Parallel Taxiway	45	76		2000
		LOCAL	Construct Electrical Vault	52	70		200
50	Valley City BAC	33	Acquire SRE Snowblower attachment	32	75	250	
			Runway 13/31 Rehabilitation (D'22, C'23)	46	79	400	
			Apron Reconstruction	54	67	1100	
			EA and Land Acquisition for Turf Runway 5/23 Relocation	46	70	700	
			Turf Runway 5/23 Relocation Construction	46	79		1200
			ALP/MP Update with AGIS Component	37	71		300
			Pavement Maintenance (RTA, RCF, Seal)	56	79	200	200
		LOCAL	Construct Hangar	12	24		1000
51	Wahpeton BWP	42	Apron Rehabilitation (D'20, C'21)	44	67	2500	
			Land Acquisition (Rwy 33 End-House)	46	67		300
			Wildlife Fence and Signage	31	35		1000
			South Taxilane/Apron Reconstruction	45	67		1000
			Pavement Maintenance (RTA, RCF, Seal)	56	79	200	200
		BASIC	Construct Hangar	12	22	600	
52	Walhalla 96D	8	Rehabilitate Airfield Lighting	56	77	500	
			ALP/MP Update with AGIS Component	37	69		300
			Pavement Maintenance (RTA, RCF, Seal)	56	77	100	100
			Wildlife Site Visit and Wildlife Hazard Management Plan (WHMP)	31	69		100
			Airfield Pavement Rehabilitation	46	77		600
			Construct Wildlife Fence and Signage	31	34		1000
		BASIC	Replace Airport Lighting System	56	77	100	600
53	Washburn 5C8	11	Pavement Maintenance (RTA, RCF)	56	77	200	300
			Construct Hangar Taxilane and Non-Precision Runway Markings (D '21, C '22)	45	58	500	500
			Construct Fence and Signage	31	64		1000
			Construct Access Road	33	20	300	
			Obstruction Lights for GPS Approach Development	57	84	90	
			Construct Hangar	12	22	700	700
		LOCAL	Apron Expansion and Hangar Taxilane	44	61		1700
54	Watford City S25	37	Purchase SRE	32	75	200	
			Construct SRE Building	32	50	200	
			Construct Fence and Signage	31	64	200	3000
			Parking Lot Expansion and Terminal Area Drainage Improvements (C '24)	52	41	200	
			Pavement Maintenance (RTA, RCF, Seal)	56	79	300	300
			Construct Hangar	12	24	700	700
55	State PCI		Statewide PCI Study Update		68	1200	1200
56	State Aviation Impact		Statewide State Aviation Impact Update		68	600	
57	State System Plan		State Aviation System Plan Update		68	600	
	<b>Total Based Aircraft</b>	<b>1441</b>	<b>General Aviation Airport Project Totals</b>			<b>90,510</b>	<b>221,350</b>
			<b>Commercial Airport Project Totals</b>			<b>304,450</b>	<b>337,750</b>
			<b>Total Airport Project Totals</b>			<b>394,960</b>	<b>559,100</b>

**Airports Not Included within Analysis:**

**Non NPIAS Paved (18):**

- 55 Beulah
- 56 Drayton
- 57 Enderlin
- 58 Killdeer
- 59 Larimore
- 60 Leeds
- 61 Maddock
- 62 Mayville
- 63 Minto
- 64 Napoleon
- 65 New Rockford
- 66 New Town
- 67 Page
- 68 Rolette
- 69 St. Thomas
- 70 West Fargo
- 71 Westhope
- 72 Wishek

**Non NPIAS Turf (170):**

- 73 Arthur
- 74 Bowbells
- 75 Columbus
- 76 Elgin
- 77 Fessenden
- 78 Gackle
- 79 Hazelton
- 80 Kulm
- 81 Lidgerwood
- 82 McClusky
- 83 McVillie
- 84 Milnor
- 85 Plaza
- 86 Richardton
- 87 Riverdale
- 88 Towner
- 89 Turtle Lake

## Coronavirus Aid, Relief, & Economic Security (CARES) Act

### Salary & Operational Expense Grants for North Dakota Commercial-Service & General Aviation Airports

#### Commercial-Service Airports

<b>Airport Name</b>	<b>Approved Grant Award Amount</b>
Bismarck Municipal	\$20,291,850
Devils Lake Regional*	\$1,352,800
Dickinson-Theodore Roosevelt Regional	\$1,092,969
Fargo-Hector International	\$21,637,515
Grand Forks International	\$18,855,574
Jamestown Regional	\$1,061,538
Minot International	\$2,753,046
Williston Basin International	\$1,353,411
<b>Commercial Service Airport Total:</b>	<b>\$68,398,703</b>

\*An additional \$15,529,827 has been allocated to Devils Lake per the formula as approved in the CARES Act. The FAA has not yet approved these dollars for the Devils Lake airport and we are awaiting clarification from the FAA to further understand if some of funds may be able to be accessed for high priority development projects on the Devils Lake airport.

#### General Aviation Airports

<b>Airport Name</b>	<b>Approved Grant Award Amount</b>
Ashley Municipal	\$20,000
Beach	\$20,000
Bottineau Municipal	\$30,000
Bowman Regional	\$30,000
Cando Municipal	\$20,000
Carrington Municipal	\$30,000
Casselton Robert Miller Regional	\$30,000
Cavalier Municipal	\$30,000
Cooperstown Municipal	\$20,000
Crosby Municipal	\$20,000

## General Aviation Airports

<b>Airport Name</b>	<b>Approved Grant Award Amount</b>
Dunseith-International Peace Garden	\$20,000
Edgeley Municipal	\$20,000
Ellendale Municipal	\$20,000
Fort Yates-Standing Rock	\$20,000
Garrison Municipal	\$20,000
Glen Ullin Regional	\$20,000
Grafton-Hutson Field	\$30,000
Gwinner-Roger Melroe Field	\$20,000
Harvey Municipal	\$20,000
Hazen-Mercer County Regional	\$20,000
Hettinger Municipal	\$30,000
Hillsboro Municipal	\$30,000
Kenmare Municipal	\$30,000
Kindred-Robert Odegaard Field	\$30,000
Lakota Municipal	\$20,000
Langdon-Robertson Field	\$30,000
Linton Municipal	\$30,000
Lisbon Municipal	\$20,000
Mandan Municipal	\$30,000
Mohall Municipal	\$30,000
Mott Municipal	\$20,000
Northwood Municipal-Vince Field	\$30,000
Oakes Municipal	\$30,000
Park River-W.C. Skjerven Field	\$20,000
Parshall-Hankins	\$20,000
Pembina Municipal-Nord Field	\$20,000
Rolla Municipal	\$20,000
Rugby Municipal	\$20,000
Stanley Municipal	\$30,000
Tioga Municipal	\$30,000

### General Aviation Airports

<b>Airport Name</b>	<b>Approved Grant Award Amount</b>
Valley City-Barnes County Municipal	\$30,000
Wahpeton-Harry Stern	\$30,000
Walhalla Municipal	\$1,000
Washburn Municipal	\$20,000
Watford City Municipal	\$30,000
<b>General Aviation Airport Total:</b>	<b>\$1,091,000</b>

**Total CARES Act Grants for North Dakota Airports: \$69,489,703**

*Source: [www.faa.gov/airports/cares\\_act/](http://www.faa.gov/airports/cares_act/)*