

Theodore Roosevelt Regional Airport



TESTIMONY

Kelly Braun

Airport Manager, Dickinson Municipal Airport Authority
INTERIM ENERGY DEVELOPMENT AND TRANSMISSION COMMITTEE
Dickinson, ND October 30 and 31, 2017

It's a pleasure and a privilege to have been to address all of you today.

Dickinson is an emerging community and the airport plays a vital role, it is a corner stone for economic sustainability.

As we plan for the future, federal, state and local dollars will need to be invested into our community and specifically our airport to accomplish this goal.

The Dickinson airport has seen many changes over the last five years. The most significant of these was United Airlines starting servicing the airport with 50 seat passenger jets. This change in commercial service requires the airport to upgrade its infrastructure to meet current and future demands.

In 2014 the airport initiated a comprehensive master plan to provide guidance and justification for future projects. The FAA accepted the master plan in early 2017.

The airport's environmental assessment which started in 2015 was completed this past September (2017), and a finding of no significant impact is been issued. With the EA complete and, a FONSI issued, the airport has begun developing construction plans for projects that will continue through 2022.

At the beginning of 2017 the airport also developed an in-depth and comprehensive land use plan which should be codified by both the city and the county in late November 2017. This land use plan protects the airport and its airspace from encroachment and identifies compatible use for the areas surrounding the airport.

The existing airfield is currently 6400 feet long by 100 feet wide and has a weight bearing capacity of 37,000 pounds. Based aircraft at the airport include, 28 single-engine, 4 multiengine, and 1 jet aircraft.

In 2016 the airport boarded 16,822 passengers and 2017 should exceed 18,000. This number exceeds the FAA's terminal forecast of 17,591 passengers in the year 2020 and aircraft operations are already in excess of the FAA's 2035 predictions. It is important to note that these operations are only 40% of actual operations, due to unreported VFR flights and IFR flights which cancel flight plans before landing in Dickinson.

Proposed development at the airport to meet current and future demands will require the existing runway to be extended to 7300' x 150' with a weight capacity of 90,000 pounds. It will also require that the runway be shifted 1700 feet to the North West to bring the runway safety areas and object free areas into federal compliance. This will require land acquisition of 256 acres, relocation of existing NAVAIDS, and the development of new instrument approach and departure procedures.

To ensure operations and commercial service at the airport continue uninterrupted, a parallel taxiway will be constructed and used as a temporary runway, while the main runway undergoes reconstruction.

Airport development in the years 2021 and beyond will require environmental clearance for the construction of a new commercial terminal, apron, and parking lot. General aviation will also require continued development, expanded apron, taxi lanes and auto parking and areas in which to construct new hangars.

Airport project schedule for the new runway consists of the following;

1. 2017
 - Start of land acquisition
 - Start design of parallel taxiway (temporary runway)
 - Start design of NAVAIDS, approach and departure procedures, and airfield lighting
2. 2018
 - Construct parallel taxiway (phase 1)
 - Complete land acquisition
 - Start design of Runway 14-32
 - Design of perimeter wildlife fence
3. 2019
 - Construct parallel taxiway (phase 2)
 - Install airfield lighting and NAVAIDS
 - Construct perimeter fencing
 - Complete wetland mitigation
4. 2020
 - Construct Runway 14-32 and airfield lighting (phase 1)
 - City of Dickinson extension of water and sewer infrastructure (\$20M)
5. 2021
 - Construct Runway 14-32 and airfield lighting (phase 2)

Estimated project cost for Runway 14-32 and Parallel Taxiway (temporary runway)

Total: \$61.7M

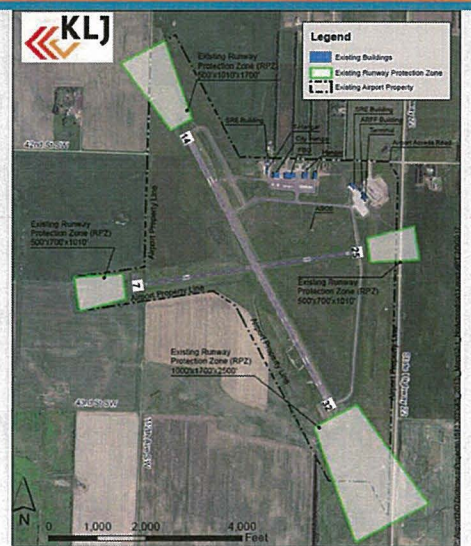
- **FAA: \$40M**
- **State of ND: \$18.5**
- **City, County, & Airport: \$3.2M**

Dickinson Theodore Roosevelt Regional Airport Capital Improvement Plan – Project Background

- 2012: Critical Aircraft Change
 - ✓ ERJ 135 jet 50 passenger
- 2014: Master Plan
 - ✓ FAA accepted in 2017
- 2015: Environmental Assessment
 - ✓ FONSI issued September 2017
- 2017: Land Use Plan
 - ✓ Codification by City and County late 2017

Dickinson Theodore Roosevelt Regional Airport Existing Airfield

Runway 14-32:	6,399' x 100'
Runway 7-27:	4,699' x 75'
Based Aircraft:	33 (1 Jet, 4 Multi-Engine)
Entitlements:	16,795 passengers (2016)



Dickinson Theodore Roosevelt Regional Airport Forecast

Metric	Actual				2016 FAA Terminal Area Forecast - Accepted			
	2014	2015	2016	YTD 2017	2020	2025	2030	2035
Enplanements	55,688	49,589	16,822	13,629	17,591	19,328	21,236	23,331
Operations	4,086	4,673	4,945	3,802	2,447	2,571	2,702	2,840
Departures	2,043	2,336	2472	1,901	1,223	1,285	1,351	1,420

*Source: FAA Terminal Area Forecast (TAF) January 2017,
NOTE: Some figures may differ due to rounding.
Operations are IFR only based on FAA ATC records for DIK. IFR traffic accounts for
approximately 40% of total operations.*

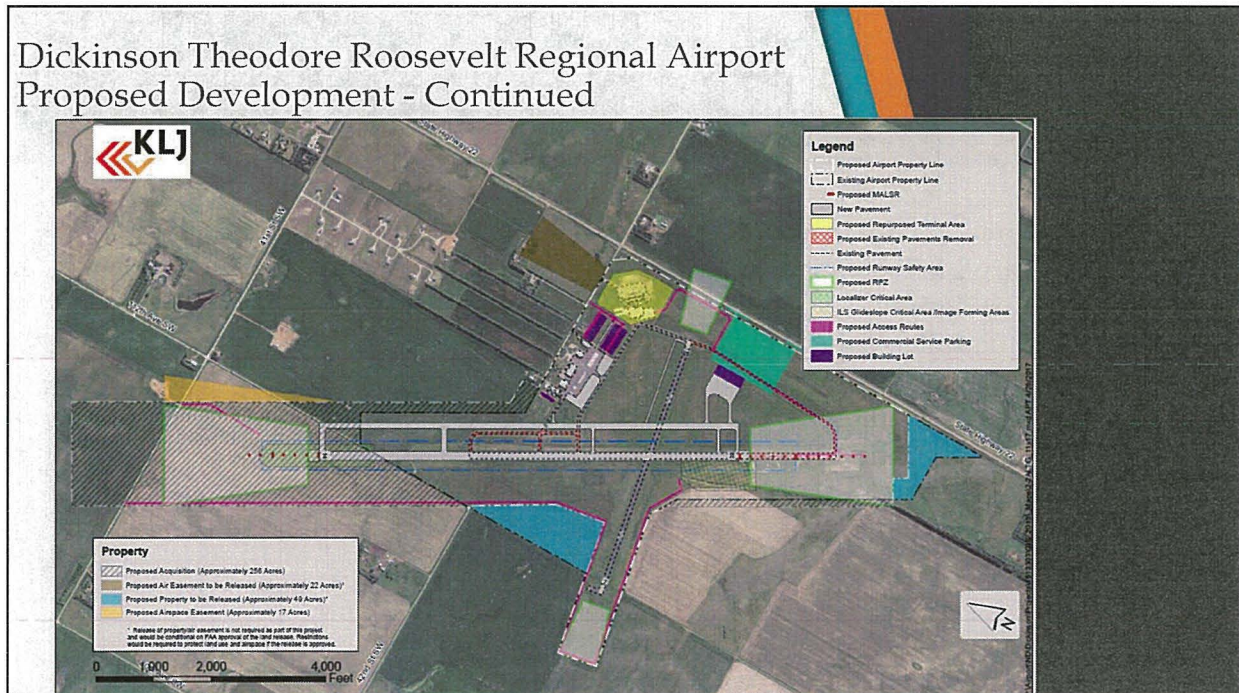
Dickinson Theodore Roosevelt Regional Airport Proposed Development

- ◇ Reconstruct Runway 14-32:
 - ◇ Lengthen from 6,399' to 7,300' (includes shift of 1,712' North)
 - ◇ Widen from 100' to 150'
 - ◇ Strengthen from 40,000 lbs. DW to 90,000 DW
 - ◇ Bring RSA and OFA into compliance with design standards.
 - ◇ Land - Acquire 256 acres fee simple and 17 acres air easement
 - ◇ Relocate NAVAIDS
 - ◇ Develop instrument approach and departure procedures
 - ◇ Install HIRL
- ◇ Construct parallel taxiway (usable as temporary runway)

Dickinson Theodore Roosevelt Regional Airport Proposed Development - 2021 and beyond

- ◇ Environmentally clear a new terminal and GA expansion:
 - ◇ Need a larger terminal to accommodate regional jet service
 - ◇ Construct terminal apron.
 - ◇ Terminal parking
 - ◇ General Aviation Area (apron, hangar area, auto parking)

Dickinson Theodore Roosevelt Regional Airport Proposed Development - Continued



Dickinson Theodore Roosevelt Regional Airport Taxiway as Temporary Runway



Dickinson Theodore Roosevelt Regional Airport Project Schedule

2017

Complete Environmental Assessment

Start Land Acquisition

Start design

Parallel taxiway/lighting/PAPIs

NAVAIDS

Approaches

Start Wetland Mitigation

2018

Construct Parallel Taxiway (Ph 1)

Complete Land Acquisition

Complete 2017 design

Start design Runway 14-32 and perimeter fence

Dickinson Theodore Roosevelt Regional Airport Project Schedule - Continued

2019

- Construct Parallel Taxiway (Ph. 2)
- Install Medium Intensity Taxiway Lighting/ PAPI
- Install NAVAIDS.
- Construct perimeter fence
- Complete Wetland Mitigation

2020

- Construct Runway and Lighting for Runway 14-32 (Ph 1)

2021

- Construct Runway and Lighting for Runway 14-32 (Ph. 2)

Dickinson Theodore Roosevelt Regional Airport Project Cost/Funding

- Estimated Project Cost: \$61.7M
- Estimated Funding:
 - FAA: \$40M
 - State of ND: \$18.5M
 - Airport Authority/City: \$3.2M