

MICROFILM DIVIDER

OMB/RECORDS MANAGEMENT DIVISION

SFN 2053 (2/85) 5M



ROLL NUMBER

DESCRIPTION

1006

2007 HOUSE APPROPRIATIONS

HB 1006

2007 HOUSE STANDING COMMITTEE MINUTES

Bill/Resolution No. 1006

House Appropriations Committee
Government Operations Division

☐ Check here for Conference Committee

Hearing Date: 1/10/07

Recorder Job Number: 893

Committee Clerk Signature

Minutes:

Chairman Carlson opened the hearing on House Bill 1006. A bill for an act to provide appropriations for defraying the expenses of the aeronautics commission.

Gary Ness, Director of the Aeronautics Commission, spoke in support of the bill. See attached testimony 1/10/07 A.

Representative Thoreson: The Garrison Airport is gravel surfaced? Is there additional gravel surfaced airports around the state? (page 3 of testimony)

Gary Ness: Yes Garrison is gravel surfaced. I don't know of any other gravel surfaced airports in the state.

Mr. Ness then described the Aeronautics Commission goals and objectives. He also reviewed the grants the Aeronautics Commission gives out to the airports in the state.

Chairman Carlson: Was the upgrades on the hangers and the new hangers that were built because more federal funds were available? (page 24 of testimony)

Gary Ness: Yes.

Chairman Carlson: Is there usually matching involved when you do these types of projects?

Gary Ness: Yes.

Representative Skarphol: Do you have any oversight on how that federal money is distributed or is it granted to the airport? (page 26 of testimony)

Gary Ness: We do connect with the Federal Aviation Administration quite handily about all the money that is handled.

Representative Skarphol: So they ask your advice prior to making the grants.

Gary Ness: Yes.

Representative Williams: Why did the federal money go up so dramatically around 2000? (page 28 of testimony)

Gary Ness: There was a new federal program in 2000 that was a reauthorization of the FAA. What that did was opened up for general aviation airports \$150,000 per year to all of the general aviation airports for needs that are around the airport.

Representative Williams: The reason why, in many of the areas of budgets grants and federal funding got cut. Here it went up. I was wondering if it had to do with Homeland Security or what?

Gary Ness: Some of the money is TSA delineated but a lot of it was the basic needs on the general aviation airports.

Representative Skarphol: You have a list of the 62 airports in here but you don't list the 48 that are eligible for the federal grants.

Gary Ness: On page 19, those are the 62 airports. Within there, there are 46 federal airports that are eligible for federal funding.

Representative Skarphol: I was just curious which ones were not.

Gary Ness: I have that one but I will have to find a map.

Representative Thoreson: I noticed on this map you show a Fargo to Las Vegas route by Allegiant Air. Is Northwest still serving that route. (Page 1 of the route map within the testimony)

Gary Ness: No they dropped that about a month ago.

Mr. Ness then handed out additional information packets. Attachment 1/10/07 B

Vice Chairman Carlisle: Your General Funds are about the same right?

Gary Ness: Yes. It is \$550,000. In fact we took a \$187.00 decrease.

Chairman Carlson: How did you manage that with the 4&4 increase? What is left out?

Gary Ness: The General Fund to the airport improvement program grant program was cut.

Representative Skarphol: Your salary package is not paid with general funds correct?

Gary Ness: No it is not.

Rick Ennen from Kadrmass, Lee & Jackson testified in support of the bill. See attached testimony 1/10/07 C

Chairman Carlson: The only way I can see if I understand your budget correctly, that we are going to gain on this is if the feds continue to make significant dollars available for those runways.

Rick Ennen: Yes.

Representative Skarphol: Gary, House Bill 1027 is a \$5million suggested appropriation for rural airports. Is that something you would like?

Gary Ness: In talking with Rep. Berg this summer, he asked me to formulate some information as far as rural airports and that is what came out of the committee.

Representative Skarphol: When you say rural airports, what are you referring to?

Gary Ness: I am going to guess it is outside the Big 8.

Steve Aldinger from Interstate Engineering in Jamestown spoke in support of the bill. See attached testimony 1/10/07 D.

Chairman Carlson closed the hearing on House Bill 1006.

2007 HOUSE STANDING COMMITTEE MINUTES

Bill/Resolution No. 1006

House Appropriations Committee
Government Operations Division

☐ Check here for Conference Committee

Hearing Date: 1/25/07

Recorder Job Number: 1993

Committee Clerk Signature

Minutes:

Representative Kempenich outlined the highlights of the Executive Budget on the green sheet.

The only other bill that will affect this budget is House Bill 1027.

Representative Glassheim: Is that \$1million increase of federal funds anticipated?

Chairman Carlson: Yes they are from General Aviation Grants.

There is no one time funding or any General Fund dollars.

The capital assets line increased due to the International Peace Garden Airport renovation.

It was moved by Representative Kempenich, seconded by Representative Kroeber to recommend a DO PASS to the House Appropriations Full Committee. The committee vote was Y=8, N=0, A=0. The bill will be carried by Representative Kroeber.

2007 HOUSE STANDING COMMITTEE MINUTES

Bill/Resolution No. 1006

House Appropriations Committee

☐ Check here for Conference Committee

Hearing Date: 1/29/07

Recorder Job Number: 2098

Committee Clerk Signature

Gary Vaegele

Minutes:

Chairman Svedjan opened the hearing on House Bill 1006.

Representative Kroeber described the bill for the Aeronautics Commission.

Rep. Klein: Does this include the salary and insurance?

Representative Kroeber: Yes it does but all of their salary and operating expenses come out of their special funds not general funds.

A motion was made by Representative Kroeber, seconded by Representative Carlisle to DO PASS House Bill 1006. The committee vote was 21 Yeas, 0 Nays, 3 Absent and Not Voting. The bill will be carried by Representative Kroeber.

2007 HOUSE STANDING COMMITTEE MINUTES

Bill/Resolution No. HB 1006

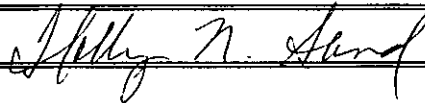
House Appropriations Committee

☐ Check here for Conference Committee

Hearing Date: February 13, 2007

Recorder Job Number: 3429

Committee Clerk Signature



Minutes:

Rep. Kempenich motioned to reconsider HB 1006. **Rep. Carlson** seconded the motion.

Chm. Svedjan: That's the Aeronautics Budget. It was stated yesterday when discussing HB 1027 that there was an intention to, the need to amend some money into the Aeronautics budget that was in HB 1027 and that wasn't done, and that's the purpose of this reconsideration?

Rep. Kempenich: Yes. HB 1027 had many sections including rural economic development fund and it started out at \$5 million. We decided in Government Operations to fund about \$900,000 that would go to purchasing equipment for smaller airports. The amendment would add \$900,000 to the budget in grants line item.

The motion to reconsider carried by a voice vote.

Chm. Svedjan: Since there is no copy of the amendment it will be requested.

Rep. Carlson: I believe Rep. Kroeber wanted to add another line to that amendment.

Rep. Kroeber: We are asking for a 10% local match.

Chm. Svedjan: So the amendment is to add \$900,000 to the grants line item and a 10% local match.

Rep. Carlson: This money should be added because some of the smaller airports are not eligible for other money.

Rep. Kempenich motioned to adopt amendment as stated above. Rep. Kroeber seconded the motion. The motion carried by voice vote.

Rep. Kroeber motioned a Do Pass as amended. Representative Carlson seconded the motion. The motion carried by a roll call vote of 23 ayes, 1 nay and 0 absent and not voting. Rep. Kroeber was designated to carry the bill.

Date: 1/25/07
Roll Call Vote #: 1

2007 HOUSE STANDING COMMITTEE ROLL CALL VOTES
BILL/RESOLUTION NO. 1000

House Appropriations- Government Operations Committee

☐ Check here for Conference Committee

Legislative Council Amendment Number _____

Action Taken Do Pass

Motion Made By Kempenich Seconded By Kroeber

Representatives	Yes	No	Representatives	Yes	No
Chairman Al Carlson	X		Vice Chairman Ron Carlisle	X	
Rep Keith Kempenich	X		Rep Bob Skarphol	X	
Rep Blair Thoreson	X		Rep Eliot Glassheim	X	
Rep Joe Kroeber	X		Rep Clark Williams	X	

Total Yes 8 No 0

Absent ~~Kroeber~~ 0

Floor Assignment Kroeber

If the vote is on an amendment, briefly indicate intent:

Date: January 29, 2007
Roll Call Vote #:

2007 HOUSE STANDING COMMITTEE ROLL CALL VOTES
BILL/RESOLUTION NO. 1006

House Appropriations Full Committee

☐ Check here for Conference Committee

Legislative Council Amendment Number

Action Taken Do Pass

Motion Made By Krocker Seconded By Carlisle

Representatives	Yes	No	Representatives	Yes	No
Chairman Svedjan	✓				
Vice Chairman Kempenich	✓				
Representative Wald	—		Representative Aarsvold	✓	
Representative Monson	✓		Representative Gulleason	—	
Representative Hawken	—				
Representative Klein	✓				
Representative Martinson	✓				
Representative Carlson	✓		Representative Glassheim	✓	
Representative Carlisle	✓		Representative Kroeber	✓	
Representative Skarphol	✓		Representative Williams	✓	
Representative Thoreson	✓				
Representative Pollert	✓		Representative Ekstrom	✓	
Representative Bellew	✓		Representative Kerzman	✓	
Representative Kreidt	✓		Representative Metcalf	✓	
Representative Nelson	✓				
Representative Wieland	✓				

Total (Yes) 21 No 0

Absent 3

Floor Assignment Krocker

If the vote is on an amendment, briefly indicate intent:

REPORT OF STANDING COMMITTEE (410)
January 31, 2007 1:22 p.m.

Module No: HR-19-1644
Carrier: Kroeber
Insert LC: . Title: .

REPORT OF STANDING COMMITTEE

HB 1006: Appropriations Committee (Rep. Svedjan, Chairman) recommends DO PASS
(21 YEAS, 0 NAYS, 3 ABSENT AND NOT VOTING). HB 1006 was placed on the
Eleventh order on the calendar.

Rep. Svedjan

*Bill reconsidered
2/13/07*

February 8, 2007

PROPOSED AMENDMENTS TO HOUSE BILL NO. 1006

Page 1, line 2, after "commission" insert "; and to create and enact a new section to chapter 2-05 of the North Dakota Century Code, relating to creation of a rural airport economic development fund"

Page 2, after line 12, insert:

"SECTION 4. TRANSFER. During the biennium beginning July 1, 2007, and ending June 30, 2009, the director of the office of management and budget shall transfer \$2,500,000 from the general fund to the rural airport economic development fund.

SECTION 5. APPROPRIATION. There is appropriated out of any moneys in the rural airport economic development fund in the state treasury, not otherwise appropriated, the sum of \$2,500,000, or so much of the sum as may be necessary, to the aeronautics commission for the purpose of the rural airport economic development fund, for the biennium beginning July 1, 2007, and ending June 30, 2009.

SECTION 6. A new section to chapter 2-05 of the North Dakota Century Code is created and enacted as follows:

Rural airport economic development fund.

1. The rural airport economic development fund is a special fund in the state treasury. Any earnings of the fund must be deposited in the fund. Subject to legislative appropriation, the aeronautics commission may provide grants from the fund to a public airport owned or operated by a public entity or to an airport operated by an airport authority in this state for the purpose of providing financial assistance for:
 - a. Purchase, development, and operation of automated weather reporting facilities, computers and terminals to obtain weather information relating to flight plans, and other equipment to enhance flight operational safety.
 - b. Obstruction removal within the runway protection zone of an airport to facilitate the new global positioning satellite all-weather instrument approach technology required to meet federal standards.
 - c. Construction or rehabilitation of runways, taxiways, and apron areas, including the extension of runways that do not meet the federal guidelines for this construction or rehabilitation but have a demonstrated state or local need.
 - d. Development of airport infrastructure and buildings that do not meet federal guidelines for this development but have a demonstrated state or local need.
2. To qualify for a grant under this section, an airport must provide matching funds of not less than ten percent and not more than fifty percent. The

aeronautics commission shall set the match requirement in accordance with guidelines established by the commission."

Renumber accordingly

Date: 2/13/07
Roll Call Vote #: 2

2007 HOUSE STANDING COMMITTEE ROLL CALL VOTES
BILL/RESOLUTION NO. 1006

House Appropriations Full Committee

☐ Check here for Conference Committee

Legislative Council Amendment Number 78006. 0102

Action Taken motion to amend w/ 0102

Motion Made By Kempenich Seconded By Kroeber

Representatives	Yes	No	Representatives	Yes	No
Chairman Svedjan					
Vice Chairman Kempenich					
Representative Wald			Representative Aarsvold		
Representative Monson			Representative Gulleason		
Representative Hawken					
Representative Klein					
Representative Martinson					
Representative Carlson			Representative Glassheim		
Representative Carlisle			Representative Kroeber		
Representative Skarphol			Representative Williams		
Representative Thoreson					
Representative Pollert			Representative Ekstrom		
Representative Bellow			Representative Kerzman		
Representative Kreidt			Representative Metcalf		
Representative Nelson					
Representative Wieland					

Total (Yes) _____ No _____

Absent _____

Floor Assignment _____

If the vote is on an amendment, briefly indicate intent:

Add \$900,000 to grants line item w/
total 10% local match

Voice Vote - carries

Date: 2/13/07
Roll Call Vote #: 3

2007 HOUSE STANDING COMMITTEE ROLL CALL VOTES
BILL/RESOLUTION NO. 1006

House Appropriations Full Committee

☐ Check here for Conference Committee

Legislative Council Amendment Number 78006.0102

Action Taken Do Pass as Amended

Motion Made By Kroeber ~~Kempenich~~ Seconded By Carlson

Representatives	Yes	No	Representatives	Yes	No
Chairman Svedjan	✓				
Vice Chairman Kempenich	✓				
Representative Wald		✓	Representative Aarsvold	✓	
Representative Monson	✓		Representative Guleson	✓	
Representative Hawken	✓				
Representative Klein	✓				
Representative Martinson	✓				
Representative Carlson	✓		Representative Glassheim	✓	
Representative Carlisle	✓		Representative Kroeber	✓	
Representative Skarphol	✓		Representative Williams	✓	
Representative Thoreson	✓				
Representative Pollert	✓		Representative Ekstrom	✓	
Representative Bellow	✓		Representative Kerzman	✓	
Representative Kreidt	✓		Representative Metcalf	✓	
Representative Nelson	✓				
Representative Wieand	✓				

Total (Yes) 23 No 1

Absent 0

Floor Assignment Kroeber

If the vote is on an amendment, briefly indicate intent:

REPORT OF STANDING COMMITTEE

HB 1006: Appropriations Committee (Rep. Svedjan, Chairman) recommends **AMENDMENTS AS FOLLOWS** and when so amended, recommends **DO PASS** (23 YEAS, 1 NAY, 0 ABSENT AND NOT VOTING). HB 1006 was placed on the Sixth order on the calendar.

Page 1, line 2, after "commission" insert "; and to create and enact a new section to chapter 2-05 of the North Dakota Century Code, relating to creation of a rural airport economic development fund"

Page 2, after line 12, insert:

"SECTION 4. TRANSFER. During the biennium beginning July 1, 2007, and ending June 30, 2009, the director of the office of management and budget shall transfer \$900,000 from the general fund to the rural airport economic development fund.

SECTION 5. APPROPRIATION. There is appropriated out of any moneys in the rural airport economic development fund in the state treasury, not otherwise appropriated, the sum of \$900,000, or so much of the sum as may be necessary, to the aeronautics commission for the purpose of the rural airport economic development fund, for the biennium beginning July 1, 2007, and ending June 30, 2009.

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 - a. Purchase, development, and operation of automated weather reporting facilities, computers and terminals to obtain weather information relating to flight plans, and other equipment to enhance flight operational safety.
 - b. Obstruction removal within the runway protection zone of an airport to facilitate the new global positioning satellite all-weather instrument approach technology required to meet federal standards.
 - c. Construction or rehabilitation of runways, taxiways, and apron areas, including the extension of runways that do not meet the federal guidelines for this construction or rehabilitation but have a demonstrated state or local need.
 - d. Development of airport infrastructure and buildings that do not meet federal guidelines for this development but have a demonstrated state or local need.
2. To qualify for a grant under this section, an airport must provide matching funds of not less than ten percent and not more than fifty percent. The aeronautics commission shall set the match requirement in accordance with guidelines established by the commission."

Renumber accordingly

2007 SENATE APPROPRIATIONS

HB 1006

2007 SENATE STANDING COMMITTEE MINUTES

Bill/Resolution No. 1006

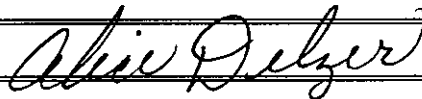
Senate Appropriations Committee

☐ Check here for Conference Committee

Hearing Date: 02-21-07

Recorder Job Number: 3587

Committee Clerk Signature



Minutes:

Chairman Holmberg opened the hearing on HB 1006 on February 21, 2007 on the Aeronautics Commission. He welcomed the students from Linton, ND that were visiting the Capitol that day and witnessing the hearing in the Harvest Room.

Gary Ness, Director Aeronautics Commission (AC) presented written testimony (1) and oral testimony in support of HB 1006. He gave some history background, stating the Commission had been established in 1947. The Agency Mission is to provide, at the highest priority, economic and technical assistance to insure an orderly and cost effective support system that enables the advancement of the state's aviation system. He introduced two of his people that were here, Mark Holzer and Melinda Wingeter. There are 5 Board members, and the state owns 2 airports:

1. Garrison Dam Recreational Airpark at Riverdale
2. International Peace Garden (IPA) in Dunseith.

Some of the highlights of his testimony shared the Focus on aviation security and airport safety (page 4) the Aviation Educations Grants Program (Flight Training Assistance Program (FTAP)) the Air Carrier Intern Program (ACIP), Imagine Being a Pilot Program brochure is focused on 6th grade age group; Upper Midwest Aviation Symposium and Air Museums.

Some of the problems facing the AC is snow removal, the need for storage buildings, Hangers, terminals, and pavement on runways. He also shared facts concerning 1st responders and the emergency plan that law enforcement, EM people and the NDAC are working on. Page 38 shares the economic impact AC is making in North Dakota and page 39 is the 07-09 budget. Written Testimony (2) is a packet with several brochures giving general information and statistics concerning the work of the AC. He announced the members of his board. They are: Robert J. Miller, Chairman; Jay B. Lindquist, Vice Chairman; Cindy K. Schreiber-Beck, Secretary; Maurice E. Cook, Member, and Diane L. Herr, Member.

Chairman Holmberg asked about the addition to the budget for Rural Airport Economic Development Fund, if it was part of the long term strategic plan or is this something new. He was informed that it came out of the Economic Development Legislative Council Committee.

They had 2 meetings about it and asked for information for them and that came out of that committee. It was not inserted in his budget, it was switched over to HB 1027.

Chairman Holmberg stated we'll be seeing that bill coming up. It would all be determined by your Agency as far as qualifications, was there any discussion by making it truly rural by not having these airports apply for grants that are just right outside of the city that has a large airport. He was told that airports that were not air carrier airports and in the blue folder it shows the closest one would be Mandan to Bismarck and West Fargo to Fargo. Chairman Holmberg stated he found it interesting that there was no limiting factor of 40 or 50 miles from at least the 4 larger airports. He was told that the committee will be strongly thinking about this because they understand that the larger airports have the ability to generate a lot of money by PFC's and other facets.

Senator Robinson asked for Mr. Ness to explain the process for a local airport to initiate improvements on their runways, terminals, etc.

Gary Ness stated we look about 3 to 4 years. If someone comes up with an idea and we have planning done we have to get it into the system, what we call the CIP.

Senator Mathern had questions regarding the high tech equipment regarding snow removal for really small airports, wouldn't it be cheaper to contract it out. He was told no one wants to do it. There are federal mandates regarding clearing the runways within 24 hours. We just can't get someone to come out. No one shows an interest in doing the airport.

Chairman Holmberg closed the hearing on HB 1006. Two written testimonies were handed out after the hearing. Written testimony of Steve Aldinger (3) in support of the bill and written testimony of Greg Haug (4) in support of the bill.

2007 SENATE STANDING COMMITTEE MINUTES

Bill/Resolution No. 1006

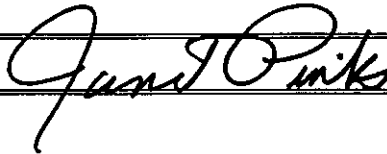
Senate Appropriations Committee

☐ Check here for Conference Committee

Hearing Date: 03-14-07

Recorder Job Number: 5057

Committee Clerk Signature



Minutes:

Chairman Holmberg opened the hearing on HB 1006 indicating this is for the aeronautics Commission. He stated the House had added \$900,000 for rural airports.

Senator Grindberg indicated this came out of the interim economic development committee and there was a section for airports in that bill. The House action moved it from 1027 to 1006. Roxanne indicated that originally section 5 and 6 of the engrossed bill were included in 1027 in the House and they were moved to this bill by the House. Originally it called for \$5 million for the rural airport economic development fund.

Senator Fischer asked if this improvement to airports was for instrument landings and there was a section for hard surfacing.

Chairman Holmberg indicated yes and there was a limit and this was cut down to only the all whether landing thing. He indicated Section 4, 5, and 6 was the \$900,000.

Senator Robinson moved to remove section 4, 5, and 6, Senator Grindberg seconded.

Discussion was held with Senator Grindberg indicating more work needs to be put into this and consider restoring it to HB 1018 which is for economic development but also further discussion from the right entities as to what airports should be used and at what level of funding. There was some discussion as to proximity to larger cities. We should focus our efforts at airports some distance from the major airports. Senator Fischer indicated the thing is we have been

talking for some time about improving airports for medical purposes at rural communities in ND. I'm wondering if part of this rural airport economic development fund wouldn't be doing that and if in the future we don't do it this biennium, in order to make medical emergency flights these airports will need to be updated at some point. I have a concern for communities some distance from larger areas. Senator Christmann stress concern that this needs to be looked at very closely because there is a need for those airports in smaller communities. Not having adequate airports eliminates potential organ donation potential.

Chairman Holmberg questioned whether we had gotten a listing or breakdown as to what rural airports already have this. The response was we have a book from the aeronautics commission. No one could find the information request and Senator Holmberg indicated we need that information before considering this.

Senator Robinson removed his motion until such time that the aeronautics commissioner could come to testify.

Chairman Holmberg closed the hearing on HB 1006.

2007 SENATE STANDING COMMITTEE MINUTES

Bill/Resolution No. 1001, 1006, 1106, 1107, 1175

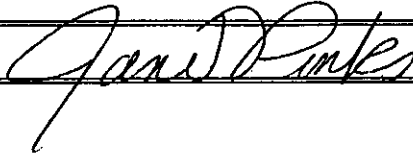
Senate Appropriations Committee

☐ Check here for Conference Committee

Hearing Date: 03-19-07

Recorder Job Number: "Click here to type Digital Recorder Job #"

Committee Clerk Signature



Minutes:

Chairman Holmberg opened the combined hearing on HB 1001, 1006, 1107, 1106, 1175 includes appropriations for legislative reimbursement.

Senator Christmann indicated that this includes language to take care of encoil.

The second amendment changes the compensation package in HB 1006.

Senator Seymour distributed amendments for HB 1106 but the money for this is in HB 1001. This will increase daily pay by 4 and 3.85 percent in the second year. There will be no equity increase as the House didn't fund it.

HB 1107 is an increase for private air travel and that is out.

HB 1175 includes extra pay for the legislative council and we will recommend a do not pass.

HB 1006 is the compensation increase.

HB 1107 is the mileage increase.

HB 1106 is to be paid for legislative council.

Senator Seymour distributed the amendments 0203 for HB 1106, explaining the amendment.

Senator Christmann moved a DO NOT PASS on HB 1175, seconded by Senator Fischer. There was

Discussion and a roll call vote was taken resulting in 12 yes, 1 no, 1 absent. Senator Seymour will carry the bill.

3-19-07

HB 1106 amends (0201) the mileage rate which includes all state employees and offices.

Senator Christmann moved a do pass on the amendment 0201, seconded by Senator Fischer. An oral vote was taken resulting in a do pass.

Senator Christmann moved a do pass as amended on HB 1106, Senator Seymour seconded. A roll call vote was taken resulting in 13 yes, 1 no 0 absent. The motion carried and Senator Seymour will carry the bill.

Chairman Holmberg closed the hearing on these bills.

2007 SENATE STANDING COMMITTEE MINUTES

Bill/Resolution No. 1006

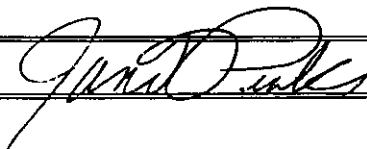
Senate Appropriations Committee

☐ Check here for Conference Committee

Hearing Date: 03-23-07

Recorder Job Number: 5539

Committee Clerk Signature



Minutes:

Chairman Holmberg opened the hearing on HB 1006.

Senator Grindberg moved a do pass on striking section 4, 5 and 6 from the bill, Senator Fischer seconded. Discussion followed. An oral vote was taken and a raise of hands was taken the motion did not carry.

Discussion was made about submitting an additional amendment and which section to remove.

Senator Mathern made the motion to strike section 4 and 5, Senator Grindberg seconded. No discussion followed. An oral vote and a raise of hands were taken, the motion carried.

Senator Grindberg moved a DO PASS as amended, Senator Fischer seconded. No discussion. A roll call vote was taken resulting in 13 yes, 0 no, 1 absent. The motion carried and Senator Holmberg will carry the bill.

Chairman Holmberg closed the hearing on HB 1006.

amend
coming
from LC

Date:
Roll Call Vote #:

2007 SENATE STANDING COMMITTEE ROLL CALL VOTES
BILL/RESOLUTION NO. 1006

Senate Appropriations Committee

☐ Check here for Conference Committee

Legislative Council Amendment Number

Action Taken

DP as amend

Motion Made By

Grind

Seconded By

Fischer

Senators	Yes	No	Senators	Yes	No
Senator Ray Holmberg, Chrm	✓		Senator Aaron Krauter	✓	
Senator Bill Bowman, V Chrm	✓		Senator Elroy N. Lindaas	✓	
Senator Tony Grindberg, V Chrm	✓		Senator Tim Mathern	✓	
Senator Randel Christmann	✓		Senator Larry J. Robinson	✓	
Senator Tom Fischer	✓		Senator Tom Seymour	✓	
Senator Ralph L. Kilzer	✓		Senator Harvey Tallackson		
Senator Karen K. Krebsbach	✓				
Senator Rich Wardner	✓				

Total (Yes) 13 No 0

Absent 1

Floor Assignment Holmberg

If the vote is on an amendment, briefly indicate intent:

REPORT OF STANDING COMMITTEE

HB 1006, as engrossed: Appropriations Committee (Sen. Holmberg, Chairman) recommends **AMENDMENTS AS FOLLOWS** and when so amended, recommends **DO PASS** (13 YEAS, 0 NAYS, 1 ABSENT AND NOT VOTING). Engrossed HB 1006 was placed on the Sixth order on the calendar.

Page 1, line 2, replace "; and to create and enact a new section to chapter 2-05 of the North Dakota" with a period

Page 1, remove line 3

Page 2, remove lines 15 through 30

Page 3, remove lines 1 through 15

ReNUMBER accordingly

STATEMENT OF PURPOSE OF AMENDMENT:

House Bill No. 1006 - Aeronautics Commission - Senate Action

	EXECUTIVE BUDGET	HOUSE VERSION	SENATE CHANGES	SENATE VERSION
Salaries and wages	\$803,540	\$803,540		\$803,540
Operating expenses	1,960,304	1,960,304		1,960,304
Capital assets	734,000	734,000		734,000
Grants	3,575,000	3,575,000		3,575,000
Rural airport economic development fund		900,000	(\$900,000)	
Transfer from general fund		<u>900,000</u>	<u>(900,000)</u>	
Total all funds	\$7,072,844	\$8,872,844	(\$1,800,000)	\$7,072,844
Less estimated income	<u>6,522,844</u>	<u>7,422,844</u>	<u>(900,000)</u>	<u>6,522,844</u>
General fund	\$550,000	\$1,450,000	(\$900,000)	\$550,000
FTE	6.00	6.00	0.00	6.00

Dept. 412 - Aeronautics Commission - Detail of Senate Changes

	REMOVES FUNDING FOR THE RURAL AIRPORT ECONOMIC DEVELOPMENT FUND 1	TOTAL SENATE CHANGES
Salaries and wages		
Operating expenses		
Capital assets		
Grants		
Rural airport economic development fund	(\$900,000)	(\$900,000)
Transfer from general fund	<u>(900,000)</u>	<u>(900,000)</u>
Total all funds	(\$1,800,000)	(\$1,800,000)
Less estimated income	<u>(900,000)</u>	<u>(900,000)</u>
General fund	(\$900,000)	(\$900,000)
FTE	0.00	0.00

¹ This amendment removes Sections 4 through 6 of the engrossed bill providing for:

REPORT OF STANDING COMMITTEE (410)
March 26, 2007 9:26 a.m.

Module No: SR-56-6179
Carrier: Holmberg
Insert LC: 78006.0201 Title: .0300

- A \$900,000 transfer from the general fund to the rural airport economic development fund.
- A \$900,000 special funds appropriation for the rural airport economic development fund.
- The creation of the rural airport economic development fund.

2007 HOUSE APPROPRIATIONS

CONFERENCE COMMITTEE

HB 1006

2007 HOUSE STANDING COMMITTEE MINUTES

Bill/Resolution No. 1006


House Appropriations Committee
Government Operations Division

☒ Check here for Conference Committee

Hearing Date: 4/11/07

Recorder Job Number: 5891

Committee Clerk Signature



Minutes:

Vice Chairman Carlisle opened the discussion on House Bill 1006.

All members present except Representative Thoreson.

A motion was made by Representative Kroeber, seconded by Senator Holmberg to recommend that the HOUSE ACCEDE to the SENATE amendments. Committee vote was 4 Yeas, 1 Nay and 1 Absent and Not Voting. Representative Kroeber will carry the bill.

**REPORT OF CONFERENCE COMMITTEE
(ACCEDE/RECEDE)**

Bill Number 1006 (, as (re)engrossed):

Date: 4/11/07

Your Conference Committee House Appropriations - Gov Ops

For the Senate:

For the House:

	YES / NO		YES / NO
Senator Fischer	Y	Rep. Carlisle	Y
Senator Holmberg	Y	Rep. Thoreson	A
Senator Tallackson	N	Rep. Kroeber	Y

recommends that the (SENATE/HOUSE) (ACCEDE to) (RECEDE from)

the (Senate/House) amendments on (SJ/HJ) page(s) 1437 --

X, and place 1006 on the Seventh order.

____, adopt (further) amendments as follows, and place _____ on the Seventh order:

____, having been unable to agree, recommends that the committee be discharged and a new committee be appointed.

((Re)Engrossed) 1006 was placed on the Seventh order of business on the calendar.

DATE: 4/11/07

CARRIER: Kroeber

LC NO.	of amendment
LC NO.	of engrossment
Emergency clause added or deleted	
Statement of purpose of amendment	

MOTION MADE BY: Kroeber

SECONDED BY: Sen Holmberg

VOTE COUNT 4 YES 1 NO 1 ABSENT

Revised 4/1/05

REPORT OF CONFERENCE COMMITTEE

HB 1006, as engrossed: Your conference committee (Sens. Fischer, Holmberg, Tallackson and Reps. Carlisle, Thoreson, Kroeber) recommends that the **HOUSE ACCEDE** to the Senate amendments on HJ page 1437 and place HB 1006 on the Seventh order.

Engrossed HB 1006 was placed on the Seventh order of business on the calendar.

2007 TESTIMONY

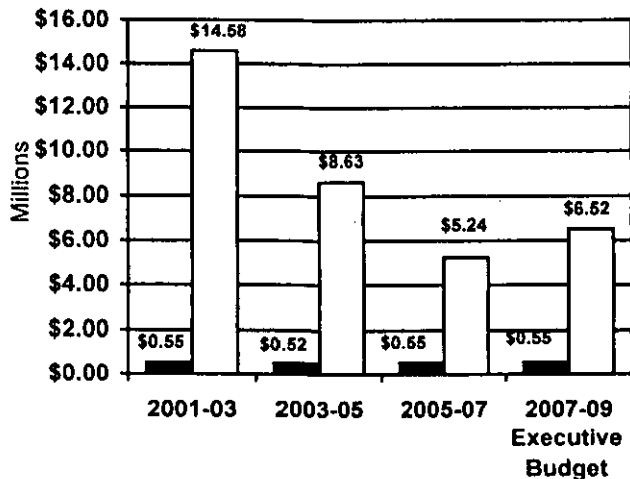
HB 1006

Department 412 - Aeronautics Commission
House Bill No. 1006

	FTE Positions	General Fund	Other Funds	Total
2007-09 Executive Budget	6.00	\$550,000	\$6,522,844	\$7,072,844
2005-07 Legislative Appropriations	6.00	550,187	5,240,118	5,790,305 ¹
Increase (Decrease)	0.00	(\$187)	\$1,282,726	\$1,282,539

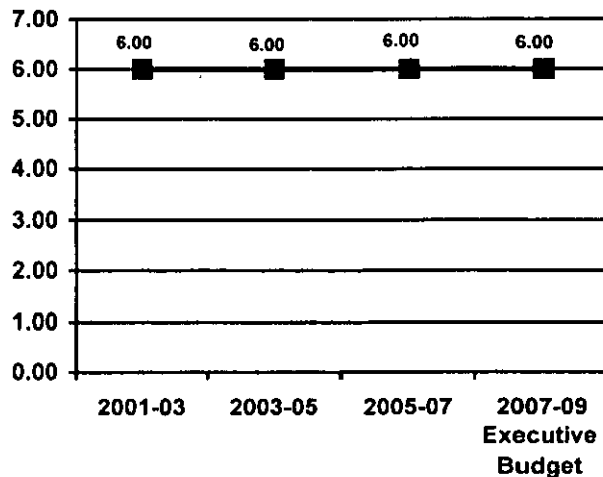
¹The 2005-07 appropriation amounts do not include \$600,000 of additional special funds authority resulting from Emergency Commission action during the 2005-07 biennium.

Agency Funding



■ General Fund □ Other Funds

FTE Positions



Executive Budget Highlights

	General Fund	Other Funds	Total
1. Increases funding for operating expenses, including insurance (\$7,532), professional development (\$2,860), and operating fees and services (\$10,000), to reflect inflationary increases		\$20,392	\$20,392
2. Increases funding for operating expenses, including travel (\$5,000), office equipment and furniture supplies (\$5,206), rental (\$25,000), and information technology data processing (\$12,000), relating to the possibility of relocation		\$47,206	\$47,206
3. Increases funding for aviation education grants from \$50,000 to \$75,000		\$25,000	\$25,000
4. Increases funding for the general aviation grant program from \$1,220,000 to \$1,500,000	(\$187)	\$280,187	\$280,000
5. Increases funding for the air service airport grant program from \$1,777,500 to \$2,000,000		\$222,500	\$222,500
6. Provides funding of \$734,000 for completion of the reconstruction of the runway at the International Peace Garden airport, the same level of funding provided in the 2005-07 biennium			

Continuing Appropriations

No continuing appropriations for this agency.

Major Related Legislation

House Bill No. 1027 - This bill establishes and provides a \$5 million appropriation for a rural airport economic development fund for grants to public airports owned or operated by a public entity or to airports operated by an airport authority.

HB 1006

January 10, 2007

North Dakota Aeronautics Commission – 412.0

House Appropriations Committee

Rep. Ken Svedjan, Chairman

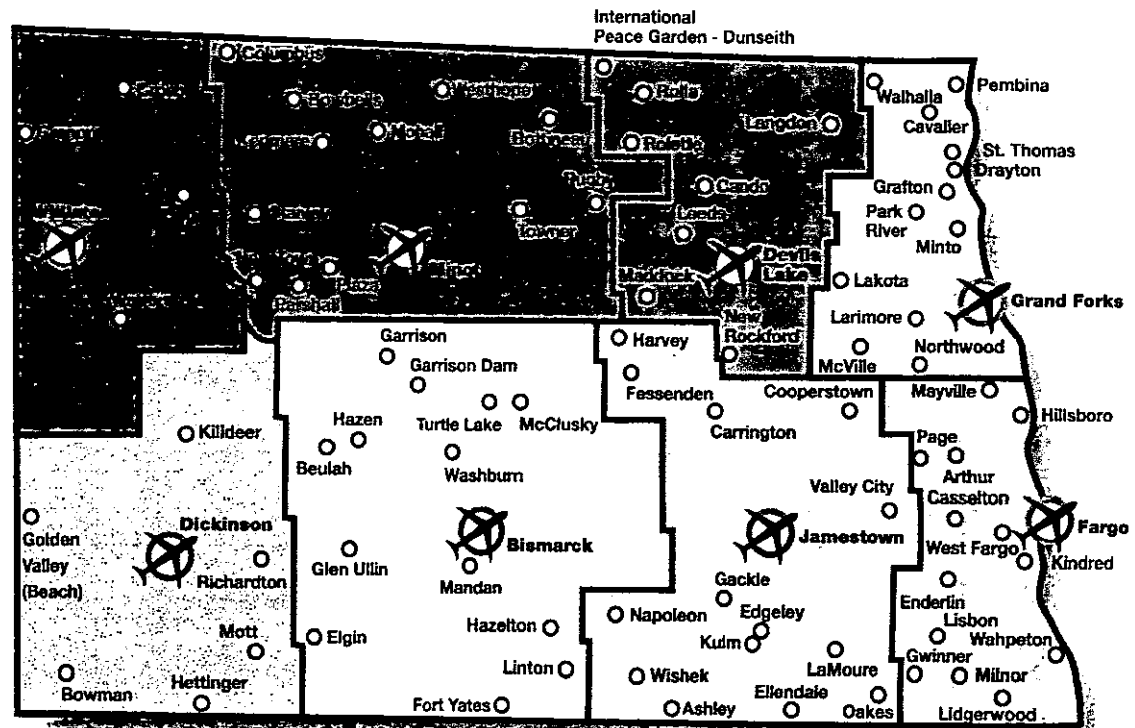
Government Operations Division

Rep. Alan Carlson, Chairman

Rep. Ron Carlisle, Vice Chairman

Greetings: The Aeronautics Commission's budget is presented as Budget 412 - House Bill 1006.

The North Dakota Aeronautics Commission was established in 1947 by the State Legislature assigning responsibility for the state aviation functions. The Governor appoints the five members of the Aeronautics Commission to the board.



90 TOTAL AIRPORTS =



Air Carrier Service Airport (8)

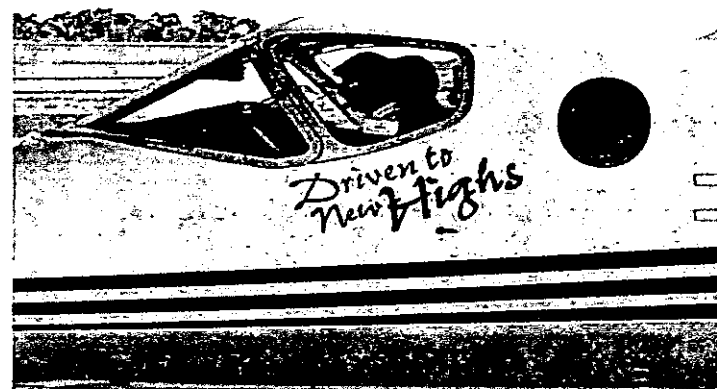
○ General Aviation Facility (82)

- **Agency Mission**

To provide, at the highest priority, economic and technical assistance to insure an orderly and cost effective support system that enables the advancement of the state's aviation system.

- **Agency Vision**

To encourage an unencumbered business climate and foster a positive evolution of the industry.



- **Agency Philosophy**

The state's aviation system is an attractive front door to our state's economic growth. To insure this growth, the system needs continual enhancement. The Aeronautics Commission fulfills this goal through continued flexibility and responsiveness.

Continued close communications with the national scene through congressional offices, Federal Aviation Administration and other national aviation associations is necessary. Continued consultation with the state's aviation community through the North Dakota Aviation Council is of the utmost importance.

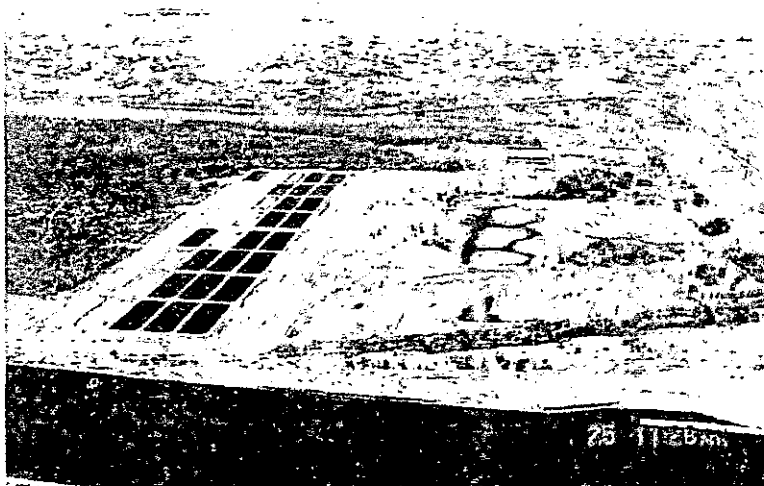
These lines of communication will retain and strengthen the positive direction and efforts of the Aeronautics Commission into the future.

State Owned Airports

The Aeronautics Commission owns two airports: Garrison Dam Recreational Airpark located between the cities of Riverdale and Pick City, south of the Garrison Dam face and the International Peace Garden Airport located north of Dunseith, ND at the border.

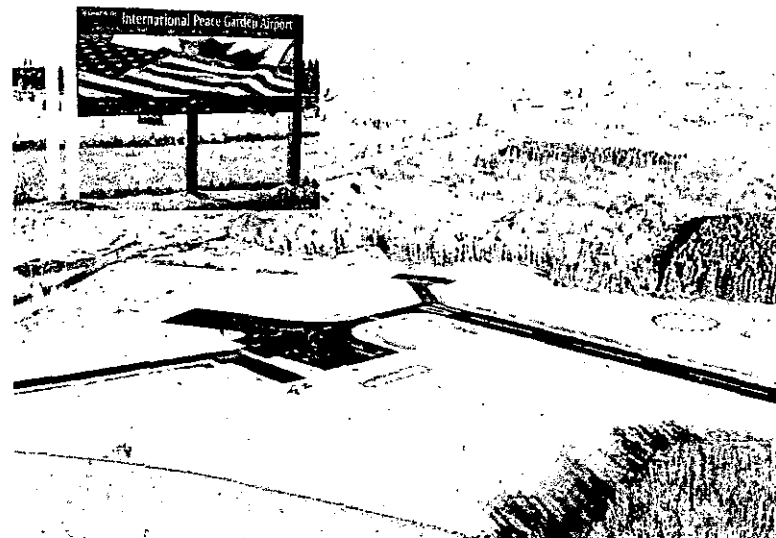
Both of these airfields are unlighted Visual Flight Rules (VFR) airports. The Garrison Dam Recreational Airpark is closed during snow removal months. The District Office of the ND DOT is contracted to plow the Peace Garden Airport on a need basis.

Garrison Dam Recreational Airpark - Riverdale gravel surface

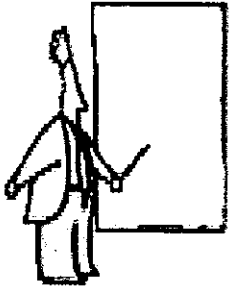


International Peace Garden Airport - Dunseith

Reconstructed in 2006
\$ 600,000 – FAA grant



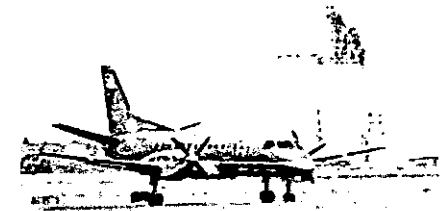
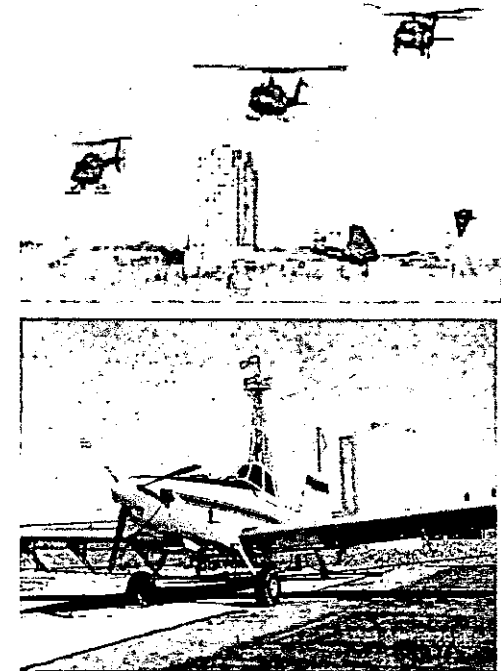
Today's Situation in Aviation



- Continuing focus on aviation security and airport safety.
- Monitor airline schedules and airfares as airline management reorganizes a transition to regional jets and low cost service.
- Planning for new air cargo apron facilities for business growth with inter-modal transfer facilities near airports.
- Rehabilitate airport pavements strategically within budget especially on non-federal paved airport system.
- Aerospace manufacturing and medical service has changed throughout rural ND. This change has demanded airport's provide all-weather approaches.
- Technology improving for GPS/NAVAID flight safety & AWOS weather.
- Monitor federal mandates for the aviation industry and airports, involving fueling standards, GA security, wildlife hazard, and land-use plans.
- 143 aerial spray operators support agriculture with 255 planes registered in 2006 that use public airports.

Aviation Goals and Objectives

- Foster aviation's economic growth to support movement of people and cargo efficiently.
- Support modernizing the 90 public airports to insure a safer flying environment.
- Issue State and facilitate FAA airport grants, inspect 82 airports, continuous update of airline and airport service plan, coordinate security plans and be an industry mediator for legislature and congress.
- Communicate with the airline management (Northwest, United, Mesaba, Great Lakes, Allegiant, and Delta) who operate 104 daily flights in ND for better schedules and fares for increasing business and tourism travel.



Aviation Education Grants

A function of the Commission is the **Aviation Education Grant Program**. The request for aviation educational funds is at \$75,000 for the biennium.

- **Flight Training Assistance Program (FTAP):** The Aeronautics Commission in review of the all the improvements that it had accomplished over the last years, with the airport improvement program, looked at what was in the future. The Commission asked the airports what they needed for the future. The answer was simple: younger and more pilots at the local level.

The problem on the front side of the conversation was the lack of Certified Flight Instructors (CFI) in the hinterland. There are 300+ CFI's in the state but only a few outside of UND/JDO. The smaller community airports don't have access to a CFI and to transport them from a larger community airport for the needed time was not economically attractive. The Commission introduced the FTAP.

The program is simple. FTAP is offered to rural public use airports not served by an active CFI. The FTAP is designed to help defray the cost of flight instructors to and from the local airport. This assistance is to support the cost of such transportation, either by aircraft or motor vehicle in amounts authorized by state law. The ND Aeronautics Commission will provide funding assistance up to 75% of the amount paid to the CFI. Thus, the local airport authority has a 25% state in the program.

We introduced the program at the Upper Midwest Aviation Symposium in Bismarck last March. To date, we have 6 airports active in the program with more requests coming in as the program availability becomes more visible.



Aviation Education Program (cont.)

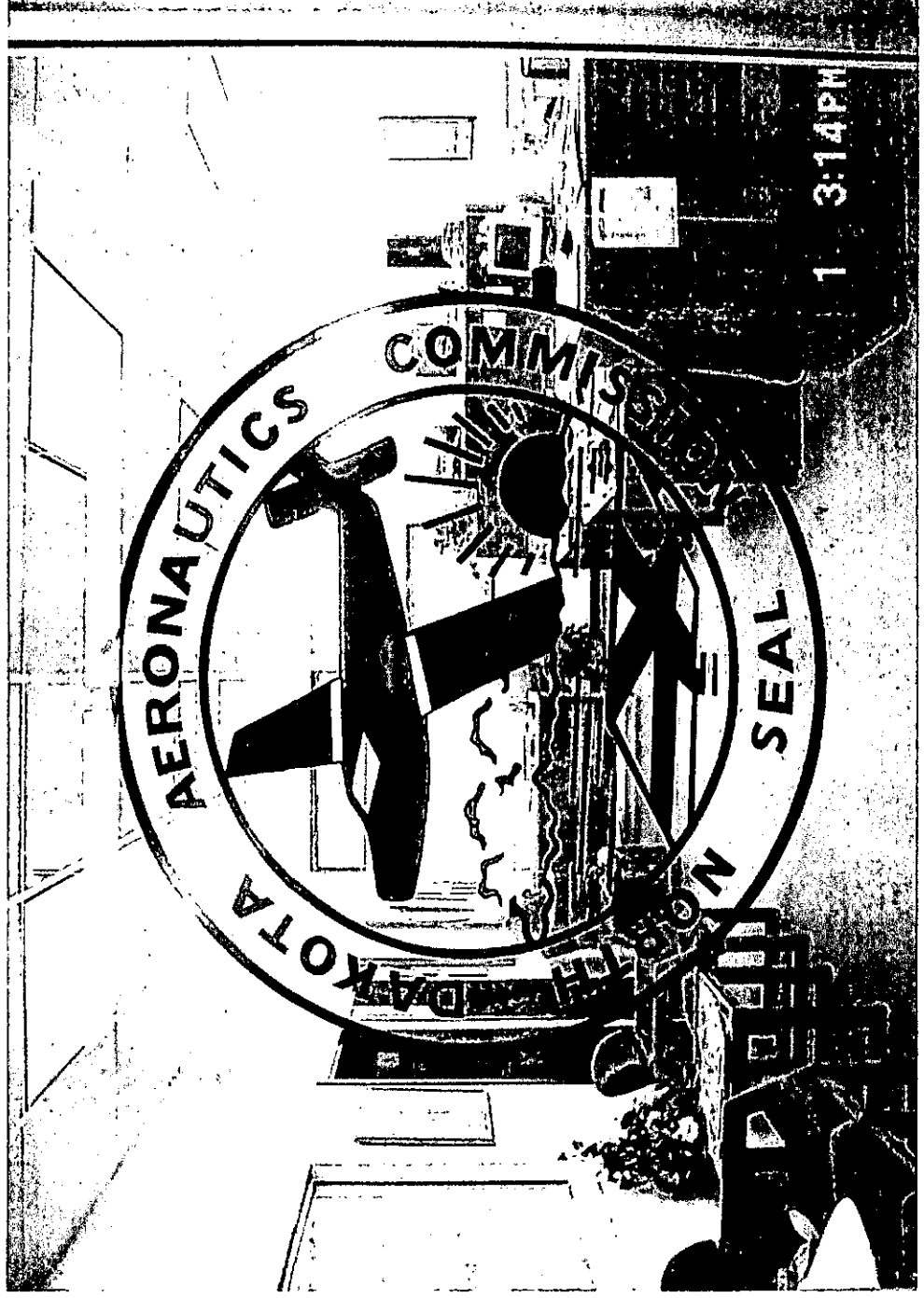
- **Air Carrier Intern Program** - The Commission created and implemented an Air Carrier Intern Program for the eight communities that have airline service. This program provided \$3,000 cost share to each airline airport that wanted to create an internship program for students to gain skills in all the aspects of airport management.
- **Imagine Being a Pilot** - The Commission created an "Imagine Being a Pilot" brochure that is focused on the sixth grade age group. This brochure gives a quick and positive view of being a pilot and some of the rudiment aviation information. This will be distributed too all grade schools across the state.
- **Upper Midwest Aviation Symposium** - The Commission assists the North Dakota Aviation Council for the purpose of facilitating educational speakers for the annual aviation convention.
- **Air Museums** - The Commission assists the aviation museums with educational aviation programs.

(L) Fargo Air Museum,
Fargo

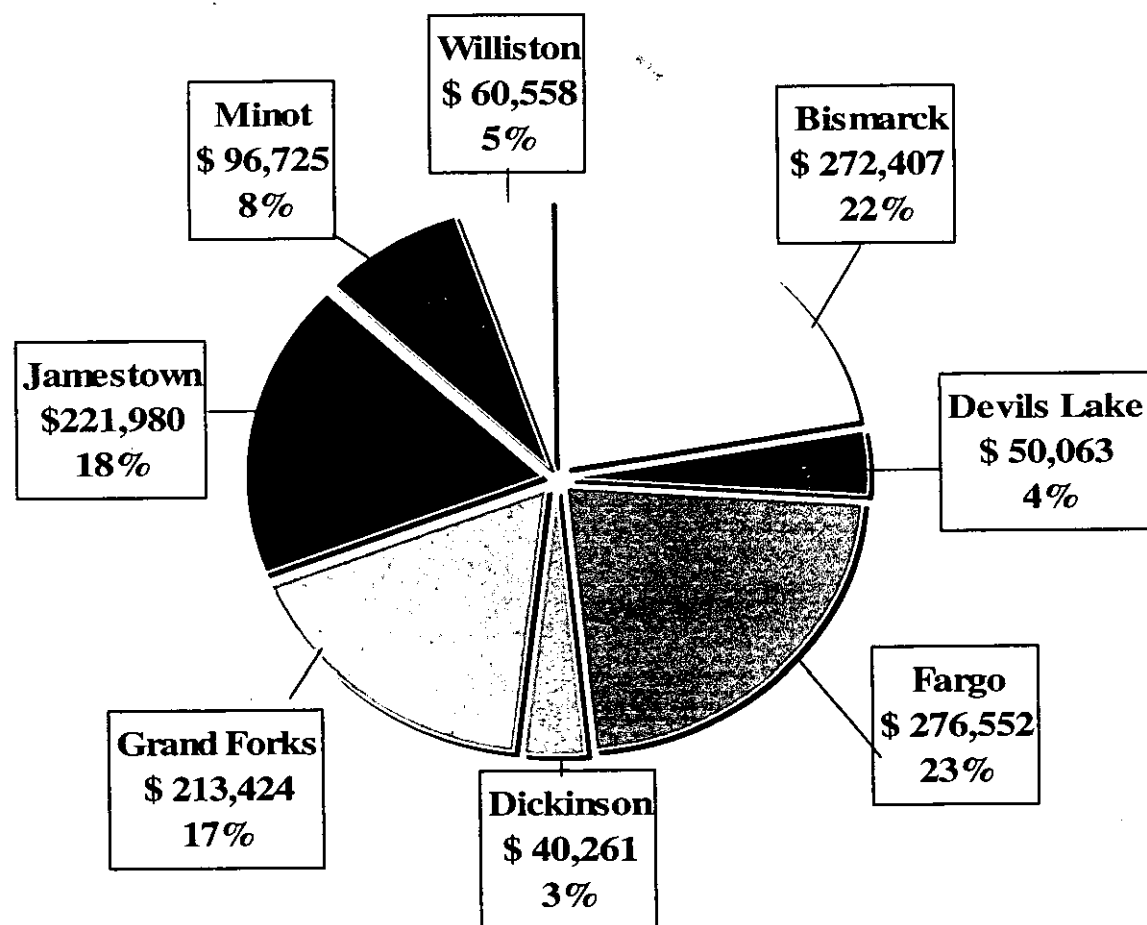
(R) Dakota Territory Air
Museum, Minot

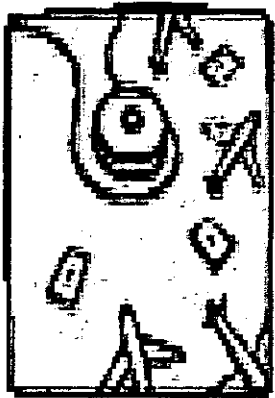


State Aeronautics Commission Grant Program Summary



Air Service Airport State Grants 2005-2007 Biennium **\$ 1,231,970 Awarded**

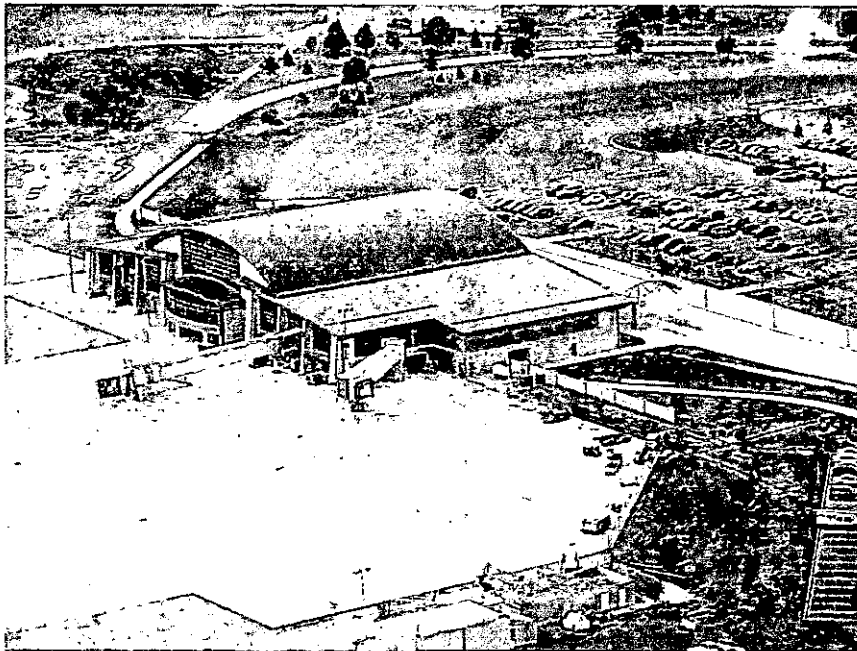




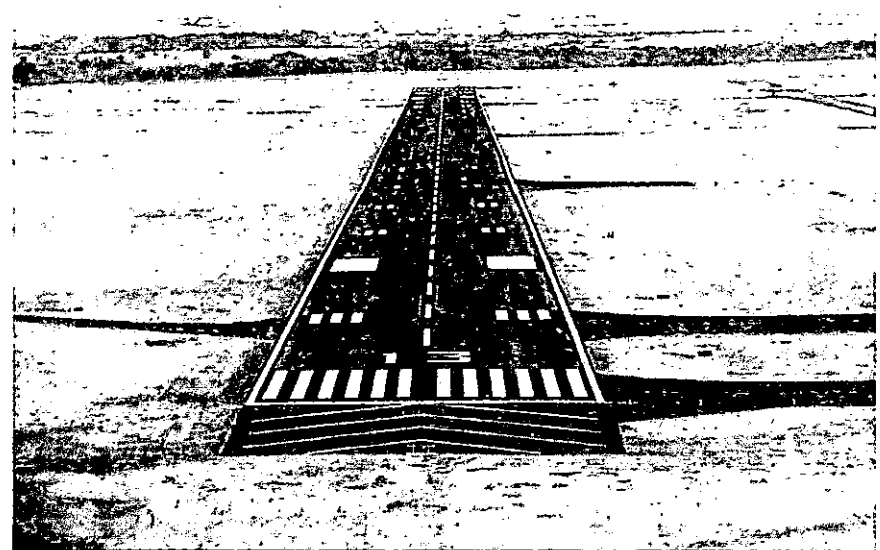
Airport Terminals are Big Funding Focus

- TSA and Law Enforcement employ more airport staff and change travel flows in terminals
- FAA utilizes Discretionary grants to upgrade or construct new terminals teamed with state and local innovative financing from city, economic development, and tourism resources.
- Terminals redesigned for baggage detection and traffic flows for visitors, cargo, and food services, and parking restrictions.

Bismarck's New \$20 million Terminal & Pavement Rejuvenation



Bismarck Airport Terminal apron, parking lot, and access road

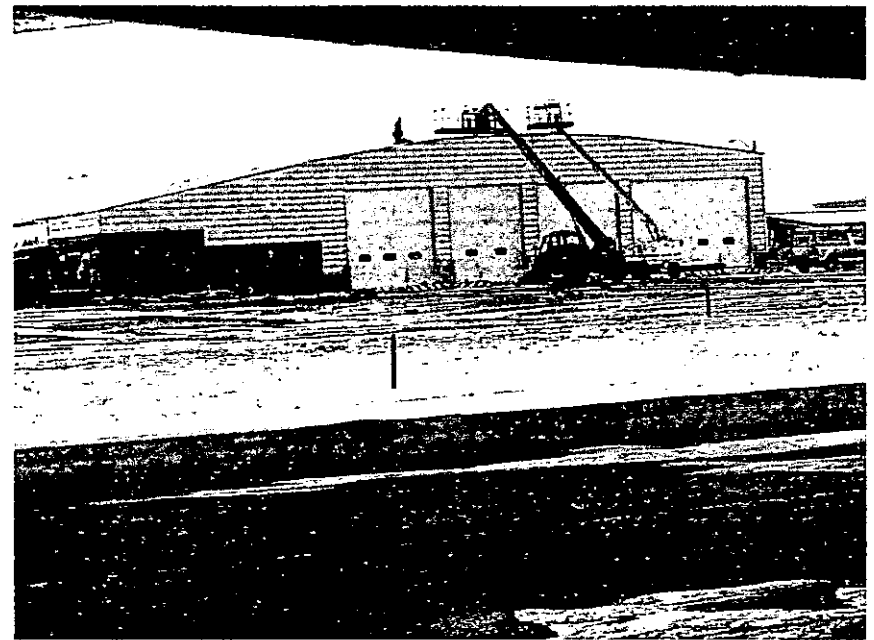


Main runway rejuvenation and painting

Devils Lake New \$ 2.0 million Terminal and Aircraft Rescue Fire Fighting (ARFF) Bldg.

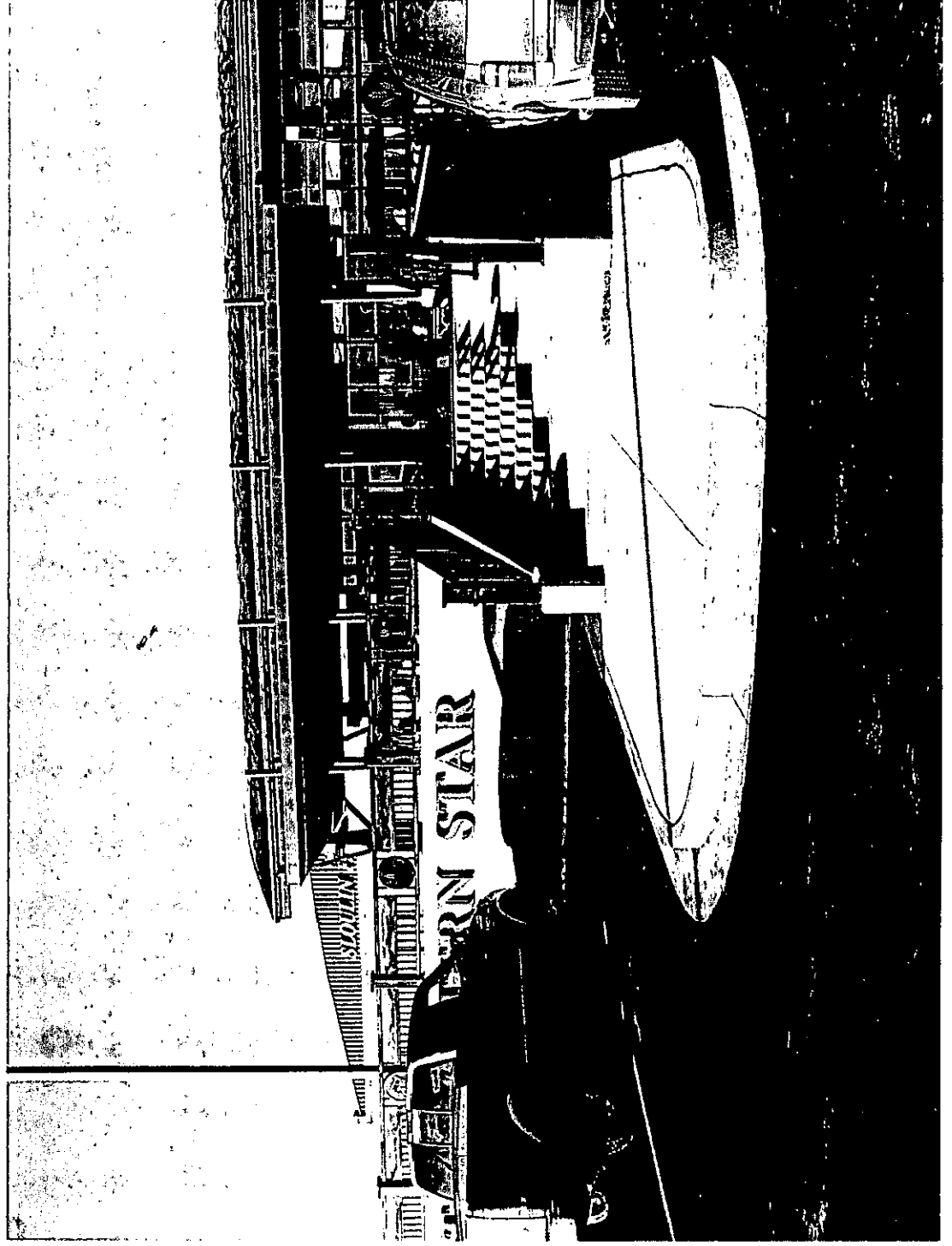


Devils Lake Airport Terminal

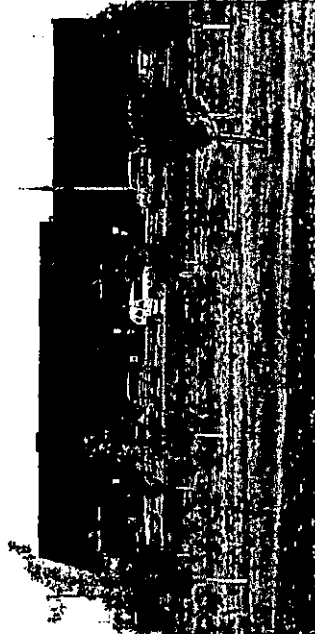


Devils Lake ARFF Building

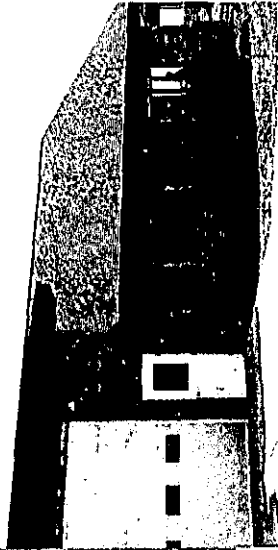
Williston's New \$ 2.0 Million Terminal



Dickinson's Airline Terminal was
expanded for TSA offices and ARFF

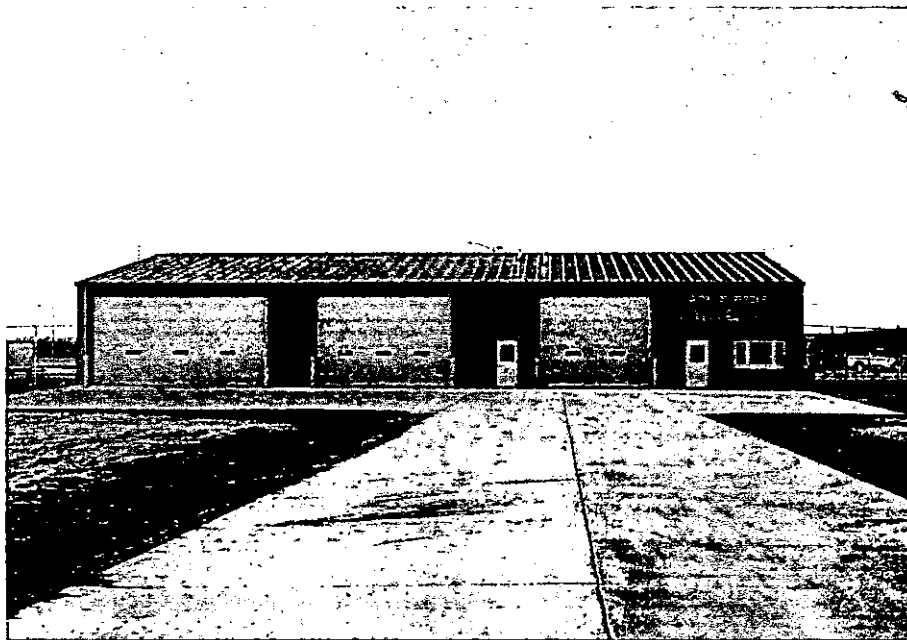


New airport name

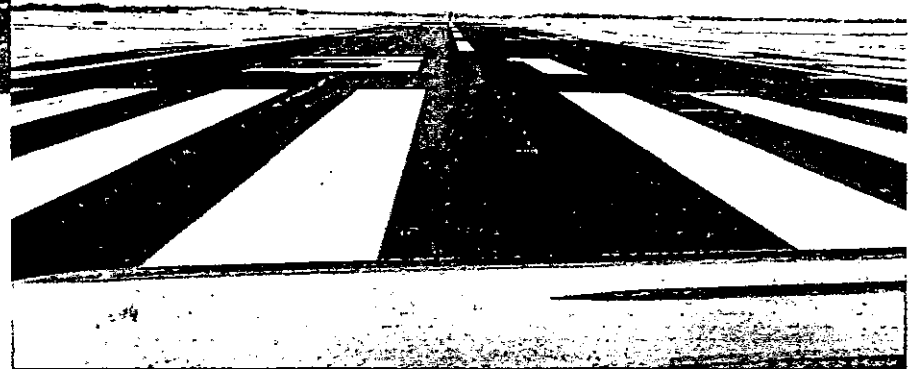


Airport ARFF Building

Jamestown – Constructed \$1.2 million ARFF and Rehabilitated \$6.0 million runway



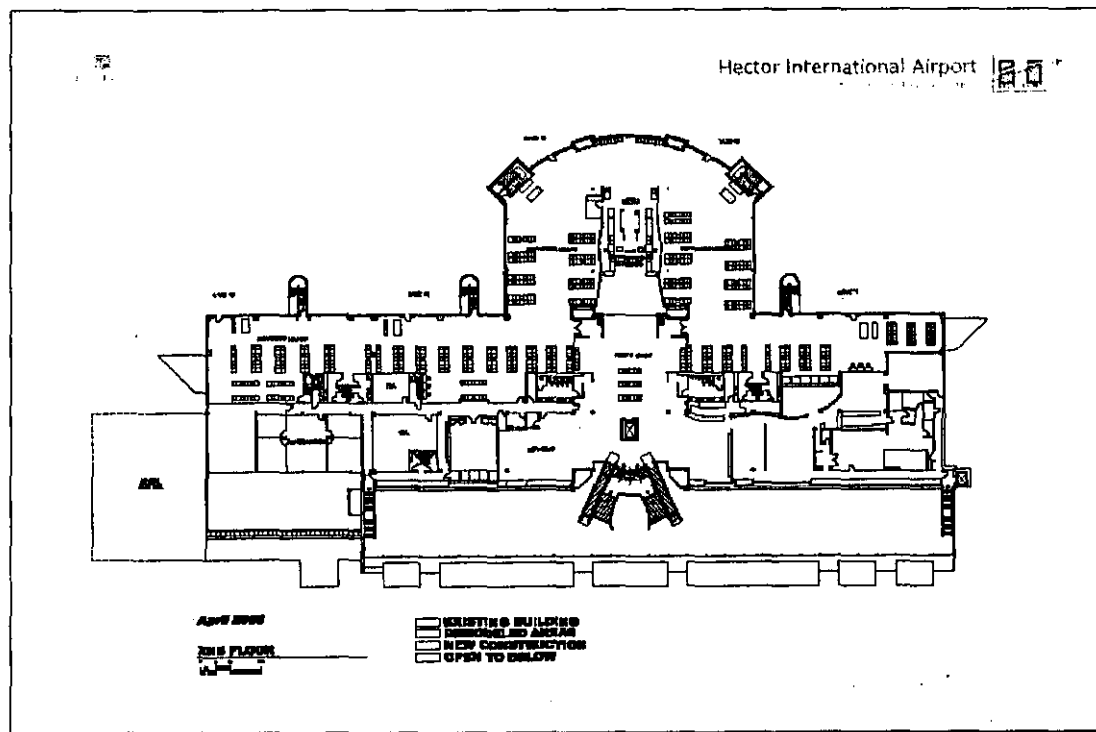
Jamestown ARFF Building



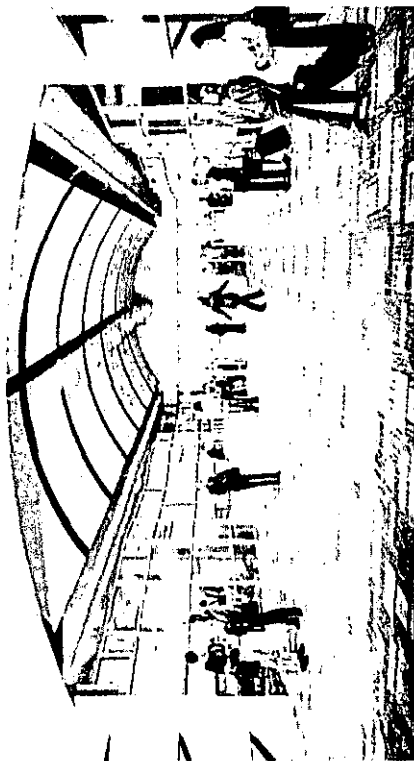
Reconstructed Runway Profile

Fargo Terminal Expansion

\$ 15 million (Aug. 06 bid)

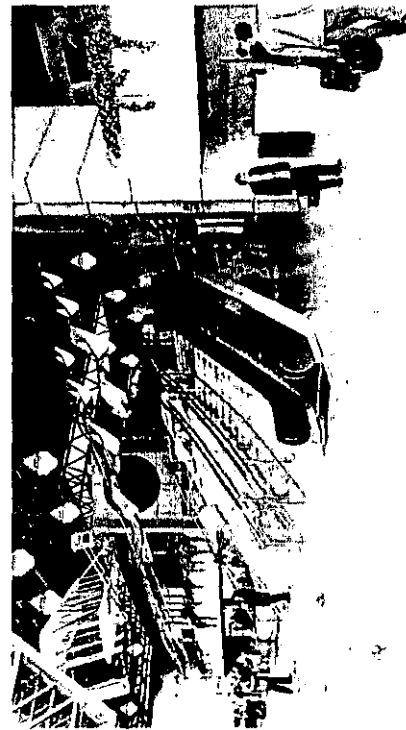


Hector International Airport



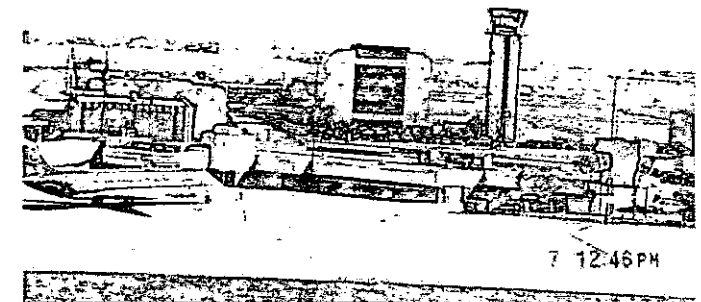
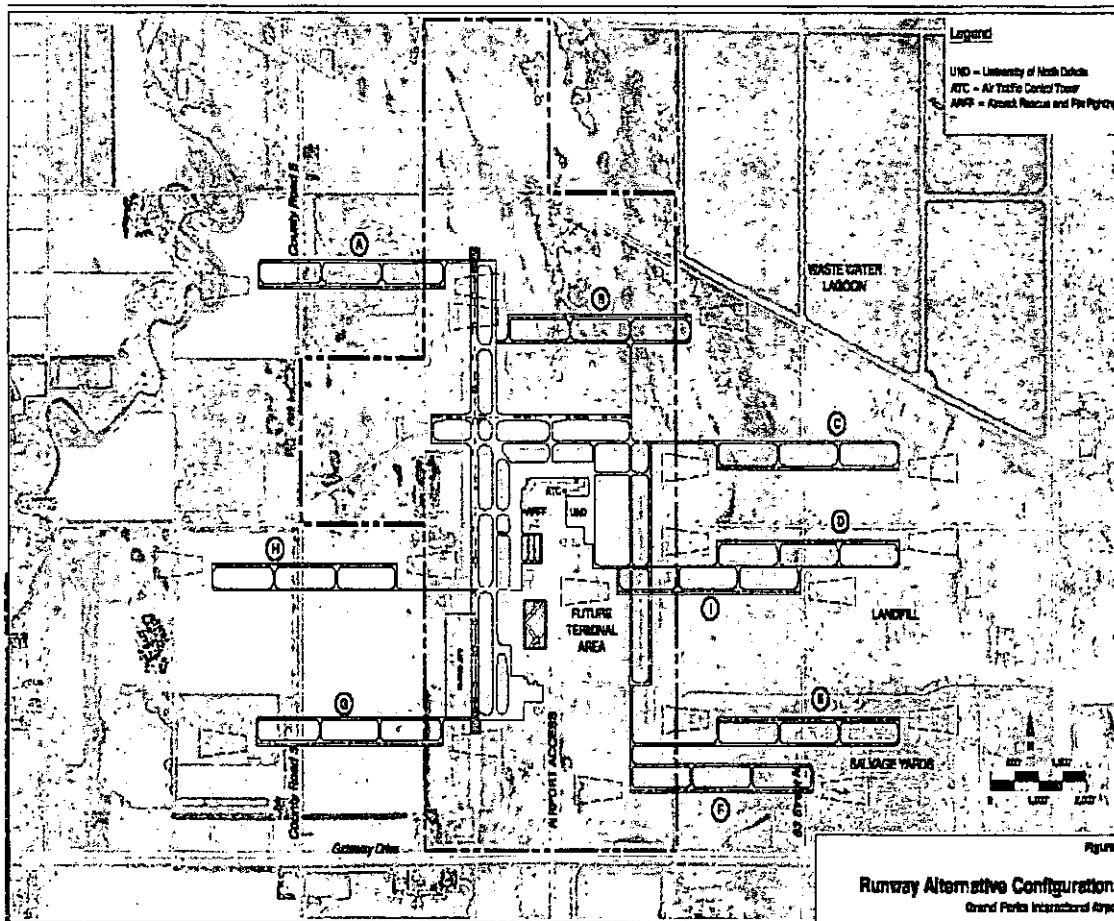
Passenger Screening Area

Hector International Airport



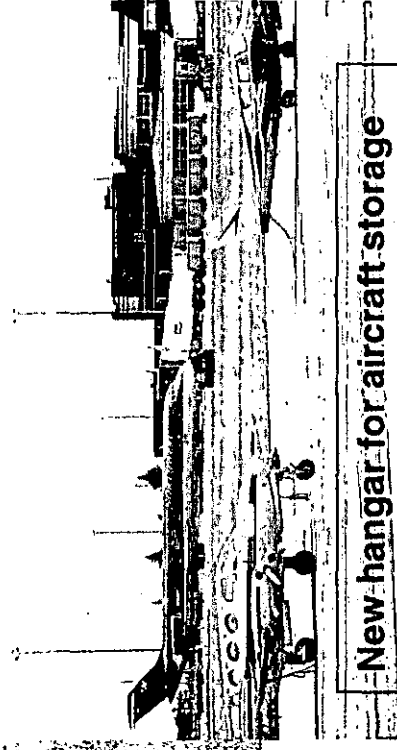
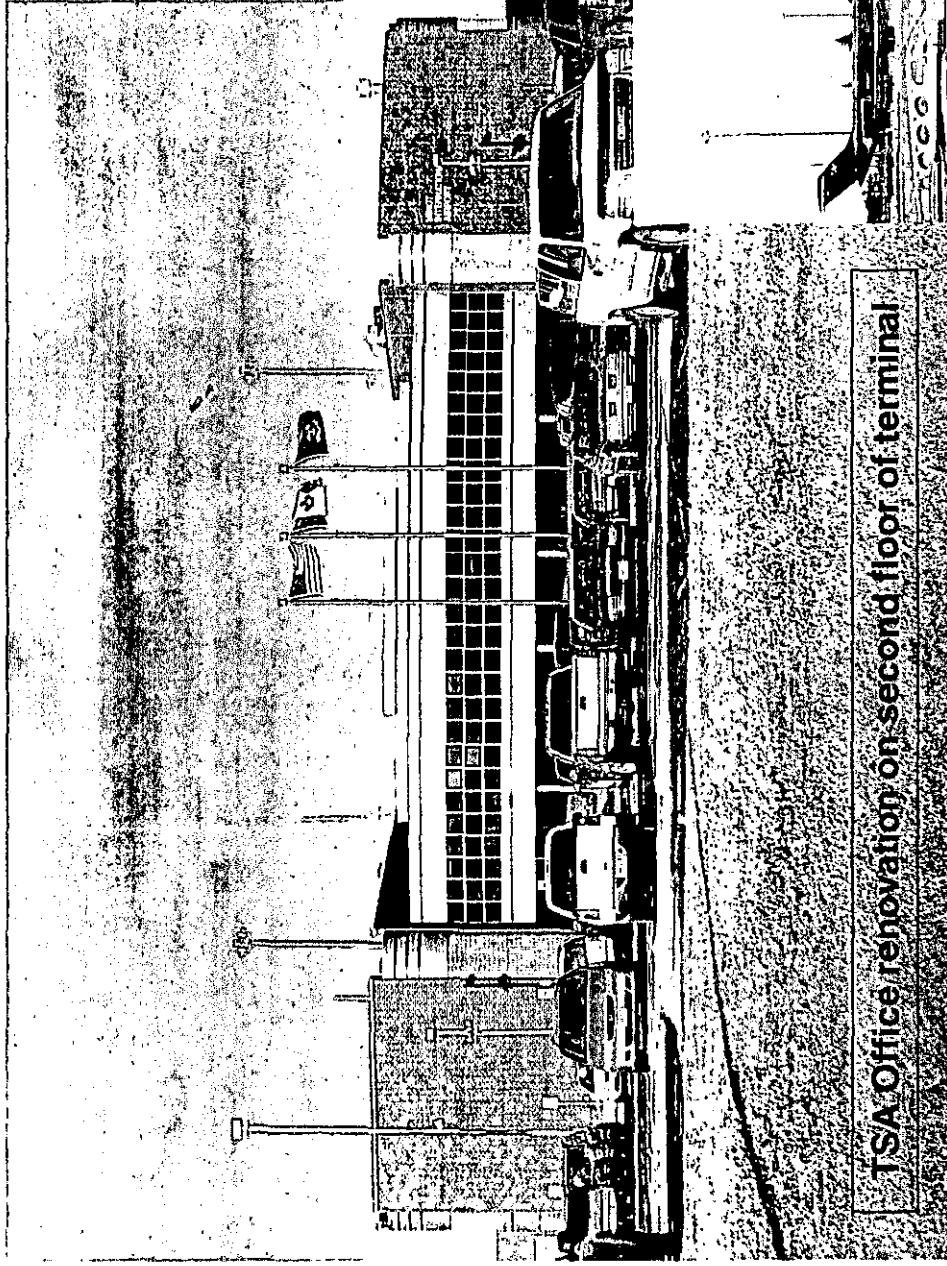
Arrival Lobby

Grand Forks Terminal Area Study and 4th Runway Study



Terminal Area Study selected a new midfield site shown in blue. On sketch to left, nine runway alignments are being studied in an environmental assessment.

Minot Terminal TSA office renovation and new cargo hangar



General Aviation Airports

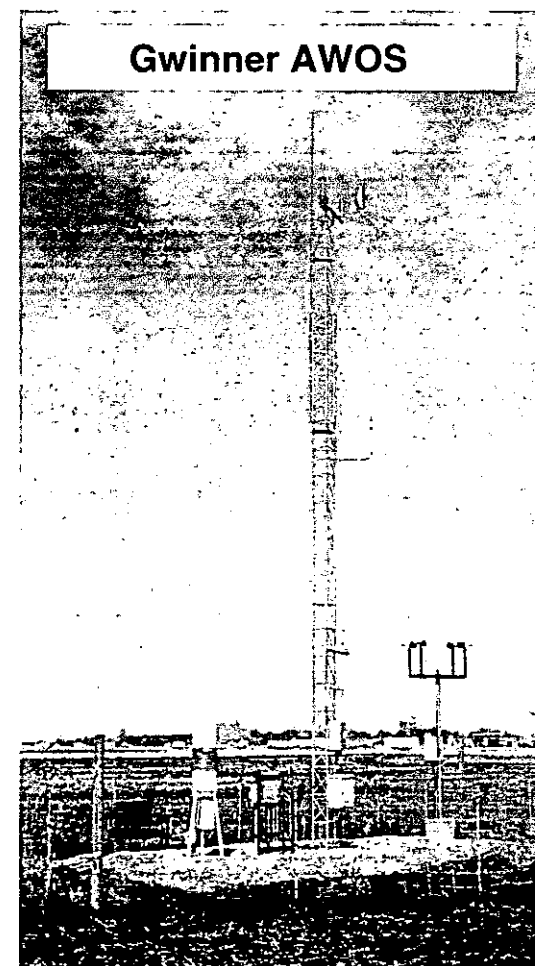
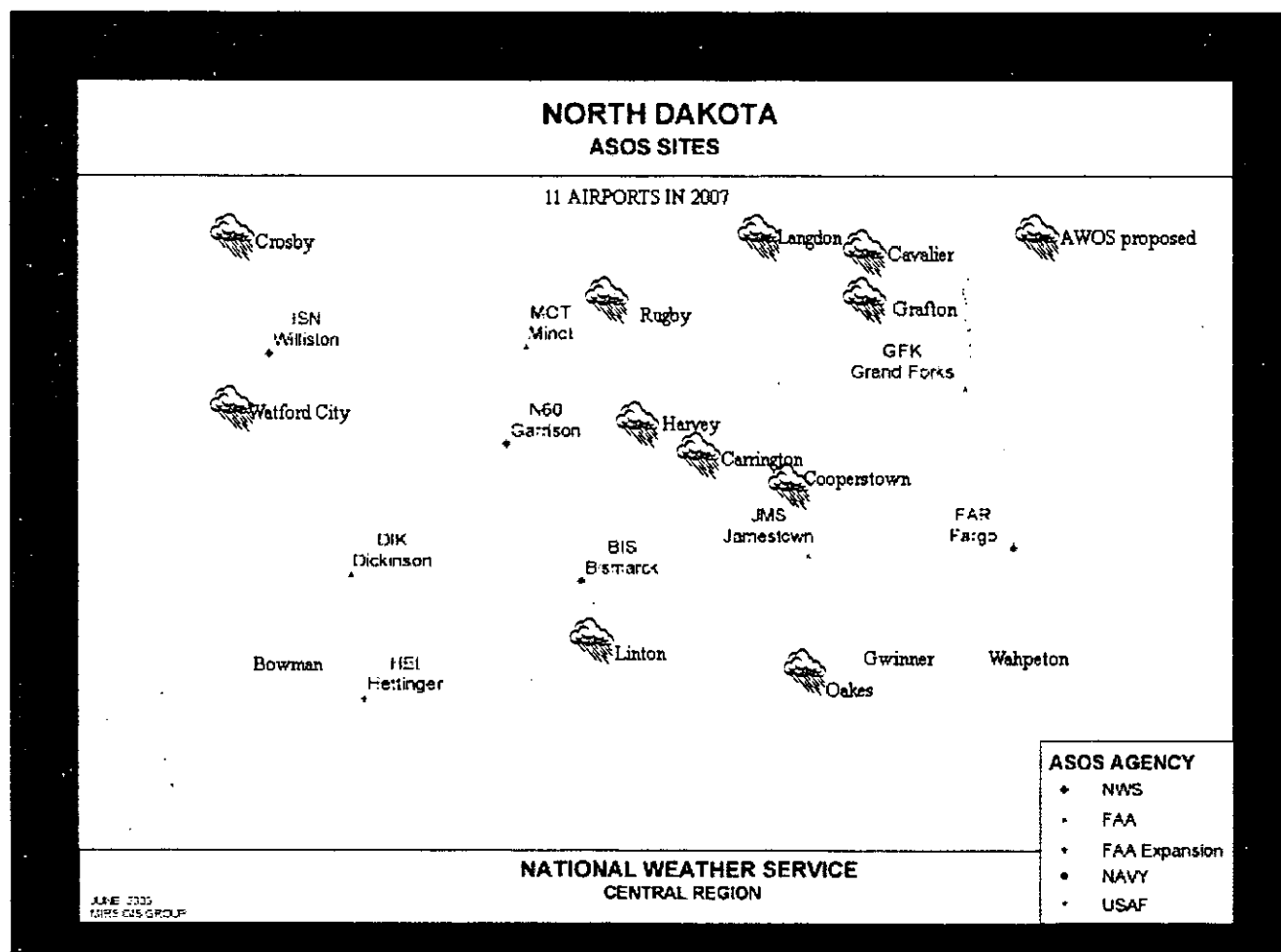
General Aviation airports were granted \$ 1,016,857 from the aviation fuel taxes during the 2005 – 2007 biennium. Of 82 general aviation airports, 62 airports received grants. These grants funded projects ranging from rubber crack filling to runway seal rejuvenations to airport reconstructions. This grant program is the backbone of the airport system as it supports an ever growing need to maintaining our airport's safety to insure our connection with the national transportation system.

1.	Ashley	-	\$ 33,095
2.	Beach	-	3,607
3.	Beulah	-	29,143
4.	Bottineau	-	82,413
5.	Bowman	-	7,000
6.	Cando	-	7,235
7.	Carrington	-	10,639
8.	Casselton	-	11,319
9.	Cavalier	-	13,516
10.	Cooperstown	-	8,057
11.	Crosby	-	3,809
12.	Edgeley	-	722
13.	Ellendale	-	8,488
14.	Enderlin	-	6,804
15.	Garrison	-	4,726
16.	Glen Ullin	-	10,173
17.	Grafton	-	7,335
18.	Gwinner	-	8,819
19.	Harvey	-	16,720
20.	Hazen	-	2,531
21.	Hettinger	-	13,666
22.	Hillsboro	-	27,497
23.	Kenmare	-	6,544
24.	Killdeer	-	24,478
25.	Kindred	-	3,524
26.	Kulm	-	29,000
27.	Lakota	-	14,419
28.	LaMoure	-	3,073
29.	Langdon	-	10,081
30.	Larimore	-	1,750
31.	Leeds	-	70,000

32.	Linton	-	6,656
33.	Lisbon-	-	57,840
34.	Maddock	-	7,500
35.	Mandan	-	39,775
36.	Mayville	-	5,552
37.	McVillie	-	750
38.	Minto	-	4,200
39.	Mohall-	-	5,476
40.	Mott	-	2,451
41.	New Rockford	-	152,000
42.	New Town	-	10,087
43.	Northwood	-	7,892
44.	Oakes	-	13,040
45.	Park River	-	10,118
46.	Parshall	-	8,529
47.	Pembina	-	3,770
48.	Rolette	-	1,010
49.	Rolla	-	7,008
50.	Rugby	-	12,294
51.	St. Thomas	-	25,000
52.	Stanley	-	8,945
53.	Tioga	-	1,822
54.	Turtle Lake	-	1,055
55.	Valley City	-	2,247
56.	Wahpeton	-	14,725
57.	Walhalla	-	8,286
58.	Washburn	-	5,178
59.	Watford City	-	6,944
60.	West Fargo	-	25,610
61.	Westhope	-	18,600
62.	Wishek	-	52,314

Federal Automated Weather Observation Systems (AWOS)

- 11 airports will install AWOS in 2007 for detection of thunderstorms, freezing rain, wind speed, altimeter setting, rainfall, and other aviation safety weather information.



Federal Snow Removal Equipment

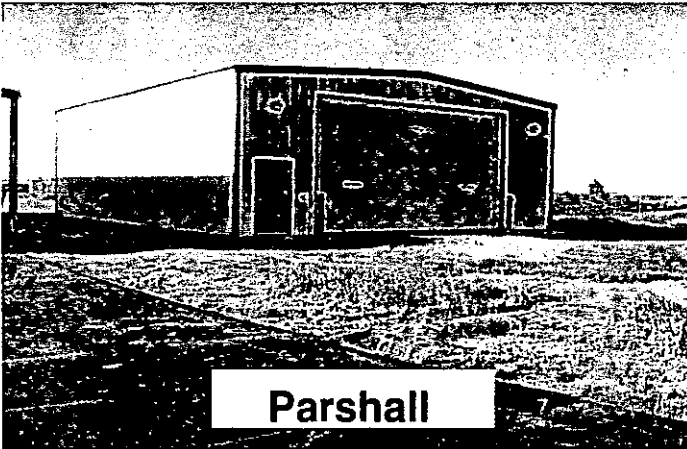
2005 airport equipment purchases:
Cando, Oakes, Walhalla, Kenmare, Minot

2006 airport equipment purchases:
Bottineau, Grand Forks, LaMoure, Park River, Rolla, Williston

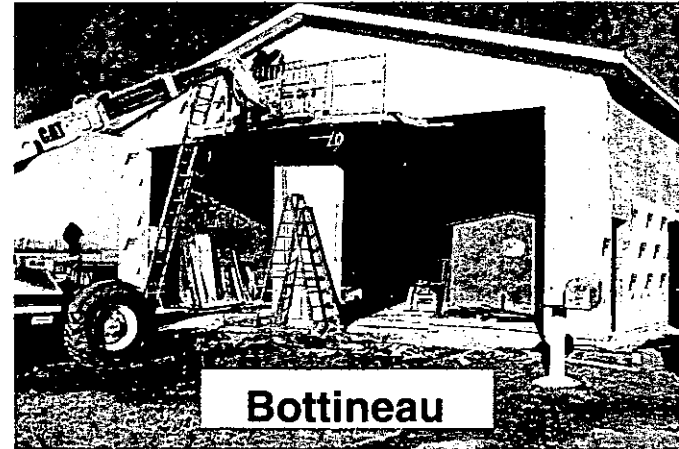


Federally Funded Snow Equipment Storage Buildings

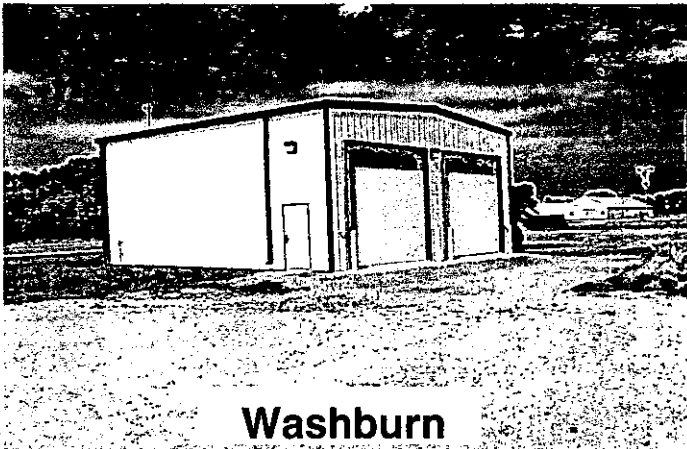
Airports: Glen Ullin, Hazen, Hillsboro, Mandan, Mott, Parshall, Washburn, Valley City, Bottineau, Cando, Cavalier, Garrison, Kenmare, Langdon



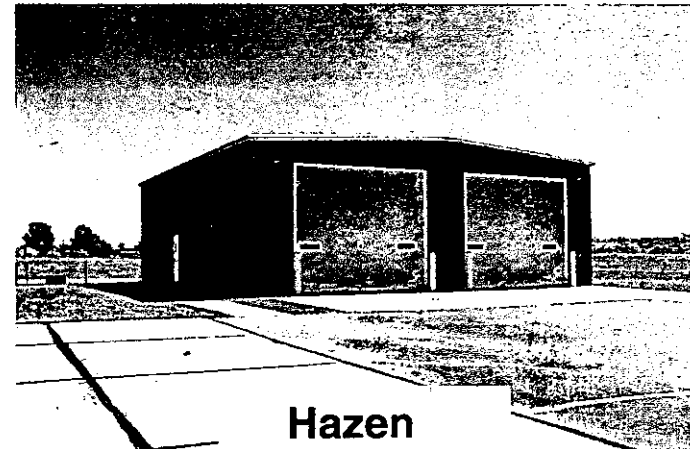
Parshall



Bottineau



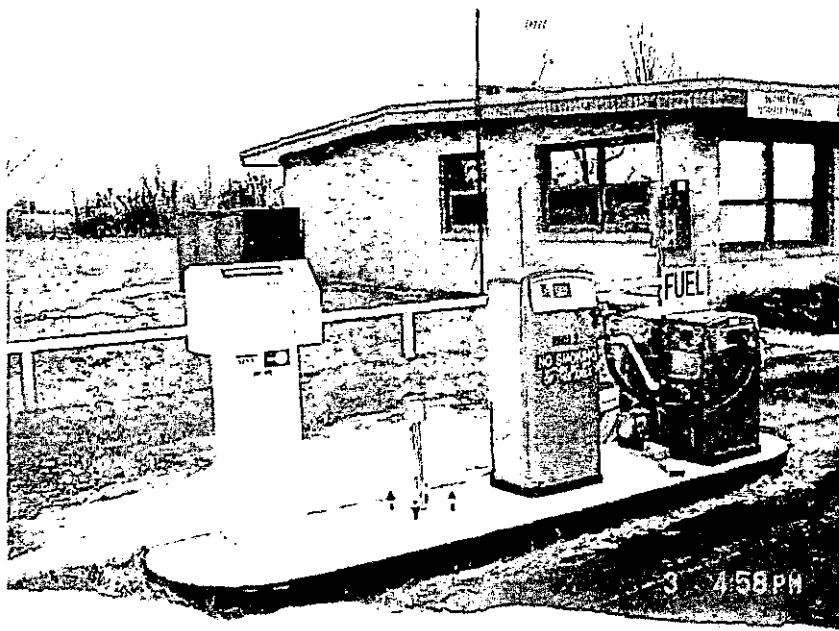
Washburn



Hazen

Federal Fueling Systems Installed

Airports: Beach, Watford City, Parshall, Walhalla, Valley City, Crosby, Hettinger, Grafton, Kenmare, Mott, Garrison, Pembina, Casselton, Stanley, Carrington, Rolla, Cooperstown, Kindred, Hillsboro, Rugby, Wahpeton



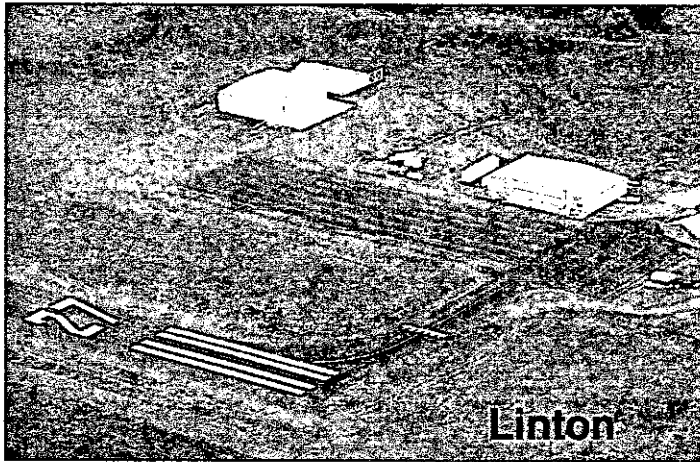
**Wahpeton Self Service Airport
Fueling System**



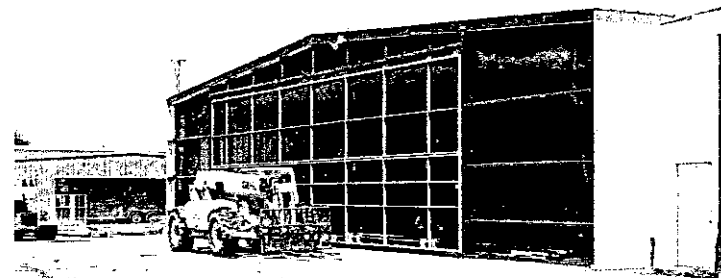
**Casselton Self Service Airport
Fueling System**

Federal Funding of Hangars

Airports: Watford City, Linton, Grafton, Casselton, Cooperstown, Kindred, Northwood, Gwinner, Wahpeton, Hillsboro, Carrington, Hettinger, Glen Ullin



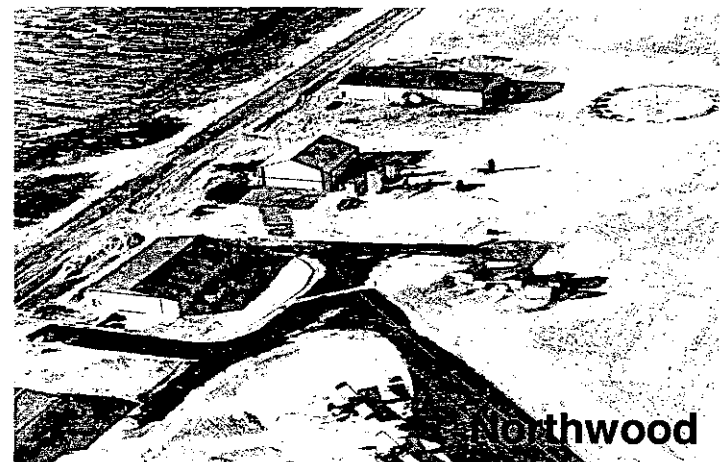
Linton



Gwinner



Casselton

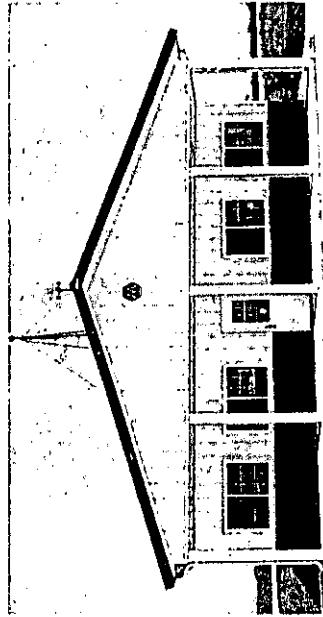


Northwood

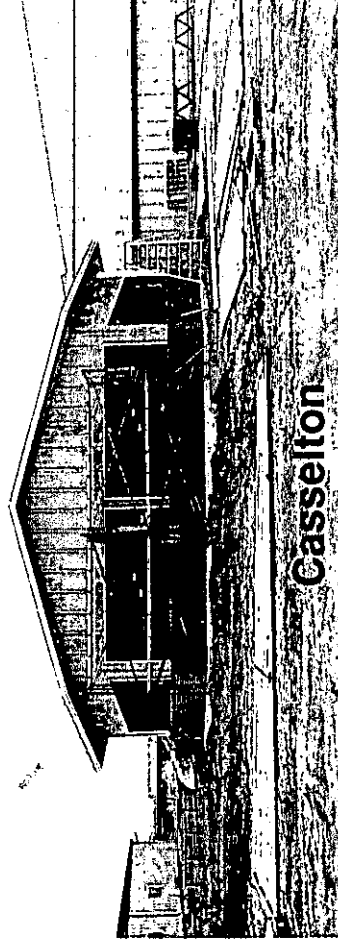
Construct General Aviation Pilot Terminals

Federal: Casselton, Glen Ullin, Hillsboro, Cando, Crosby, Parshall,
Stanley, Edgeley

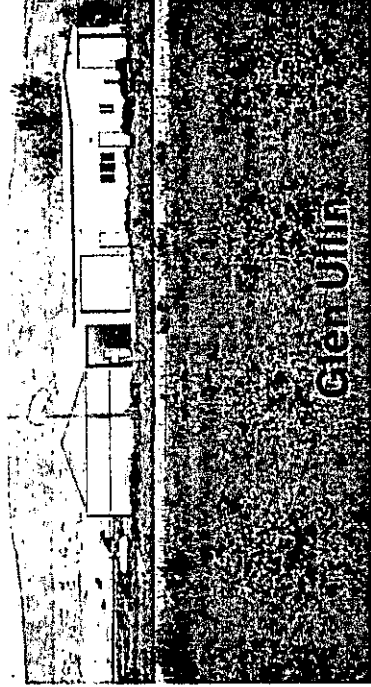
Non-Federal: Carrington, Lisbon, Park River, West Fargo, Ashley



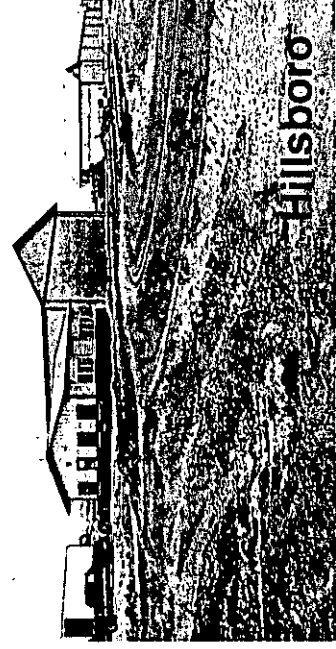
Lisbon



Casselton



Glen Ullin



Hillsboro



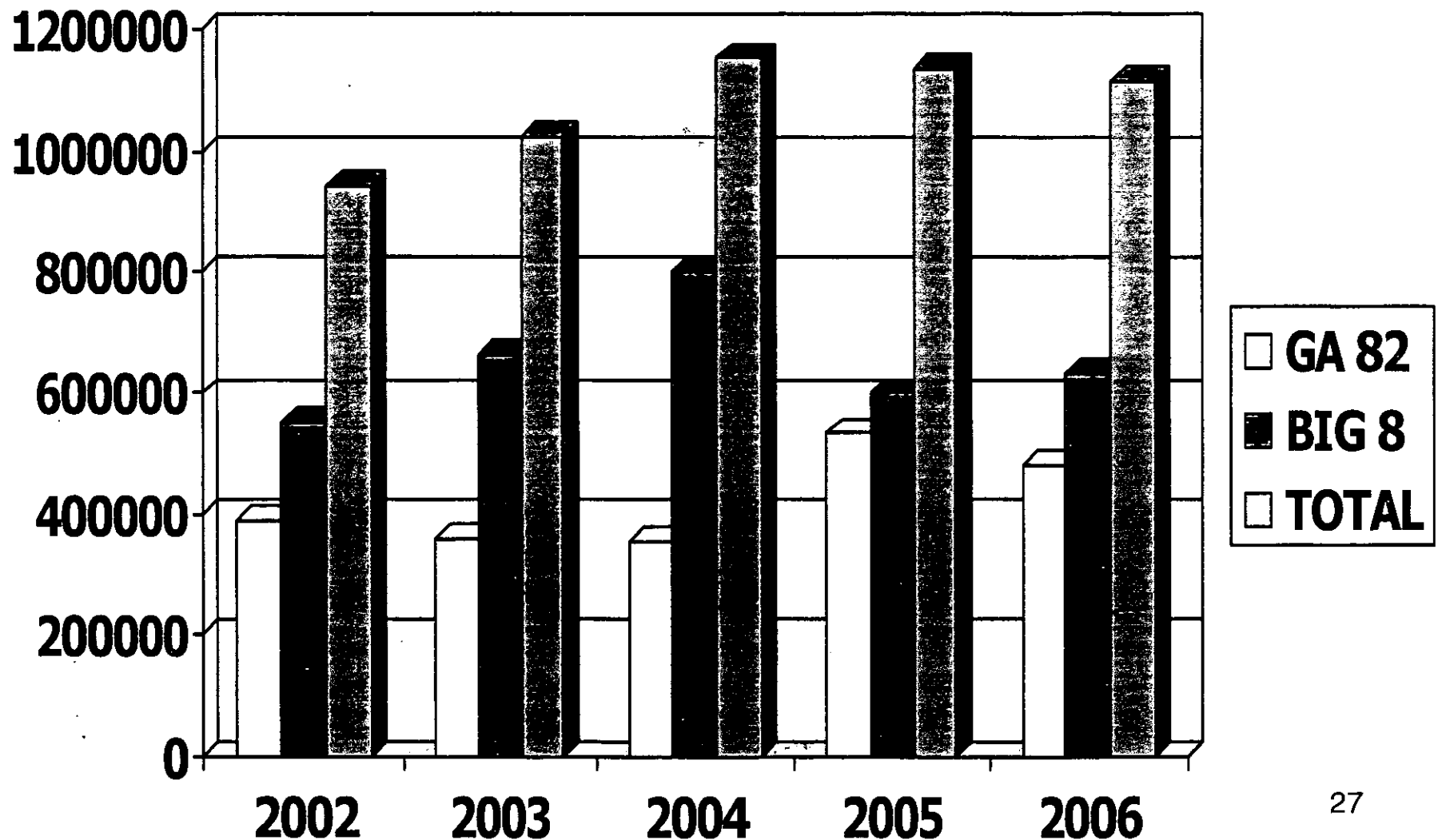
How Did We Get Money to Arrive in 2005 - 2007 ? ***\$56 million***

- **LOCAL** – Local airport revenue exceeds \$14 million through:
 - Mill levies, user fees, bonds, PFCs

- **STATE** - State Aeronautics Commission contributes nearly \$2.4 million through:
 - Aviation Fuel Taxes, Excise Taxes, General Funds

- **FEDERAL** - Federal funds total \$ 39.4 million issued to 89 airports in 2005 and 2006.
 - Federal ticket taxes, fuel tax, cargo bills, and U.S. general funds

Air Carrier and General Aviation State Grant History

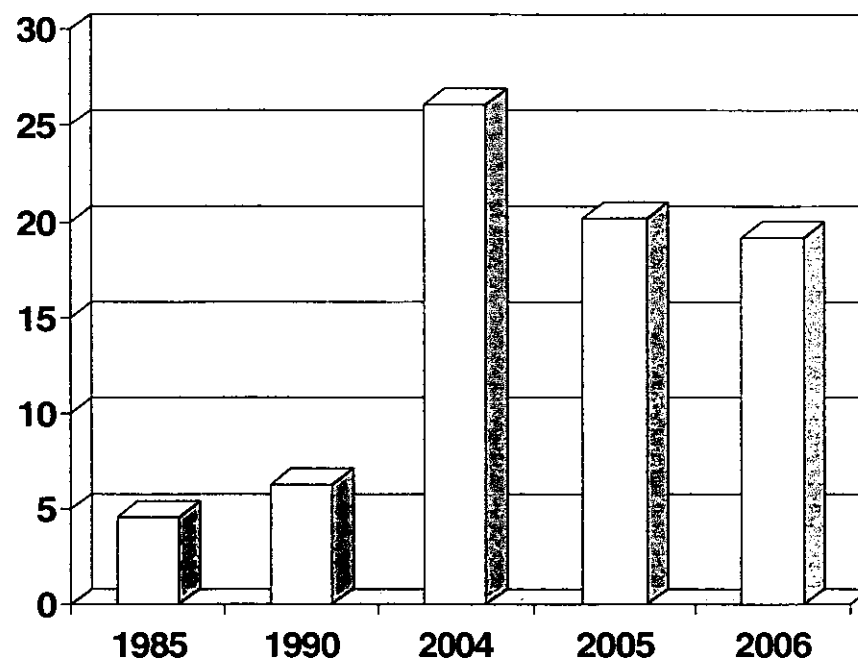




Federal Grant Programs

- Issues 95% federal grants in 2006 to 48 eligible airports for \$19.2 mil in construction
- Maintains ILS, VOR's GPS/NAVAIDs for flight routes in skies
- Provides weather services and briefings
- Controls air traffic and separation of flights

Airport Grants in \$ Millions



Airport Project Needs Annually

- Primary Needs**

Bismarck, Fargo, Grand Forks,
Minot

- \$30 million

- Regional Needs**

Devils Lake, Dickinson,
Jamestown, Williston

- \$10 million

- GA-Fed Needs**

46 General Aviation Apts.

- \$15 million

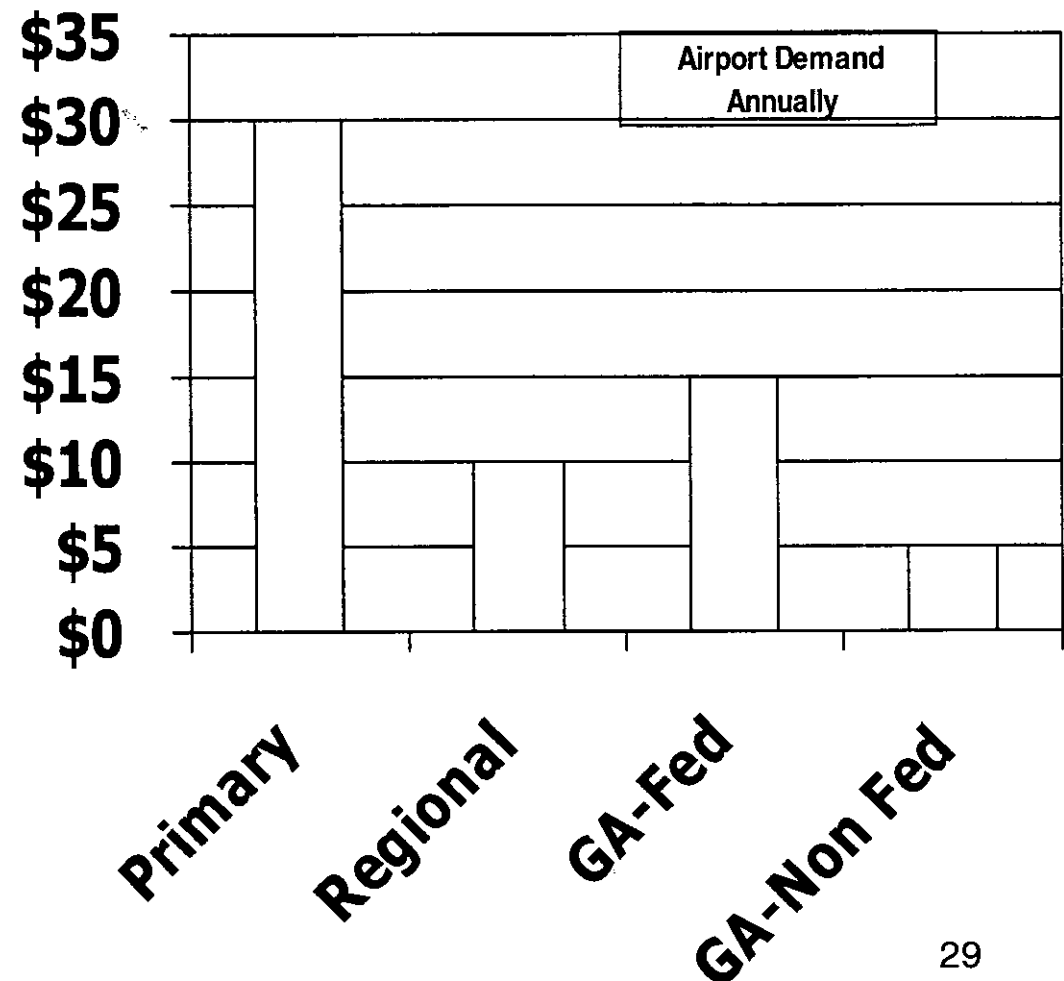
- GA-Non Fed Needs**

36 General Aviation Airports

- \$ 5 million

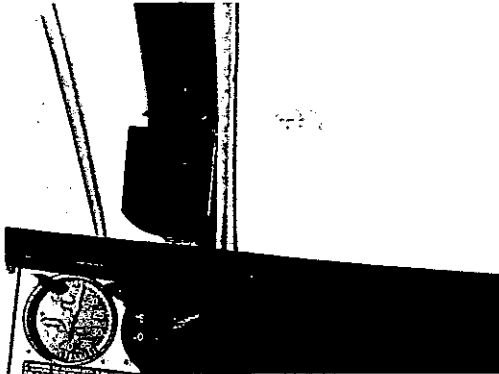
\$ 60 Million Annually

□ \$ Mil



State Aviation System Plan (SASP)

Prioritizing the Needs



Tioga runway extension



Rural Medical emergency access



Bowman Airport Expansion

Recommended Airport System Goals

- 1. Maintain Aviation Safety and Security**
- 2. Provide Ground Accessibility**
- 3. Provide Aviation Accessibility**
- 4. Support State's Economy**
- 5. Enhance Quality of Life**
- 6. Preserve Airport Infrastructure**

North Dakota Needs 2005 - 2009

Primary and Commercial Service Airports

City	Airport	Locl D	Role		Year 5		2005-2009
			Curren t	Year 5	Enplane d	Bsd Aft	Dev Cost
Bismarck	Bismarck Municipal	BIS	PR	PR	146,733	101	\$16,640,026
Devils Lake	Devils Lake Municipal-Knoke Field	DVL	CM	CM	2,802	57	\$7,168,890
Dickinson	Dickinson Municipal	DIK	CM	CM	3,897	22	\$934,446
Fargo	Hector International	FAR	PR	PR	261,804	228	\$14,502,482
Grand Forks	Grand Forks International	GFK	PR	PR	81,527	87	\$25,977,742
Minot	Minot International	MOT	PR	PR	71,885	71	\$4,881,111
Williston	Sloulin Field International	ISN	CM	CM	4,950	40	\$9,345,555
					573,598	606	\$79,450,252

Reliever and General Aviation Airports

City	Airport	Locl D	Role		Year 5	2005-2009
			Curren t	Year 5	Based Aircraft	Dev Cost
Beach	Beach	20U	GA	GA	5	\$833,334
Bottineau	Bottineau Municipal	D09	GA	GA	11	\$1,740,738
Bowman	Bowman Municipal	BPP	GA	GA	15	\$1,211,112
Cando	Cando Municipal	9D7	GA	GA	9	\$833,335
Carrington	Carrington Municipal	46D	GA	GA	11	\$833,333
Casselton	Casselton Regional	5N8	GA	GA	51	\$1,055,556
Cavalier	Cavalier Municipal	2C8	GA	GA	14	\$1,073,703
Cooperstown	Cooperstown Municipal	S32	GA	GA	12	\$1,055,556
Crosby	Crosby Municipal	D50	GA	GA	14	\$759,425

Reliever and General Aviation Airports (cont.)

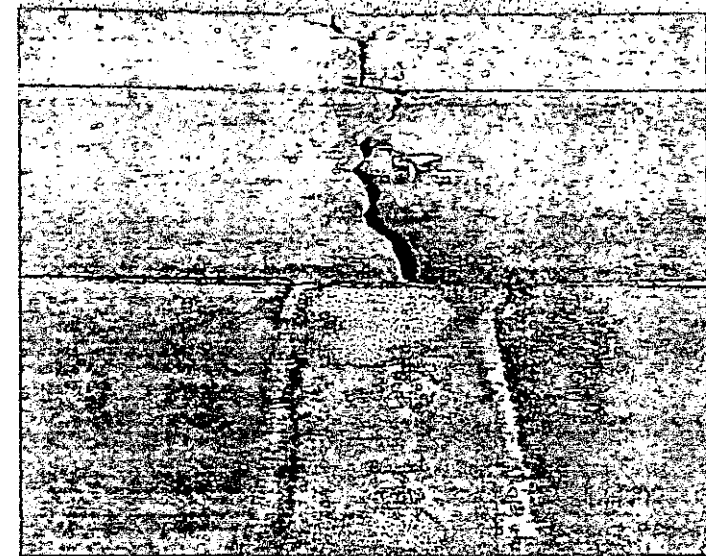
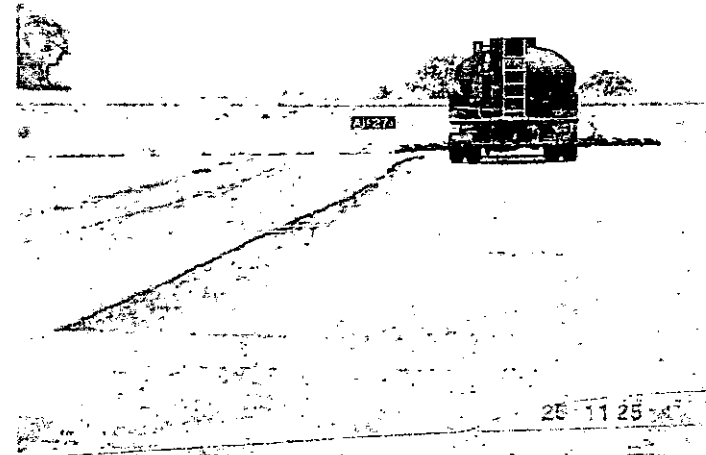
City	Airport	Locl D	Role		Year 5	2005-2009 Dev Cost
			Curren t	Year 5	Based Aircraft	
Dunseith	International Peace Garden	S28	GA	GA	0	\$755,555
Edgeley	Edgeley Municipal Airport	51D	GA	GA	4	\$833,459
Fort Yates	Standing Rock	Y27	GA	GA	0	\$766,666
Garrison	Garrison Municipal	D05	GA	GA	9	\$955,555
Glen Ullin	Glen Ullin Municipal	D57	GA	GA	7	\$1,266,666
Grafton	Grafton Municipal	GAF	GA	GA	18	\$1,092,503
Gwinner	Gwinner-Roger Melroe Field	GW R	GA	GA	8	\$1,111,112
Harvey	Harvey Municipal	5H4	GA	GA	6	\$846,913
Hazen	Mercer County Regional	HZE	GA	GA	3	\$749,383
Hettinger	Hettinger Municipal	HEI	GA	GA	20	\$833,334
Hillsboro	Hillsboro Municipal	3H4	GA	GA	16	\$1,259,260
Jamestown	Jamestown Municipal	JMS	GA	CM	42	\$6,555,557
Kenmare	Kenmare Municipal	7K5	GA	GA	15	\$1,067,283
Kindred	Hamry Field	K74	GA	GA	23	\$833,333
La Moure	La Moure Rott Municipal	4F9	GA	GA	10	\$1,694,318
Lakota	Lakota Municipal	5L0	GA	GA	6	\$833,334
Langdon	Robertson Field	D55	GA	GA	12	\$1,318,519
Linton	Linton Municipal	7L2	GA	GA	16	\$1,722,223
Mandan	Mandan Municipal	Y19	GA	GA	32	\$1,566,667
Medora	New			GA	0	\$2,074,445
Mohall	Mohall Municipal	HBC	GA	GA	4	\$1,092,018
Mott	Mott Municipal	3P3	GA	GA	7	\$1,155,555

Reliever and General Aviation Airports (cont.)

City	Airport	Locl D	Role		Year 5	2005-2009
			Curren t	Year 5	Based Aircraft	Dev Cost
Northwood	Northwood Municipal (Vince Field)	4V4	GA	GA	12	\$861,482
Oakes	Oakes Municipal	2D5	GA	GA	16	\$1,000,001
Park River	Park River Municipal	Y37	GA	GA	8	\$844,446
Parshall	Parshall-Hankins	Y74	GA	GA	8	\$1,000,000
Pembina	Pembina Municipal	PMB	GA	GA	16	\$797,901
Rolla	Rolla Municipal	06D	GA	GA	10	\$663,210
Rugby	Rugby Municipal	RUG	GA	GA	14	\$1,222,223
Stanley	Stanley Municipal	08D	GA	GA	11	\$755,555
Tioga	Tioga Municipal	D60	GA	GA	23	\$1,126,914
Valley City	Barnes County Municipal	6D8	GA	GA	45	\$1,288,889
Wahpeton	Harry Stern	BWP	GA	GA	35	\$766,668
Walhalla	Walhalla Municipal	96D	GA	GA	9	\$810,000
Washburn	Washburn Municipal	5C8	GA	GA	6	\$1,266,667
Watford City	Watford City Municipal	S25	GA	GA	12	\$1,085,227
					625	\$53,268,933

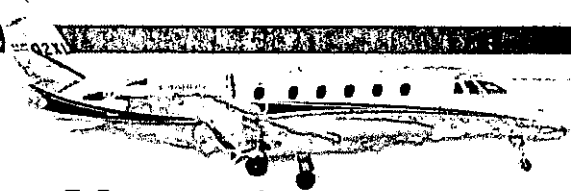
Non-Federal Airports in need of pavement repairs are largest current demand for state grants.

- Napoleon - \$ 300,000 (\$134K past)
- Mayville - \$ 400,000 (\$106K past)
- Killdeer - \$ 380,000 (\$175K past)
- Leeds - \$ 40,000 (\$142K past)
- New Rockford - \$ 40,000 (\$364K past)
- Enderlin - \$ 200,000 (\$157K past)
- Ashley - \$ 340,000 (\$168K past)
- New Town - \$ 360,000 (\$128K past)
- PCI report in 2005 updated pavement to prioritize funding.
- Commission may only fund 1 or 2 of these projects per year that may exceed a \$100,000 grant. Construction costs were up 20% in 2006.
- FAA funding helps with maintenance like cracks/seals/overlays and at 95% federally reduces states grant demands.





North Dakota Airport Pavement Condition Index



<i>Photo of Example Airport</i>	<i>Statewide Inventory Airport 2004/2005 Surveys</i>	<i>Total Pavement Area (SF)</i>	<i>Area Below MSL*</i>	<i>Percent of Total Below</i>	<i>Area Near MSL*</i>	<i>Percent of Total Near</i>
	<i>Bismarck</i>	<i>5,269,000</i>	<i>824,000</i>	<i>16%</i>	<i>18,000</i>	<i>0.3%</i>
	<i>Fargo</i>	<i>6,348,000</i>	<i>1,569,000</i>	<i>25%</i>	<i>172,000</i>	<i>2.7%</i>
	<i>Grand Forks</i>	<i>4,819,000</i>	<i>384,000</i>	<i>8%</i>	<i>112,000</i>	<i>2.3%</i>
	<i>Minot</i>	<i>4,626,000</i>	<i>439,000</i>	<i>9%</i>	<i>114,000</i>	<i>2.5%</i>
	<i>Total</i>	<i>21,062,000</i>				
	<i>Devils Lake</i>	<i>1,946,000</i>	<i>558,000</i>	<i>29%</i>	<i>289,000</i>	<i>14.9%</i>
	<i>Dickinson</i>	<i>1,934,000</i>	<i>46,000</i>	<i>2%</i>	<i>0</i>	<i>0.0%</i>
	<i>Jamestown</i>	<i>1,391,000</i>	<i>203,000</i>	<i>15%</i>	<i>554,000</i>	<i>39.8%</i>
	<i>Williston</i>	<i>1,912,000</i>	<i>72,000</i>	<i>4%</i>	<i>443,000</i>	<i>23.2%</i>
	<i>Total</i>	<i>7,183,000</i>				
	<i>45 General Aviation Federal</i>	<i>17,876,000</i>	<i>2,034,000</i>	<i>11%</i>	<i>572,000</i>	<i>3.2%</i>
	<i>18 General Aviation Non-Federal</i>	<i>4,118,000</i>	<i>2,076,000</i>	<i>50%</i>	<i>553,000</i>	<i>13.4%</i>
	<i>State System Total 71 Airports</i>	<i>50,239,000</i>	<i>8,205,000</i>	<i>16.3%</i>	<i>2,827,000</i>	<i>5.6%</i>

* Minimum Service Level

By: North Dakota Aeronautical Commission | PO Box 5020 | Bismarck, ND 58502 | Phone 701 328.9650

Prepared by Kadrmas, Lee & Jackson | 3237 E. Broadway | PO Box 1157 | Bismarck, ND 58502 | Phone 701 355.8400

Applied Research Associates, Inc. | 6314 Odana Road | Madison, WI 53719 | Phone 608 274.6409

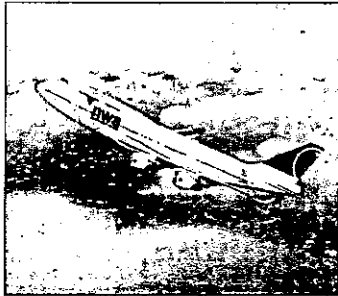
Department of Emergency Management (DEM) Grant



“Airport 2005 Communication Plan”

- Gathered vulnerability assessments at 82 General Aviation (GA) airports
- Assessed communications and response preparedness with county disaster teams
- Conducted 5 regional emergency communications / disaster drills
- Disseminated educational tools such as video CD and guidelines for airport board members and emergency responders.

National Association of State Aviation Official's
(NASAO) “MOST INNOVATIVE STATE PROGRAM”₃₅
award winner!!



North Dakota Statewide Air Service Results



- Monitor air fares for competitive environment.
- Airline Recovery has occurred in all ND markets since 9/11 disaster.
- Feasibility of an Intra-State Network is limited with an on-demand Charter Study underway for business jets.
- Feasibility of Expanded Service from the four major airports – Bismarck, Fargo, Grand Forks, Minot.
 - Regional Jets to Denver, Minneapolis, Salt Lake City and Chicago
 - New Hub Services limited with state population base
 - Expand Existing Service with modernized fleet mix
 - Promote low cost non-scheduled charter carriers
- Essential Air Service Program enhancements in place with USDOT.
- Other Study Topics - maintain historic databases, role of charters, load factors increasing, marketing effectiveness locally with US DOT Small Community Air Service grant and price monitoring.



Aviation Goals in Review

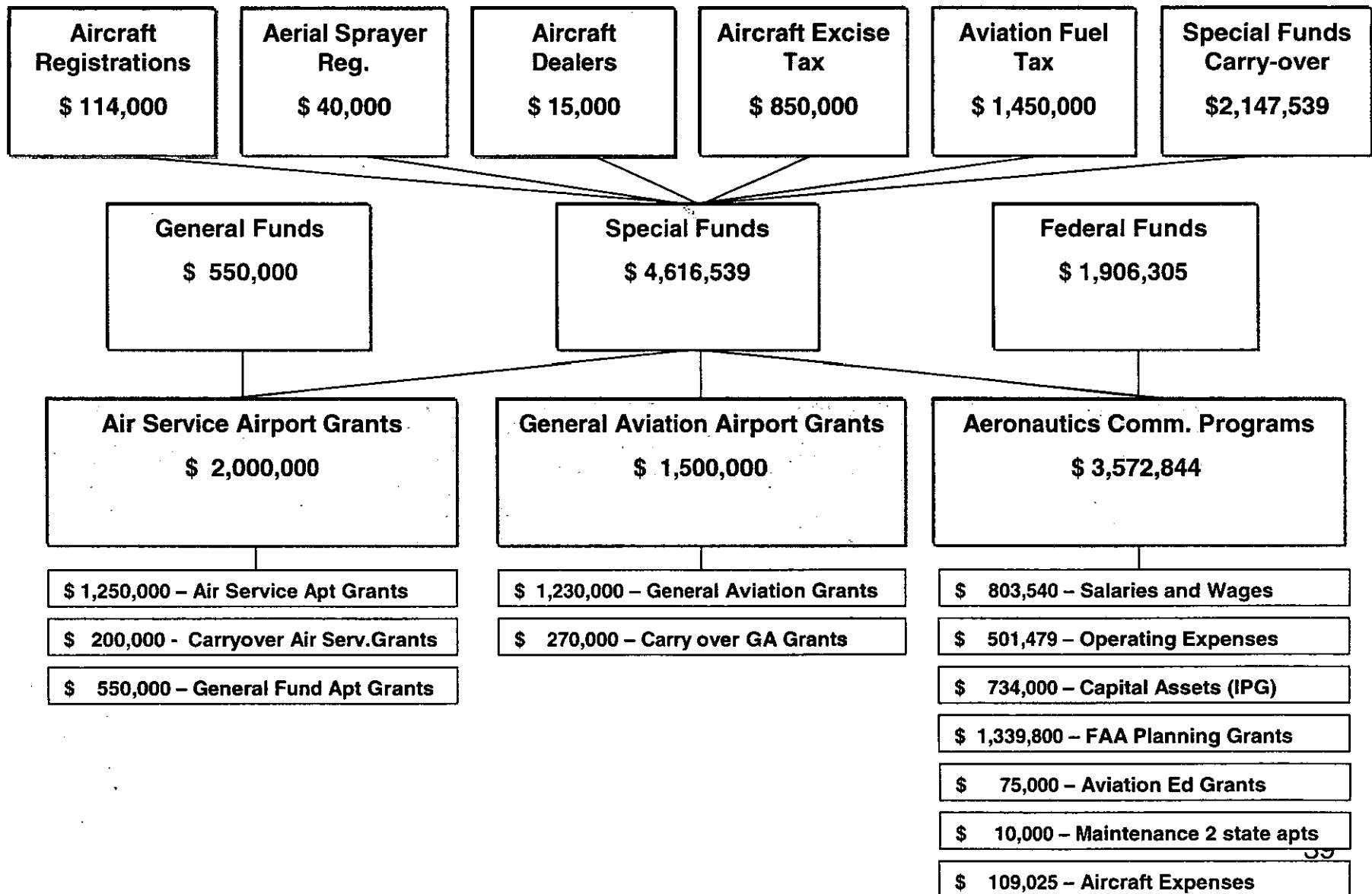
- Strong Vision for safety, security and growth as we do not support unfunded federal mandates and we work to overcome burdensome regulations upon the aviation industry and airports.
- 90 Public Airports System is maintainable if planned strategically for FAA 95% and State 2.5% funding (18 grass public airfields included in 90 total but these require limited repair funds).
- Currently doing a \$30 million annual federal-state-local airport construction program and \$30 million “needs” shortfall is primary issue (50% shortfall)
- Sustain current airline service and general aviation business due to the economy’s higher costs in safety, security and federal regulations.
- Air service enhancement is major focus for agency to partner with state’s eight airports in Essential Air Service, SCAS programs, UA and NWA reorganization and fleet upgrades.



Economic Impact of Aviation in North Dakota is \$1.2 Billion

- Aviation jobs in North Dakota totaled 12,000+.
- Aviation manufacturing provides 1,175 direct jobs in 12 major companies.
- Air travel tourism provides \$ 478 million impact.
- General aviation airports located in 82 communities provide \$111 million impact.
- Commercial airports in 8 communities provide \$861 million impact and 9,116 jobs.

North Dakota Aeronautics Commission
2007 – 2009 Budget
\$ 7,072,844



We want to thank the House Appropriation's Committee for listening to this presentation on behalf of myself and the Commission members; Chairman Robert Miller of Casselton, Vice Chairman Jay B. Lindquist of Hettinger, Cindy Schreiber-Beck of Wahpeton, Diane Herr of Turtle Lake, and Maurice Cook of Bismarck.

Robert J. Miller, Chairman, Casselton, ND - After 30 years of airline service, Bob retired as Captain with Northwest Airlines. He is a real estate business owner, chairman/ manager of the Casselton Airport and active in economic development in the Casselton area. He is a former Air Force pilot and aerial agricultural applicator. He has been flying for 46 years and has served on the Commission since 1985.

Jay B. Lindquist, Vice Chairman, Hettinger, ND - President of Air Dakota Flite, a full service, fixed base operator (FBO). J.B. has a strong aerial applicator background. He has been a Certified Flight Instructor for 45 years and has served as the Manager of the Adams County Municipal Airport, Hettinger, ND for many years. His other interests are in retail and farming. He has been flying for 50 years and has been a member of the Commission since 1993.

Cindy K. Schreiber-Beck, Secretary, Wahpeton, ND - Currently Cindy serves as Executive Director of the North Dakota Agricultural Aviation Association (NDAAA), is a business owner and is the controller at Tri-State Aviation, an FBO with a concentration on WW II aircraft restoration. A former educator, she assisted with the development of educational materials for the National Agricultural Aviation Association. She is active in the Wahpeton business community and has served on the Commission since 1997.

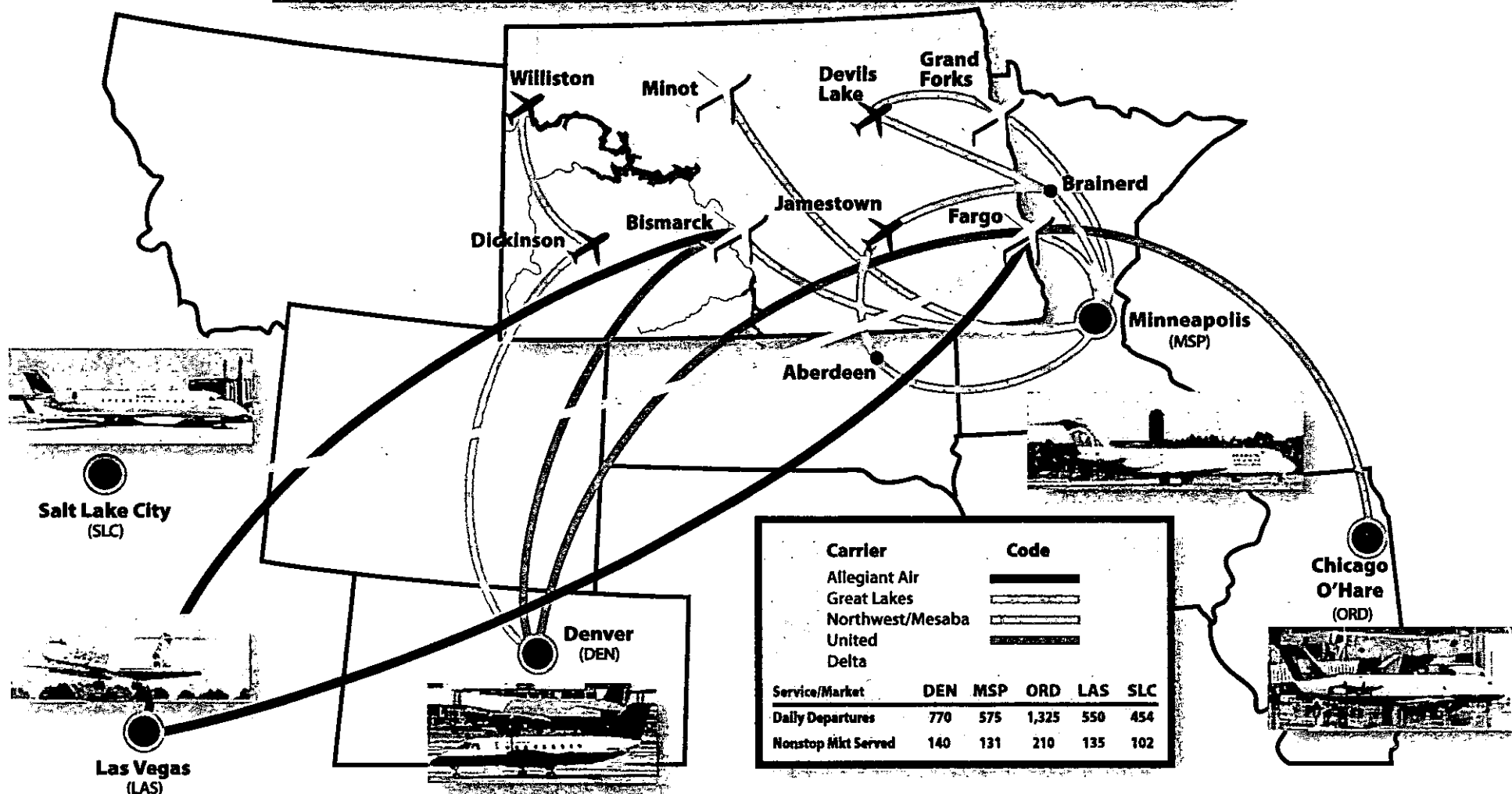
Maurice E. Cook, Member, Bismarck, ND - A practicing lawyer, who limits his practice to serving as bond counsel to the state and political subdivisions. He is a multi-engine instrument rated pilot. He served four years as Commander of the North Dakota Wing of the Civil Air Patrol and ten years as Civil Air Patrol's National Legal Officer. Maurice began flying in Hettinger in 1952. He has served on the Commission since 1999.

Diane L. Herr, Member, Turtle Lake, ND - This US Postmaster is a private pilot. She has served as President of the ND Chapter of the 99's (International Women's Pilots Organization), is a member of the North Dakota Pilot's Association, Dakota Territory Air Museum and the EAA. Dianne is very active her community and church. Since 1991, she has helped organize a very well attended September fly-in breakfast at the Turtle Lake airport. Dianne has served on the Commission since 1998.



North Dakota 2007 Air Service Route Map

January 2007



The regional map exhibits the scheduled air service routes connecting North Dakota to national hubs and worldwide access. With Northwest as the major airline, along with regionals — United Express-Skywest, Delta Connection-Skywest, Northwest-Mesaba Airlines, Allegiant Air and Great Lakes Airlines — offering 52 departures daily, the state's citizens enjoy excellent scheduled service.

Some characteristics of air service in North Dakota today are:

- Sustains and attracts business and promotes the tourism industry.
- Some 1.3 million passengers flew to and from North Dakota Airports in 2006.
- Top 10 destinations for our state flyers are:

Minneapolis (8.0%)	Washington, DC (3.0%)
Denver (6.0%)	Seattle (3.0%)
Phoenix (5.0%)	Las Vegas (3.0%)
Chicago (4.0%)	Orlando (2.0%)
Los Angeles (2.0%)	New York (2.0%)

- Essential Air Service at Devils Lake, Jamestown and Dickinson guarantees regional service.
- The average mix of business and leisure roundtrip airfare in 2006 per passenger was \$418.
- Air travel visitors to North Dakota spend an average of \$699 per day on food, hotels, rentals and miscellaneous expenses based on a summer 2005 passenger survey at the 8 commercial airports.

- Deregulation has provided numerous one-stop flights to more U.S. cities through the Minneapolis, Chicago, Salt Lake City, Las Vegas, and Denver hubs for global travel.
- North Dakota's competitive hub and airline environment creates comparable airfares with a majority of U.S. markets.
- Instate regional scheduled air service is cost-prohibitive to connect North Dakota cities. An on-demand charter study is underway.



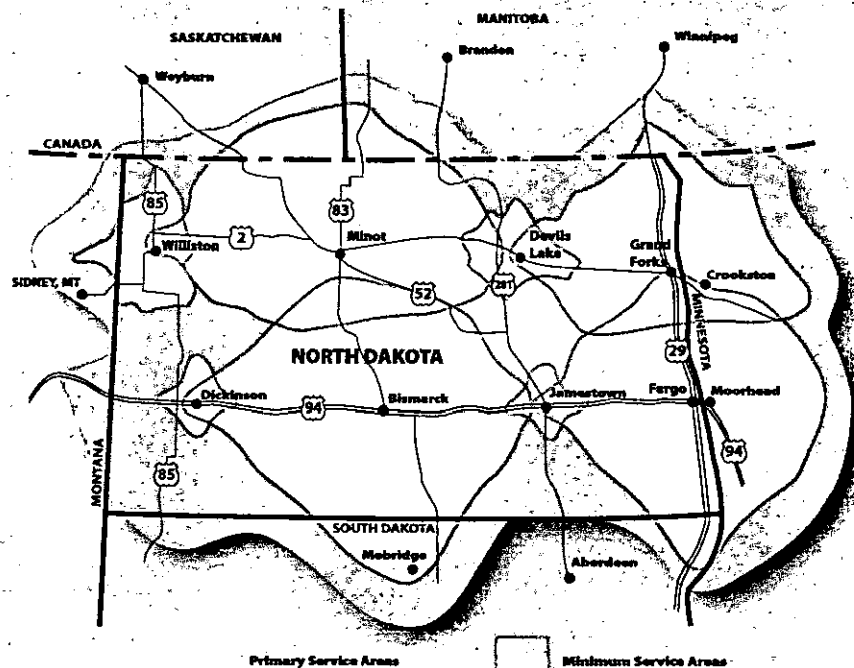
North Dakota 2007 Airline Service Charts

January 2007

Airport Service Areas



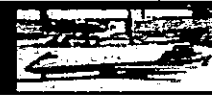
A



Most of the state's citizens live within a commercial airport service area as shown above on Chart A. Citizens who live outside the cities served by an airline benefit from scheduled service and air cargo activities. Citizens in outlying communities can access air service using the state's highway or transit system.

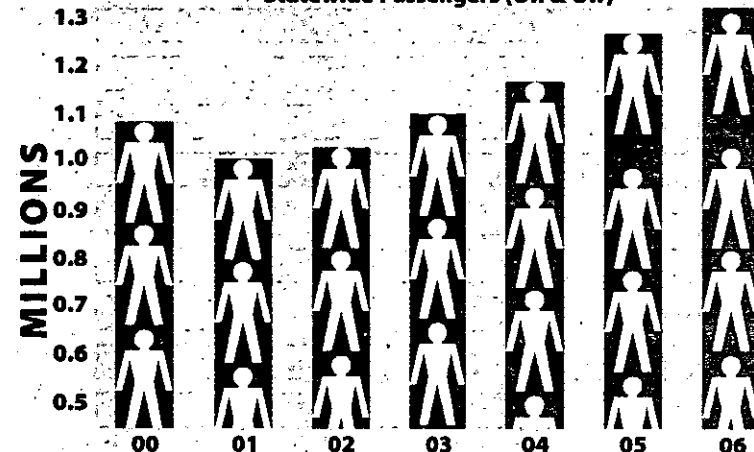
Each public airport facility has a service area extending beyond the community, and in some locations, into Canada or surrounding states. Communities are aware of the airport competition for passengers in their service area and provide marketing initiatives to fly from a North Dakota airport. Erosion or leakage may occur to non-ND airports; however, "fly local" promotion is important to sustaining or improving existing airline service.

Airline History



B

Statewide Passengers (On & Off)



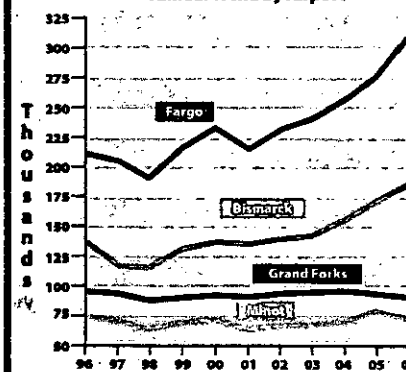
Airline Boardings



C

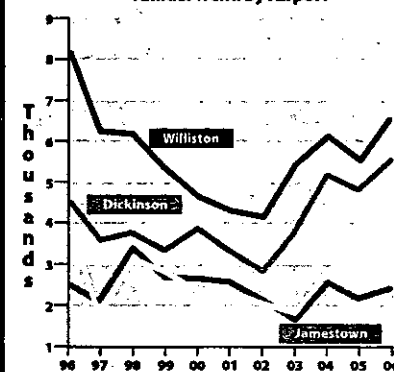
MAJOR

Annual Trend by Airport



REGIONAL

Annual Trend by Airport



This report prepared by: North Dakota Aeronautics Commission
Phone: 701-328-9650 Email: ndaero@nd.gov web: www.nd.gov/ndaero

House Bill #1006

Mr. Chairman and members of the committee, my name is Steve Aldinger, I work for Interstate Engineering, Inc. out of Jamestown and I support this bill. Your continued support of the aviation industry has made it possible for airports around the state to continue serving their communities, not only the eight airports that support commercial air traffic but also the more than 80 general aviation airports in the state. Interstate Engineering is presently the lead engineer on a project in conjunction with the North Dakota State Aeronautics Commission, which will bring an Automated Weather Observation Systems or AWOS's to eleven general aviation airports. This is a very important project for several reasons. An AWOS reports weather related information via ground to air radio or land line telephone communication. Some of the information reported by an AWOS includes wind direction, wind speed, cloud height, barometer readings, temperature, and visibility as well as detecting lightning, precipitation, and freezing rain. Many pilots working for air taxi or emergence air ambulance are not allowed to land at an airport unless there is accurate weather information for that airport. If there is no information for the airport which they want to land at they are forced to land at a near by airport that does have accurate weather information. Supplying weather information through an AWOS system will increase the landings at the airport, which will in turn increase the amount of fuel sales and overnight hangar rentals from transient aircraft. Not only will an AWOS increase revenue for the airport but it will also increase safety for the aircraft and pilots.

Most general aviation airports are run by a non-paid airport authority and rely heavily on what little tax revenue they can obtain along with on field revenue such as fuel sales and hangar rent. Unfortunately many times these sources of income fall short of the local share required for upkeep of the airport. That is why it is very important that this bill is passed and financial support for North Dakota airports continue.

Past financial support by this committee has helped the Aeronautics Commission to create a Pavement Condition Index (PCI) for all airports in North Dakota. This PCI indicates the condition of the existing pavement on the airport and helps the airport authority and the engineer to determine which pavement is in need of repairs. This saves the government money in repairs that are not warranted. Thank you for allowing me to address this committee and I hope you continue to support the aviation industry in our great state.

INTERSTATE ENGINEERING, INC.
P.O. Box 1375
Jamestown, ND 58402
Ph. (701) 252-0234
FAX (701) 252-0203

A handwritten signature in black ink, appearing to read "Steve Aldinger", written in a cursive style.

Steve Aldinger P.E.
Sr. Project Engineer

Testimony on House Bill 1006
Rick Ennen, Kadrmas, Lee & Jackson, Inc.
January 10, 2007

Kadrmas, Lee & Jackson, Inc. (KL&J) provides planning, design and construction services for both commercial service and general aviation airports. We presently serve approximately fifty percent of the airports in North Dakota that receive federal funding for capital improvements. This work provides KL&J with many opportunities to work with the North Dakota Aeronautics Commission (Aeronautics Commission) and its staff. Today, I would like to briefly cover information on the Aeronautics Commission's work on airport pavement conditions and airport improvement projects related to community economic development.

Statewide Airport Pavement Conditions

Last year, KL&J completed a comprehensive inspection of airport pavement conditions throughout North Dakota. This inspection showed that the Aeronautics Commission, working with airport sponsors, has made significant improvement in the condition and serviceability of airport pavements over the past several years.

In 1999, approximately thirty-three percent of the state's airport pavements were near or below minimum service levels. In 2005, when the pavement inspections were performed, that percentage had dropped to approximately twenty-two percent.

Pavements in good condition mean reduced maintenance costs for communities and increased reliability and safety for the public. Clearly, the Aeronautics Commission's work is having a positive, long-term effect on aviation and airports in North Dakota.

Airport Improvement Projects and Economic Development

The Aeronautics Commission is involved in helping communities capitalize on economic development opportunities by improving aviation services and airports. Two such projects now underway are Tioga and Washburn. These two communities have a number of similarities:

- Both communities are faced with exceptional economic development prospects in energy related development and jobs growth.
- Both communities have airports that are vital to community welfare and serve as points of access for the many companies, contractors and suppliers that serve local industry.
- Both community airports have runways that do not meet FAA (Federal Aviation Administration) standards for runway length and other factors related to the use of business jets. Tioga's runway is also in need of pavement rehabilitation.
- Both communities need funding assistance from the FAA and Aeronautics Commission

The Aeronautics Commission is providing technical assistance to Tioga and Washburn and matching FAA funding to help these communities complete their runway improvements. Tioga is scheduled for completion in 2007 and Washburn is scheduled for completion in 2009. KL&J looks forward to assisting everyone on these projects.

Summary

I support House Bill 1006 appropriating funds to the Aeronautics Commission.



**MUNICIPAL AIRPORT AUTHORITY
OF THE
CITY OF FARGO**

January 9, 2007

Honorable Ken D. Svedjan
State Representative
Chairman, Appropriations Committee
600 E. Boulevard Ave.
Bismarck, ND 58505

Dear Representative Svedjan,

On behalf of the Municipal Airport Authority of the City of Fargo, I convey our support of House Bill No. 1006. This bill provides an appropriation for defraying the expenses of the Aeronautics Commission. I encourage you and your colleagues to support House Bill No. 1006.

Please be advised that we fully support the executive budget as presented by the Aeronautics Commission and encourage support of this bill through the entire legislative approval process.

The Aeronautics Commission provides vital support to all North Dakota airports. They play an important role in the ongoing planning, development and maintenance of the infrastructure that is necessary to support the aviation industry in our great state.

Please contact me if you have any questions.

Sincerely,

Shawn A. Dobberstein
Shawn A. Dobberstein
Executive Director

Cc: Gary Ness, Executive Director, North Dakota Aeronautics Commission

Devils Lake Regional Airport

January 10, 2007

Dear Distinguished Members of the House Appropriations Committee:

The Devils Lake Regional Airport fully supports the submitted budget, House Bill 1006, for the North Dakota Aeronautics Commission.

House Bill 1006 provides crucial matching funds for airport infrastructure and its resultant economic development. These funds resulted in an economic impact of about 100 jobs and \$6.8 million for our region. The funds also made possible continued air service for our region. The airport has several critical needs that NDAC supports through these appropriated funds.

In the past, NDAC/state matching funds have led to a new terminal, new airport crash, fire & rescue facility, and increased air service via a larger aircraft to better serve the Devils Lake regional community.

Typically, our community is only able to receive federal aviation grants, which pay for 95% of these projects, with the matching 2.5% provided by the state. Our city, Devils Lake, is committed to contributing another 2.5% of matching funds for federal grants.

The matching funds provided by the state through NDAC are vital to every Devils Lake Airport project. These airport projects result in better air transportation service and increased economic development for North Dakota.

Thank you for your consideration, and please know that passing this appropriations bill will continue quality air service for this region and all of North Dakota. Feel free to contact me at 701.662.5833 should you have any questions.

Respectfully yours,

Patricia Traynor

Patricia Traynor
Manager, Devils Lake Regional Airport

Your Flyway to the World

1006.1.10.07 E

HB 1006

February 21, 2007

North Dakota Aeronautics Commission – 412.0

Senate Appropriations Committee

Senator Ray Holmberg, Chairman

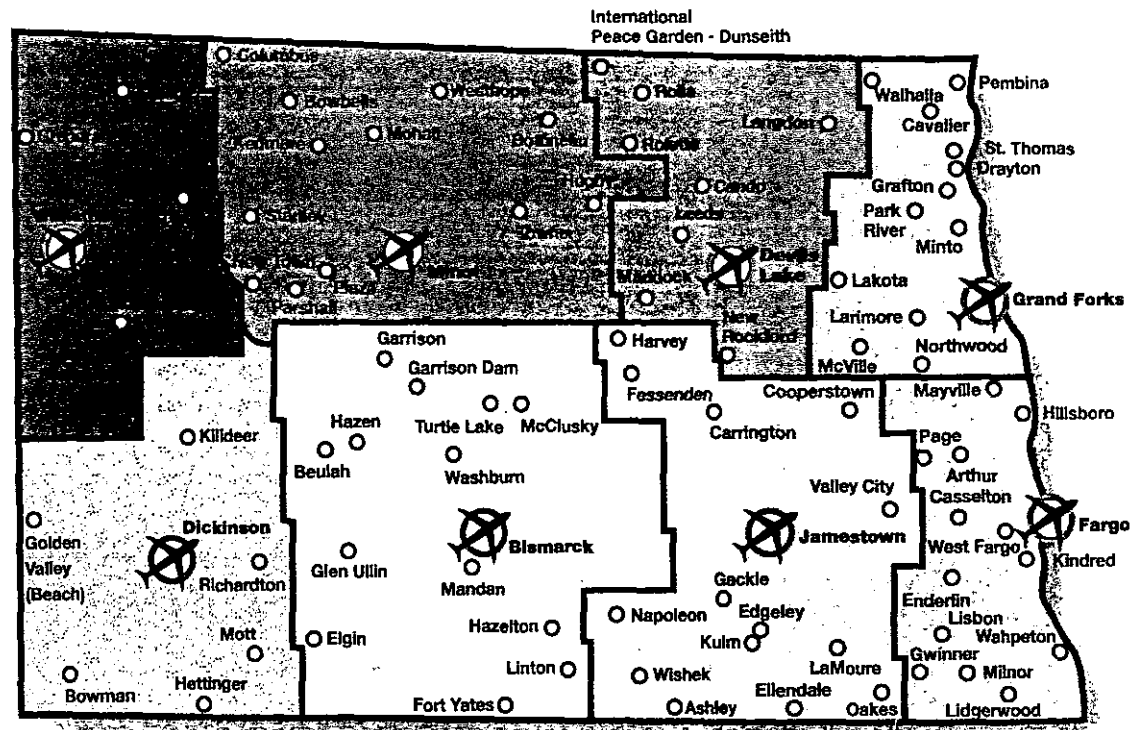
Sen. Bill Bowman, V. Chairman

Sen. Tony Grindberg, Co-Vice Chairman

*With the exception of these pages. Same
yesterday given to House and
Senate*

Greetings: The Aeronautics Commission's budget is presented as Budget 412 -
House Bill 1006.

The North Dakota Aeronautics Commission was established in 1947 by the State Legislature assigning responsibility for the state aviation functions. The Governor appoints the five members of the Aeronautics Commission to the board.



90 TOTAL AIRPORTS =



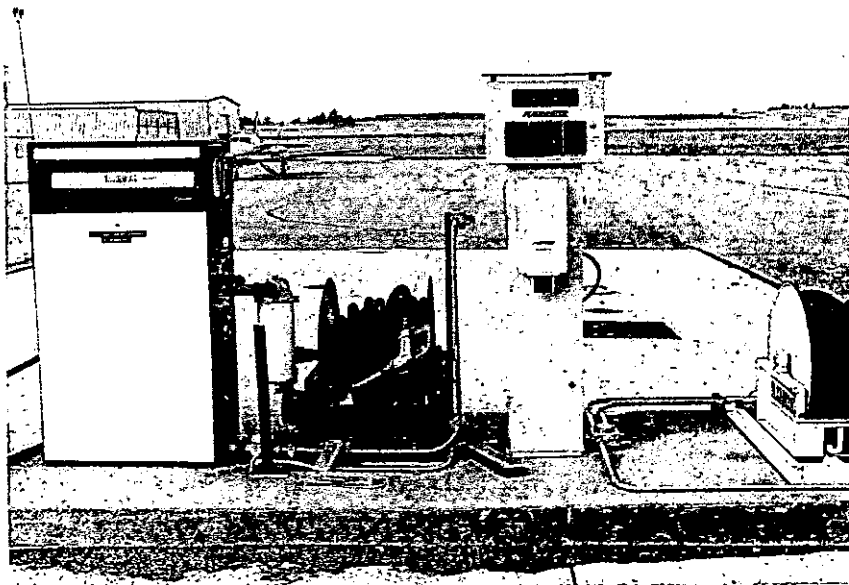
Air Carrier Service Airport (8)

General Aviation Facility (82)

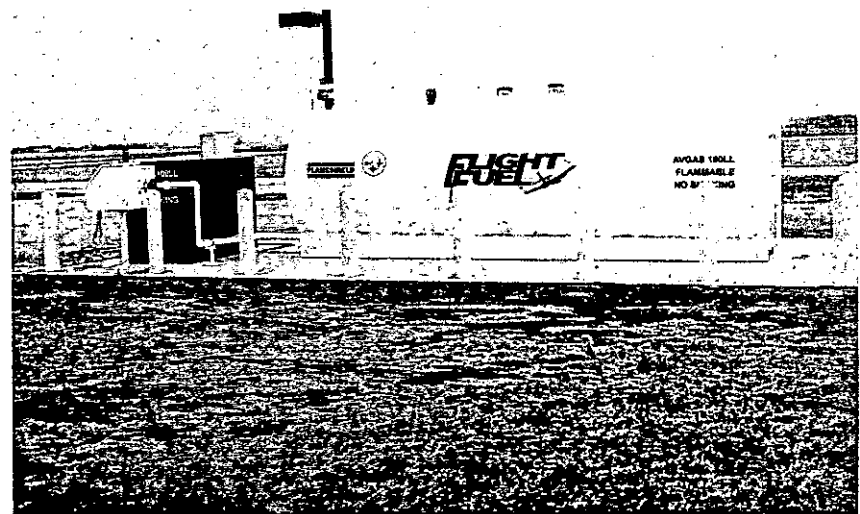
1

Federal Fueling Systems Installed

Airports: Beach, Watford City, Parshall, Walhalla, Valley City, Crosby, Hettinger, Grafton, Kenmare, Mott, Garrison, Pembina, Casselton, Stanley, Carrington, Rolla, Cooperstown, Kindred, Hillsboro, Rugby, Wahpeton



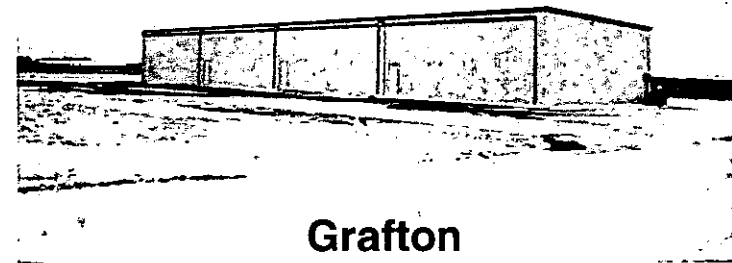
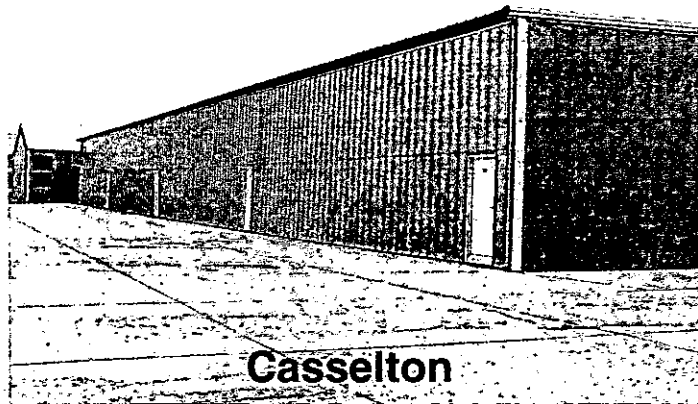
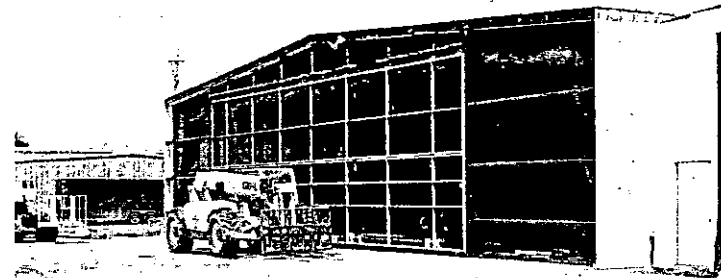
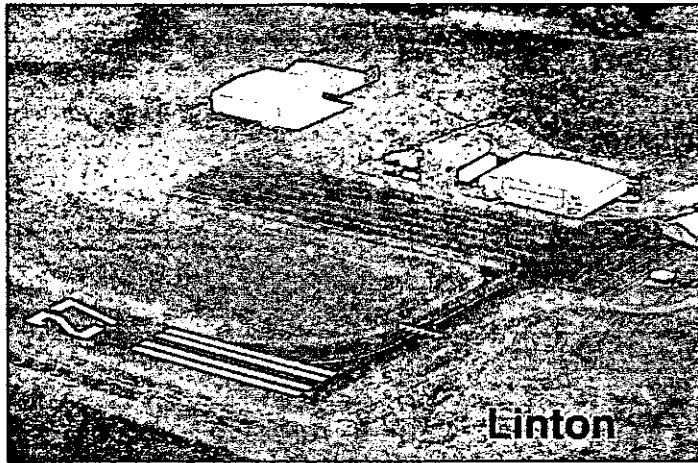
**Valley City Self Service Airport
Fueling System**



**Casselton Self Service Airport
Fueling System**

Federal Funding of Hangars

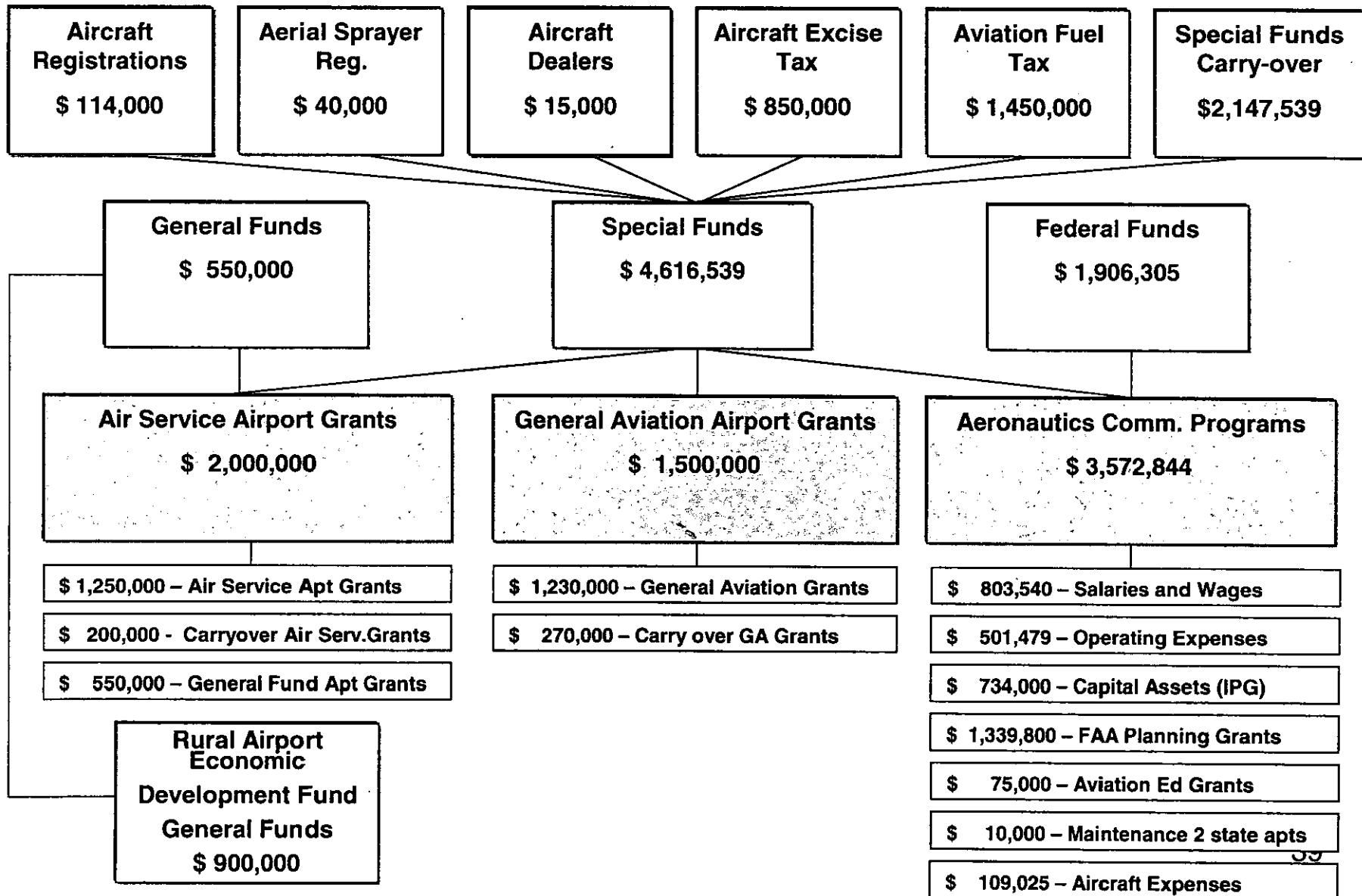
Airports: Watford City, Linton, Grafton, Casselton, Cooperstown, Kindred, Northwood, Gwinner, Wahpeton, Hillsboro, Carrington, Hettinger, Glen Ullin



North Dakota Aeronautics Commission

2007 – 2009 Budget

\$ 7,072,844



H

SENATE APPROPRIATIONS COMMITTEE

2/21/07

SENATOR: RAY HOLMBERG, CHAIRMAN

BILL L. BOWMAN AND TONY S. GRINDBERG, VICE CHAIRMAN

REF: HB#1006 – ND AERONAUTICS COMMISSION BUDGET

Mr. Chairman, Members of the Committee;

My name is Greg Haug, I am the Airport Manager at the Bismarck Airport and I am appearing before you on behalf of the City of Bismarck in support of House Bill #1006.

About 18 months ago the Bismarck Airport completed a 4-year, \$25 million Terminal Area Development project. This project would have been extremely difficult to put together without all the support and coordination of many local, state and federal agencies.

One of those key agencies was the North Dakota Aeronautics Commission. Gary and his staff played an active role in our project from start to finish and deserve credit from Bismarck, as well as many other communities across the state, for the progress made at their local airports. In fact, we count on them to help program the funding with the Federal Aviation Administration and North Dakota's Congressional Delegation (when necessary) so our Development Projects can become a reality.

If you have not had a chance to see the new Bismarck Terminal, I invite you to contact my office for a tour, so you can see first hand the good work your State Aviation Officials are involved in. This example is based upon my own personal experience, but in no way the only example of the work they do, it's happening all over the state at airports large and small.

I think all the public use Airports across the state would join me in thanking you for supporting the Commission's Aviation Programs in the past and encourage you to continue your record of support for Gary, his staff and the work they do for all of us in the Aviation business, so we can continue to do our part to assist North Dakota's Global Expansion.

I appreciate their work, I support their programs and I encourage you to support passage of House Bill #1006. Thank you.

ND AERONAUTICS COMMISSION MEMBERS



Robert J. Miller, Chairman, Casselton

After 30 years of airline service, Bob retired as Captain with Northwest Airlines. He is a real estate business owner, chairman/ manager of the Casselton Airport and active in economic development in the Casselton area. He is a former Air Force pilot and aerial agricultural applicator. He has been flying for 46 years and has served on the Commission since 1985.



Jay B. Lindquist, Vice-Chairman, Hettinger

President of Air Dakota Flite, a full service, fixed base operator (FBO). J.B. has a strong aerial applicator background. He has been a Certified Flight Instructor for 45 years and has served as the Manager of the Adams County Municipal Airport, Hettinger, ND for many years. His other interests are in retail and farming. He has been flying for 50 years and has been a member of the Commission since 1993.



Cindy Schreiber-Beck, Secretary, Wahpeton

Currently Cindy serves as Executive Director of the North Dakota Agricultural Aviation Association (NDAAA), is a business owner and is the controller at Tri-State Aviation, an FBO with a concentration on WW II aircraft restoration. A former educator, she assisted with the development of educational materials for the National Agricultural Aviation Association. She is active in the Wahpeton business community and has served on the Commission since 1997.



Maurice E. Cook, Member, Bismarck

A practicing lawyer, who limits his practice to serving as bond counsel to the state and political subdivisions. He is a multi-engine instrument rated pilot. He served four years as Commander of the North Dakota Wing of the Civil Air Patrol and ten years as Civil Air Patrol's National Legal Officer. Maurice began flying in Hettinger in 1952. He has served on the Commission since 1999.



Dianne L. Herr, Member, Turtle Lake

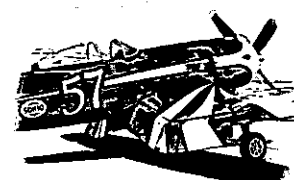
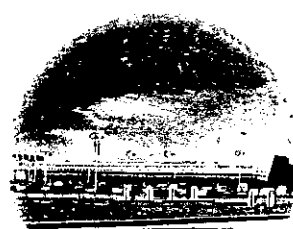
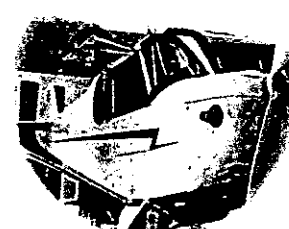
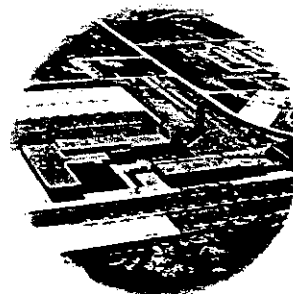
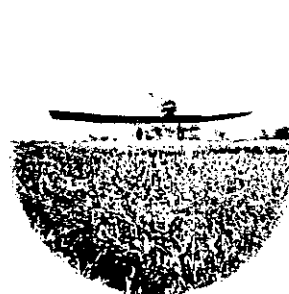
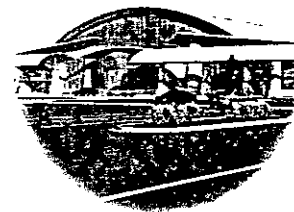
This US Postmaster is a private pilot. She has served as President of the ND Chapter of the 99's (International Women's Pilots Organization), is a member of the North Dakota Pilot's Association, Dakota Territory Air Museum and the EAA. Dianne is very active in her community and church. Since 1991, she has helped organize a very well attended September fly-in breakfast at the Turtle Lake airport. Dianne has served on the Commission since 1998.

...a commission that
represents aviation safety
and industry promotion.



NORTH DAKOTA AERONAUTICS COMMISSION

... a statewide voice for aviation



AGENCY VISION:

The North Dakota Aeronautics Commission was established in 1947 by the State Legislature assigning responsibility for the state aviation functions. The Governor appoints the five members of the Aeronautics Commission to the board for terms in office of five years. The Commission staff is composed of the Executive Director and a support staff of four. Office location is at the General Aviation Pilot Terminal on the Bismarck Municipal Airport, Bismarck.

AGENCY MISSION:

To encourage an unencumbered business climate and to foster a positive evolution of the aviation industry.

AGENCY PHILOSOPHY:

To provide as the highest priority, economic and technical assistance to insure an orderly and cost-effective support system that enables the advancement of the state's aviation system.

The state aviation system is an attractive front door to our state's economic growth. To ensure this growth, the system needs continual enhancement with state-of-the-art technology. With this goal, continued flexibility and responsiveness by the Aeronautics Commission will fulfill the needs of the aviation community. Continued close communication with the national scene through congressional offices, Federal Aviation Administration, and other national aviation associations is necessary. Continuing to coordinate with the state's Governor and legislature for the state's aviation community through the North Dakota Aviation Council and its affiliated members is of the utmost importance. These lines of communication will retain and strengthen the positive direction and efforts of the Aeronautics Commission into the future.

The Aeronautics Commission celebrates its 60th birthday in July 2007. In 1947, the state had 59 municipal airports and 121 grass strips. Today, we have 90 municipal airports and 220+ private grass air strips.

ND AERONAUTICS COMMISSION STAFF

For assistance in your aviation projects,
please contact:

Gary R. Ness, Executive Director
North Dakota Aeronautics Commission
2301 University Drive, Bldg. 1652-22
P.O. Box 5020

Bismarck, N.D. 58502-5020
Phone: (701) 328-9650 • Fax: (701) 328-9656

Email: ndaero@nd.gov
Website: www.nd.gov/ndaero

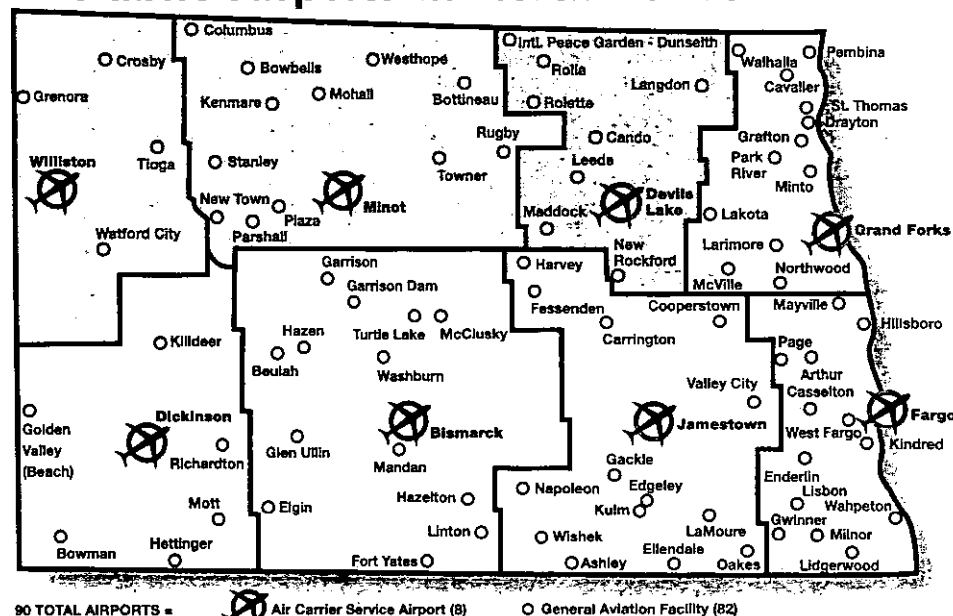


Back Row (L to R): Mark J. Holzer (Aviation Planner),
Gary Ness (Director), Roger L. Pfeiffer (Assistant Director)
Front Row (L to R): Malinda M. Weninger (Administrative Assistant)
Shelia M. Pitzer (Account Technician)

COMMISSION ACTIVITIES INCLUDE:

- Promote competitive scheduled airline, charter and cargo air service in North Dakota.
- Continue to provide a computerized satellite weather reporting system and landing systems to the aviation community.
- Sponsor legislation to provide grants for airport improvements and aviation educational programs.
- Coordinate partnerships with aviation interests within the state through the North Dakota Aviation Council.
- Continue to communicate the state's required services and needs at the state and federal level.
- Planning to insure the viability of the State Airport System Plan and NDDOT - Transaction II.
- Publish the state airport directory and aeronautical chart to facilitate flight planning and safety.

Public Airports in North Dakota



AVIATION FACTS ABOUT NORTH DAKOTA:

- 12,002 jobs are attributed to aviation activity in North Dakota.
- \$1.25 billion of economic activity created each year by North Dakota airports.
- 1.2 million passengers traveled to and from ND airports.
- 150 tons of air freight are flown at North Dakota airports annually.
- 4 million acres are sprayed annually by 143 aerial spray companies.
- 2,335 Pilots hold FAA certificates in North Dakota.
- 1,755 FAA Certified Aircraft are based in North Dakota.
- 90 public use airports have 537 aviation businesses located in the community.
- 220 privately owned/private-use airstrip landing areas exist in the state.
- 8 North Dakota communities have scheduled airline service:
Bismarck, Dickinson, Devils Lake, Fargo, Grand Forks, Jamestown,
Minot and Williston for 52 daily departures by six airlines.

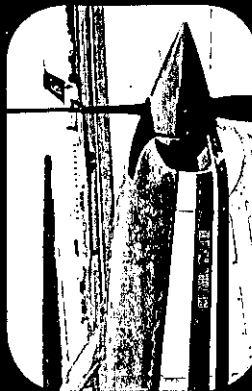


North Dakota
Aeronautics Commission
Executive Summary

Economic Impact of Aviation in North Dakota

TABLE OF CONTENTS

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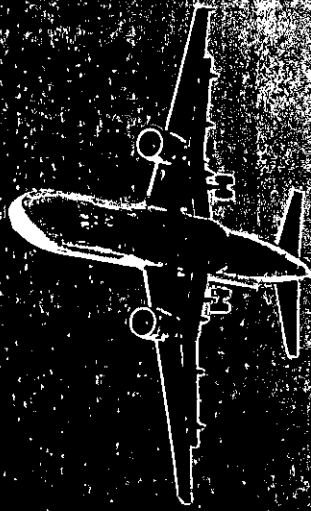
Prepared for North Dakota
Aeronautics Commission
by Flint Communications
Akerson Marketing Research, Inc.

OUR MISSION

To provide, at the highest priority, economic and technical assistance to ensure an orderly and cost-effective support system that enables the advancement of the state's aviation system.

OUR VISION

To encourage an unencumbered business climate and foster the positive evolution of the aviation industry.





A Message from Governor John Hoeven

What effect does aviation have on our state? Every five years, the North Dakota Aeronautics Commission conducts extensive industry research through a federal planning grant to answer that question. The study is funded, in part, to help you make informed decisions surrounding aviation and airports.

The latest study, from 2004, shows that aviation's contribution to our state economy has grown tremendously—now \$1.25 billion. Some of the specific findings indicate a continuation of past trends. Others point to dramatic changes in the industry. Of particular interest are the following:

- **The aviation industry has diversified and grown over the past few years resulting in a 114% expenditure increase. Many segments have contributed to the growth, like leisure and business travel, which added 38% more jobs.**
- **An especially gratifying finding is the advancement of aviation manufacturing, an area we've specifically targeted for growth. Five years ago it was a small sub-sector of the Aviation industry. As of this reporting period, it has grown to twelve manufacturing firms and contributes nearly \$120 million in expenditures and 1,175 jobs.**

Beyond its direct economic impact, aviation-related spending permeates throughout communities, creating additional employment, tax revenue and spending. When the aviation industry grows, the North Dakota economy benefits greatly.

Governor John Hoeven

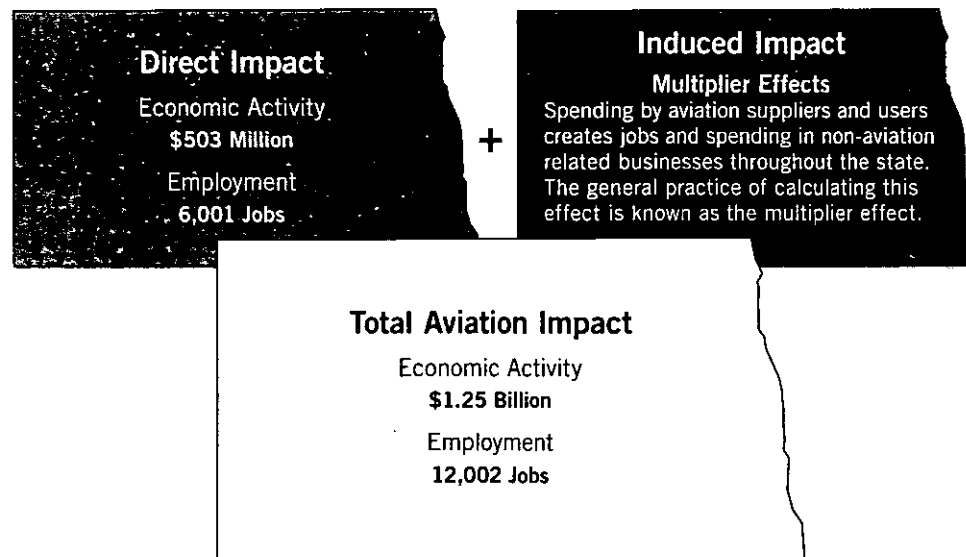


All North Dakotans Benefit from Aviation

The aviation industry directly generates revenue in North Dakota through the obvious movement of people and goods. But those who never board a plane benefit as well. Aviation contributes to medical, agricultural, energy, tourism, commercial and industrial growth throughout North Dakota.

The total economic contribution of aviation is the sum of two numbers—the direct impact and the induced impact.

- **Direct impact** is a result of aviation expenditures injected into the economy through payroll, taxes, capital expenditures and other expenses.
- **Induced impact** takes into consideration the spin-off spending from those things listed above. For example, part of an airline employee's payroll is spent on food, lodging and other expenses within a community. That successive spending is referred to as induced spending.



Measures of Economic Impacts

A look at aviation's effects on two major economic categories is a measurable indication of its overall impacts.

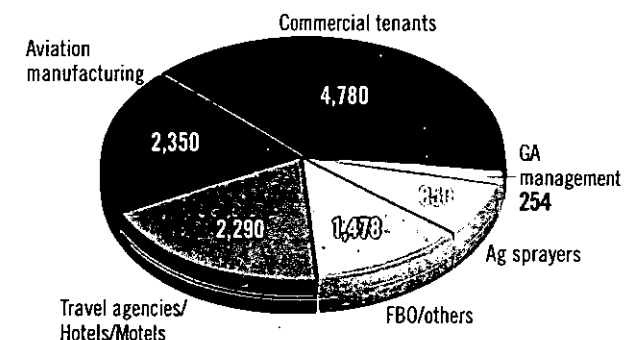
\$ Economic Expenditures—gross sales, capital expenditures, operating expenses and taxes linked to the aviation expenses of a company.

↑ Employment—the total number of full- and part-time jobs and wages that are directly or indirectly supported by aviation business in the state.

Employment

Thousands of North Dakotans are employed in aviation-related jobs, whether directly or induced. This study used standard FAA research principles to determine the number of jobs attributable to North Dakota's aviation system in 2004 is more than 12,000.

Aviation Jobs in North Dakota - 2004 Total Jobs - 12,002



Economic Activity

Aviation is an economic catalyst in North Dakota. In 2004, aviation contributed more than \$1.25 billion annually to the state's robust economy and provided 12,002 jobs. Those numbers represent a 114 percent increase in expenditures and a 38 percent increase in jobs in North Dakota since 1994.

North Dakota's Aviation Industry Growth

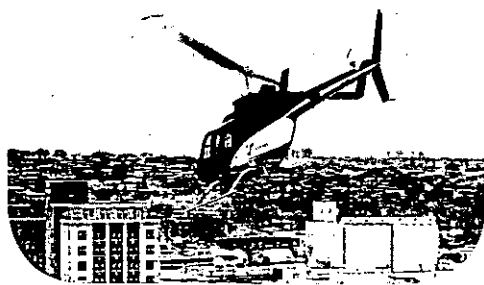
\$ Economic Activity



↑ Employment (Jobs)

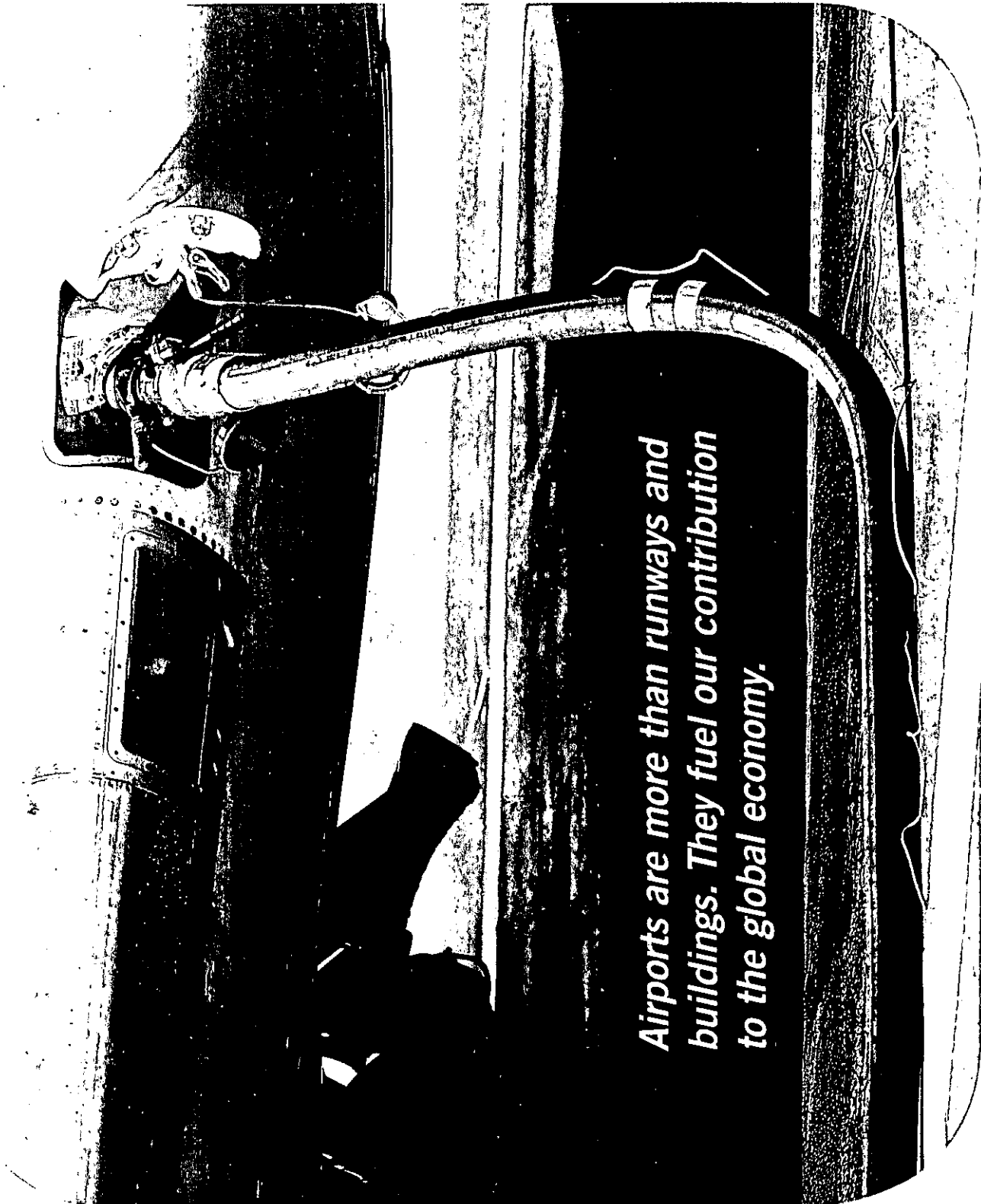


✈ 1994 ✈ 2004



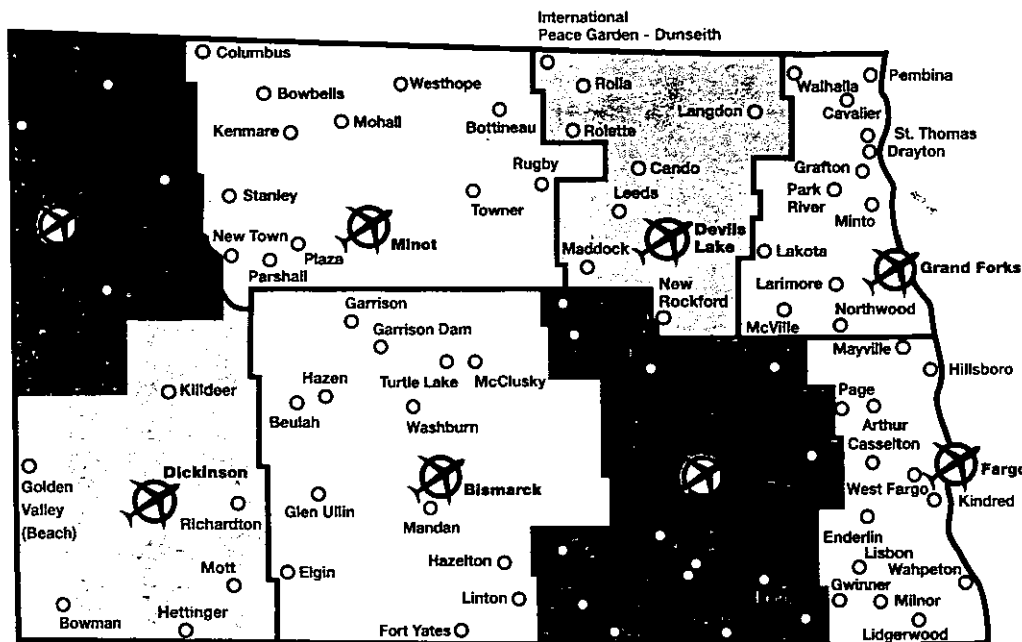
*Aviation contributes more than
\$1.25 billion to North Dakota's
diverse economy.*



A high-contrast, black and white photograph of an airport fuel nozzle and hose. The nozzle is on the left, with a hose extending towards the right. A dark rectangular area is superimposed on the right side of the image, containing white text. The overall image has a grainy, high-contrast aesthetic.

*Airports are more than runways and
buildings. They fuel our contribution
to the global economy.*

Airports are Home Base to More than 500 North Dakota Businesses

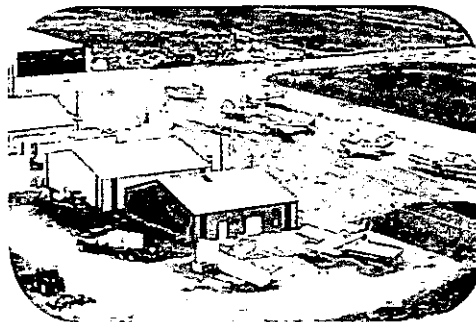


90 TOTAL AIRPORTS =



Air Carrier Service Airport (8)

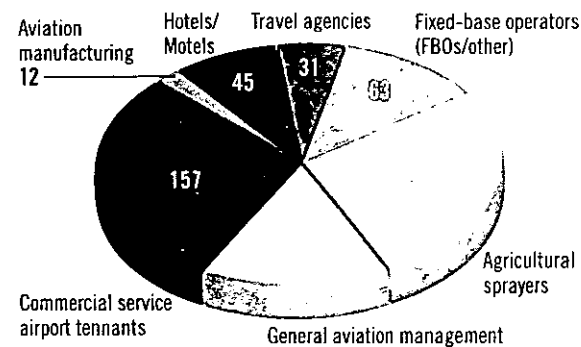
○ General Aviation Facility (82)



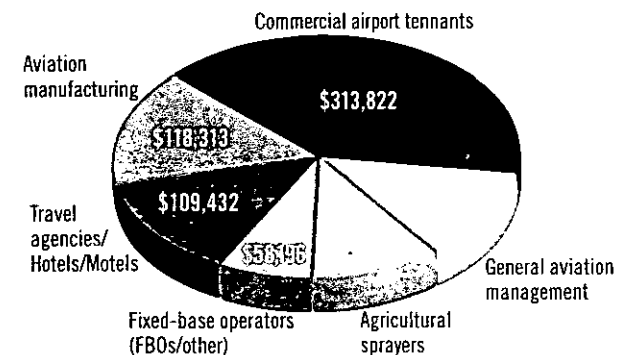
Airport Activity

North Dakota airports support the growth of industrial, energy, medical, agriculture and tourism businesses.

Aviation Business Types Total Types - 537

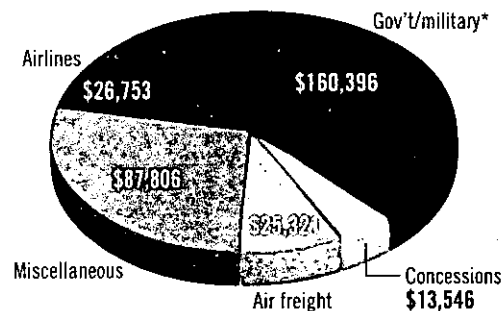


Their Economic Contribution Total (000) - \$776,787

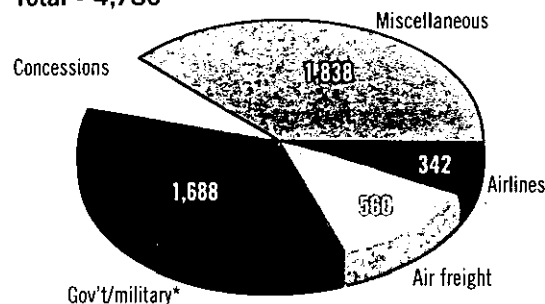


Impact of Commercial Aviation - 2004

Economic Impact
Total (000) - \$313,822



Employees
Total - 4,780

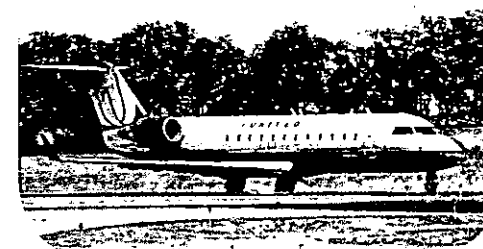


*This report does not include the economic impact of military bases.

Airlines

In 2004, six airlines served North Dakota's eight commercial air service airports.

- Fifty-two daily departures
- 586,000 passengers
- Major airlines—Northwest, United, Allegiant
- Regional airlines—Big Sky, Mesaba, Great Lakes



Concessions

The concessions subset encompasses rental cars, food, beverage, parking, gift/news and other tenants. Its 2004 impact included \$13.5 million and 352 employees.

Government and Military

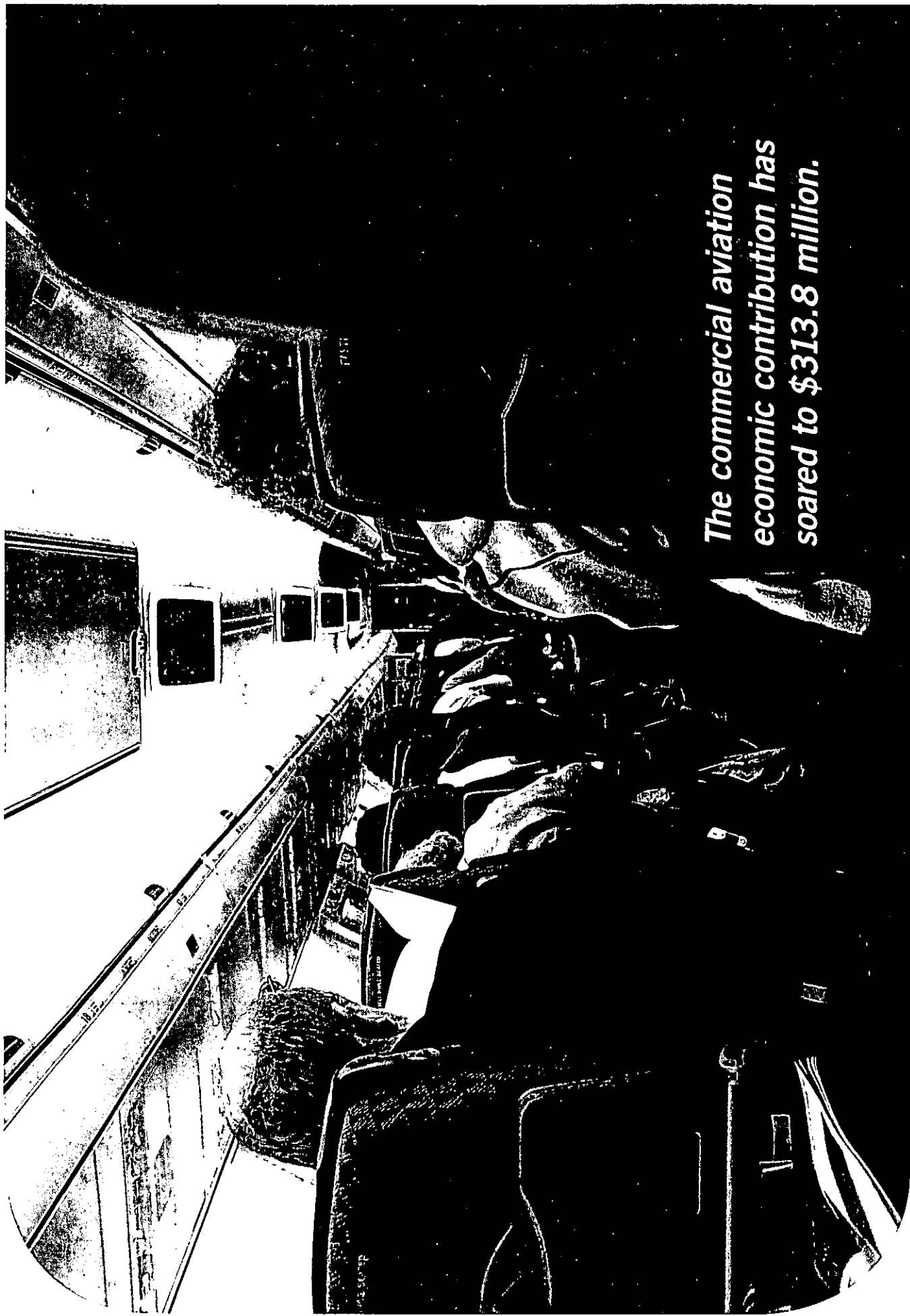
Included in this category are state agencies, FAA airport/control tower personnel, weather service operation, TSA employees and members of the National Guard. The economic impact of North Dakota's two military bases is not included in this report.

Air Freight

FedEx, UPS, DHL and other smaller air freight companies deliver an economic impact of \$25.3 million and employ 560 people. Mail order and Internet purchases, along with U.S. Mail are flown air freight to and from North Dakota daily at the eight commercial airports.

Miscellaneous

In addition to rentals, this category includes life-saving air-medical and emergency services. Flying doctors and fixed-wing helicopter firms provide daily rural healthcare and emergency transport throughout North Dakota. Medical flights also deliver blood and organs, and transfer burn patients. Firms including Basin Electric, Montana Dakota Utilities, Bobcat Company, Ottertail Power, Applebee's, and Tharaldson Enterprises use corporate aircraft that are based on airports in North Dakota.



*The commercial aviation
economic contribution has
soared to \$313.8 million.*

General Aviation Contribution

North Dakota's airport system includes an extensive network of public-use general aviation airports—82 throughout the state. These airports supported 1,300 jobs and \$120 million of expenditures in 2004 or 10 percent of the state total impact.

Agricultural Spraying

Even with the adoption of treated and genetically enhanced seeds, agricultural spraying plays a major role in protecting North Dakota's crops. It's estimated that without the use of crop protection products, crop production may be cut by up to 50 percent. In 2004, 147 ag sprayer organizations used 283 airplanes to spray 3.3 million acres—all in an effort to keep our state's agricultural industry thriving.

\$ Economic Activity



↑ Employment (Jobs)



↑ 1994

↑ 2004

Fixed Base Operators (FBOs)

This group is a catch-all category comprised of air taxi operators, aircraft dealers, avionics and mechanics. Also included in this category are a pair of organizations that have built world-recognized businesses based in North Dakota:

University of North Dakota (UND) Center for Aerospace Sciences which employs 363 people, is a national leader in four-year degree programs in space studies, computer science and fixed-wing helicopter flight instruction. At any given time the program has more than 100 aircraft and 1,800 students training for careers in aerospace.

Weather Modification, Inc. is the largest cloud seeding company in the world, with operations across the globe. Based in North Dakota since 1961, the firm has 15 aircraft and 5 radars with over 43,000 aircraft flight-hours of experience.

General Aviation Management

In North Dakota, general aviation airport tenants are typically ag sprayers or FBOs. Sometimes these tenants also serve as the day-to-day managers of the general aviation airports. The dramatic increase in this segment's economic contributions is due, in part, to \$7.5 million annual FAA construction funds for general aviation airport entitlements.

\$ Economic Activity



↑ Employment (Jobs)



✈ 1994

✈ 2004

\$ Economic Activity



↑ Employment (Jobs)



✈ 1994

✈ 2004

GA Airport Uses

Business

- Customer visits, cargo
- Product and part movement
- News gathering for media outlets
- Aerial photography
- Powerline patrol

Government

- Law enforcement
- Search and rescue
- Aerial surveying
- Highway construction

Personal Use

- Travel and recreation
- Humanitarian missions

Weather

- Current information

Medical

- Delivery of medical and organ supplies
- Transport medical professionals

Cross Country Navigation for Aircraft

- Emergency landing sites from air
- Ground-based navigation aids

Education/Entertainment

- Outreach programs, teacher workshops
- Air shows

Aviation-related

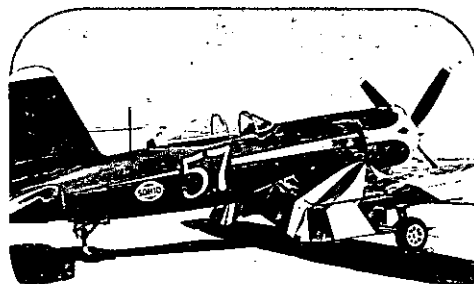
- Maintenance and fueling
- Aircraft rental
- Charter and flight training

Agricultural

- Spraying and seeding
- Crop inspection
- Livestock sales
- Rain enhancement/hail reduction

Aviation Manufacturing Contribution

Just a blip on the radar screen a decade ago, aviation manufacturing contributed nearly \$120 million in expenditures and supported 1,175 jobs (\$47.3 million in payroll) in 2004, or 10 percent of the state's total aviation employment.



North Dakota Aviation Manufacturers

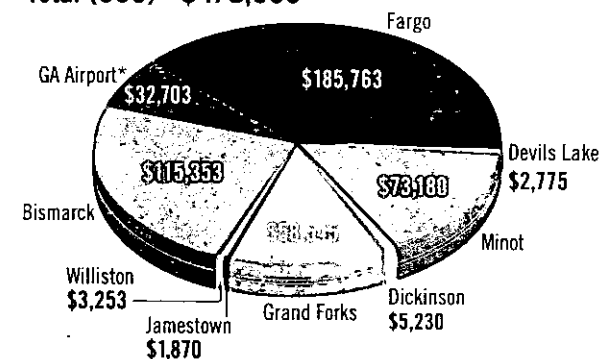
Company	Location	Employees	About
Cirrus Design	Grand Forks	291 (259 more planned)	Manufactures wings, fuselages and aircraft parts.
Dakota Air Parts	Fargo	19	Buys, sells and supports helicopter and fixed-wing aircraft and parts.
Fischer Flying Products (Jackson Manufacturing)	Edgeley	5	Manufactures kit planes that people build themselves.
Goodrich Corporation	Jamestown	550	World's largest air cargo systems manufacturer.
Hensley Aircraft	Devils Lake	15 to 20 jobs planned	Start-up manufacturer of Wolf sport aircraft.
Kildeer Mountain Manufacturing	Kildeer, Hettinger, Halliday	166	Produces aerospace electronics for Boeing, Lockheed and Raytheon.
Mandaree Enterprise Corporation	Mandaree	70	Tribally owned manufacturer of cables, wires and panels for aircraft and drone targets.
Marburger Enterprises	Williston	1	Manufactures wing tips to enhance agricultural plane flight performance and swath width.
Mid-America Aviation	West Fargo	20	Manufactures gearboxes for fighter military planes and helicopters, and transmissions for helicopters.
Northrop Grumman Corporation	New Town	95	Leading designer, systems integrator and manufacturer of military surveillance and combat aircraft, defense electronics, and marine and space systems.
Odegaard Aviation	Kindred	8	Restorer of WWII aircraft such as the P-51 Mustang or Super Corsair.
Tri-State Aviation	Wahpeton	10	Restorer of WWII fighters and trainers.

Air Travel Contribution

With 258,000 visitors annually, the eight commercial service airports in North Dakota are strong contributors to the state's tourism economy. Additionally, the 82 general aviation airports had over 174,000 visitors. According to surveyed airline passengers, lodging, food and beverage, entertainment, retail trade, local transportation and business expenses contributed to a statewide average expenditure of \$699 per trip, per visitor.

Air Traveler Expenditures

Total (000) - \$478,000



*GA Airport - air travel visitors at 82 general aviation airports.

\$478 million
spent by air travel visitors to ND in 2004

432,457
number of air travel visitors to ND in 2004

\$699
spent per trip, per airline passenger

Travel Agencies

Travel agencies have had to adapt to a business culture of web-based ticket purchasing and decreased commissions from major air carriers. North Dakota economic development proponents have collaborated to lure national travel and tour industries to the state including American Express (formerly Rosenbluth), MLT-Northwest World Vacations and Holland America.

\$ Contribution

→ \$17.8m

\$104.9m → +489%

↑ Employees

698 →

2,150 → +208%

✈ 1994

✈ 2004



Business and pleasure travel brought \$478 million to North Dakota communities.

Aviation Impact in Review

Expenditures (\$000)			
Group	1994 Total	2004 Total	% +/-
Commercial Tenants			
Airlines	\$30,995	\$26,753	-14
Concessions	\$20,908	\$13,546	-23
Gov't/Military	\$141,146	\$160,396	+13
Air Freight	\$20,914	\$25,321	+21
Miscellaneous	\$1,791	\$87,806	+4,792
Tenants Total ¹	\$215,754	\$313,822	+31
GA Management	\$18,943	\$94,546	+399
Ag Sprayers	\$46,159	\$82,478	+77
FBOs/Others	\$83,170	\$58,196	-30
Travel Agents	\$17,873	\$104,934	+487
Hotels/Motels	\$6,192	\$4,509	-37
Air Travel Visitors			
Comm. Service	\$169,945	\$445,969	+162
GA/Air Taxi	\$26,390	\$32,703	+24
Visitor Total ¹	\$196,335	\$478,672	+143
Av. Mftrg. ²	-	\$118,313	-
Grand Total¹	\$584,426	\$1,255,470	+114

¹ Totals may not add up due to rounding

² First year includes 2004 data

Aviation Highlights



- 42% of North Dakota's aviation income stems from air travel tourism with 1.2 million passengers annually.
- Air medical services are a life-saving part of the healthcare equation for rural North Dakota hospitals and clinics.
- Air courier services like UPS, DHL and FedEx, employ 280 North Dakotans.
- Aviation manufacturing provides 1,175 direct jobs within 12 companies.
- World-renowned UND Aerospace program uses more than 100 aircraft to train 1,800 students for careers in aerospace.
- Airports are home base for more than 500 businesses.
- Travel agency and tour operators service customers worldwide through offices in North Dakota with 1,075 direct jobs.
- World's largest selling general aviation aircraft—Cirrus—has 291 employees in our state.
- Aerial spraying continues to be an important part of North Dakota agricultural industry with over 3.3 million acres sprayed.
- World's largest air cargo systems manufacturer—Goodrich—has over 500 employees in North Dakota.
- Major businesses, utility companies, contractors and energy firms use 90 public airports daily.

Economic Impact of Aviation Study Methodology

The contribution of aviation to the North Dakota economy was calculated using accepted methods and FAA guidelines for estimating economic impacts. To the extent possible, the approach used is consistent with previous studies commissioned by the North Dakota Aeronautics Commission.

Four steps were involved in developing the methodology for this study:

- Identifying the groups to be studied
- Data tabulation and extrapolation
- Sampling procedures for these groups
- Induced impact NDSU multipliers

Methodology detail is included in the full report, "Economic Impact of Aviation in North Dakota; 2004 State Aviation System Plan Update."

North Dakota Aeronautics Commission



Commissioners:

Front row: Maurice Cook, Member, Bismarck; Jay Lindquist, Vice Chairman, Hettinger.

Back row: Dianne Herr, Member, Turtle Lake; Robert Miller, Chairman, Casselton; Cindy Schreiber-Beck, Secretary, Wahpeton.



Staff:

Front row: Malinda Weninger, Admin. Assistant; Sheila Pitzer, Account Tech. **Back row:** Mark Holzer, Aviation Planner; Gary Ness, Director; Roger Pfeiffer, Assistant Director.

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Nine Airports Fuel the State's Economy

Commercial Service Airports (8)

Airport	Total Expenditures	Jobs Total
Bismarck	\$178,759,000	1,116
Devils Lake	\$6,828,000	100
Dickinson	\$30,682,000	610
Fargo	\$362,252,000	3,090
Grand Forks	\$109,609,000	1,906
Jamestown	\$59,150,000	1,294
Minot	\$105,303,000	788
Williston	\$9,187,000	212
Totals (8)	\$861,770,000	9,116

General Aviation Airports (82)

Airport	Total Expenditures	Jobs Total
Arthur	\$13,160	0
Ashley	\$890,565	8
Beach	\$793,310	2
Beulah	\$2,490,360	54
Bottineau	\$492,598	6
Bowbells	\$11,910	0
Bowman	\$986,735	6
Cando	\$1,935,475	2
Carrington	\$1,972,370	8
Casselton	\$2,557,658	64
Cavalier	\$3,375,835	24
Columbus	\$4,220	0
Cooperstown	\$2,519,120	12
Crosby	\$722,190	6
Drayton	\$1,391,133	8
Edgeley	\$1,906,083	24
Elgin	\$15,940	0
Ellendale	\$559,588	8
Enderlin	\$287,098	6
Fessenden	\$909,955	4
Fort Yates	\$102,583	0
Gackle	\$3,470	0
Garrison	\$242,758	0
Garrison Dam	\$19,563	0
Glen Ullin	\$1,079,140	0
Grafton	\$4,295,445	30
Grenora	\$4,063	0
Gwinner	\$694,913	2
Harvey	\$2,185,530	14
Hazen	\$435,475	8
Hazleton	\$29,805	0
Hettinger	\$3,865,845	52
Hillsboro	\$3,553,428	28
Kenmare	\$1,968,530	16
Killdeer	\$8,738,878	172
Kindred	\$2,795,383	30
Kulm	\$67,165	0

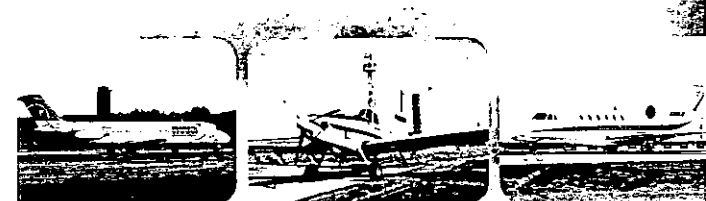
General Aviation Airports (82) continued

Airport	Total Expenditures	Jobs Total
Lakota	\$505,590	0
LaMoure	\$2,106,375	16
Langdon	\$1,164,625	16
Larimore	\$3,267,033	28
Leeds	\$153,700	2
Lidgerwood	\$33,985	0
Linton	\$388,680	4
Lisbon	\$1,697,370	10
Maddock	\$1,339,755	10
Mandan	\$1,251,238	20
Mayville	\$3,869,603	16
McClusky	\$20,563	0
McVie	\$27,115	0
Milnor	\$18,530	4
Minto	\$459,313	10
Mohall	\$1,083,800	10
Mott	\$945,733	6
Napoleon	\$38,740	0
New Rockford	\$746,480	4
New Town	\$13,749,448	270
Northwood	\$1,608,953	28
Oakes	\$1,874,163	10
Page	\$2,960,258	20
Park River	\$1,623,938	14
Parshall	\$684,008	6
Peace Garden	\$107,360	0
Pembina	\$345,453	6
Plaza	\$3,540	0
Richardton	\$6,858	0
Rolette	\$48,405	0
Rolla	\$3,731,165	20
Rugby	\$2,157,313	8
Stanley	\$1,235,595	12
St. Thomas	\$1,270,280	8
Tioga	\$3,411,328	32
Towner	\$259,650	6
Turtle Lake	\$34,568	0
Valley City	\$1,124,330	12
Wahpeton	\$4,049,840	28
Walhalla	\$482,670	4
Washburn	\$1,218,168	6
Watford City	\$1,465,378	10
West Fargo	\$3,316,160	50
Westhope	\$104,740	0
Wishek	\$72,390	0
Totals (82)	\$119,981,538	1,300

State Totals **\$1,255,470,000** **12,002**

Economic impacts stated are for calendar year 2004. Totals may vary based on construction grants and agricultural operations effected by weather. Aviation manufacturing totals may vary.

Airports in North Dakota Make Dollars and Sense



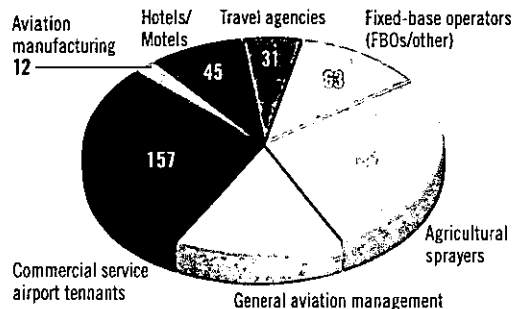
State Aviation Summary

Everyone Benefits from Thriving Airports

Aviation plays an increasing role as an economic catalyst in North Dakota. In 2004, aviation contributed more than \$1.25 billion annually to the state's robust economy and provided 12,002 jobs. The state of our aviation industry and the state of our economy are tightly interwoven. When the aviation industry is strong, all of North Dakota benefits.

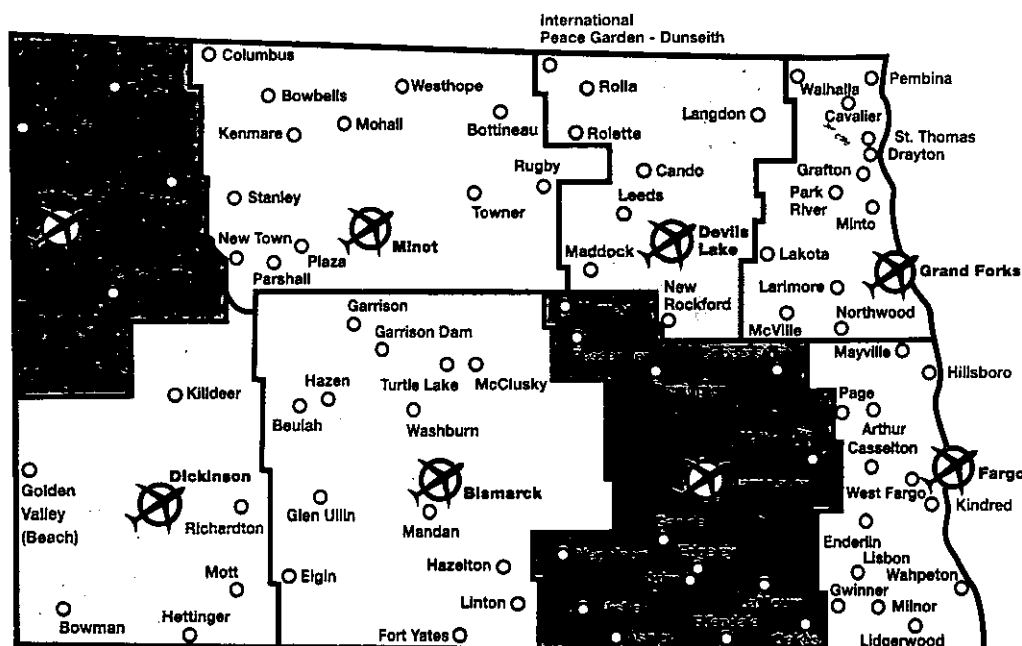
It just makes good sense—an investment in North Dakota's aviation infrastructure is a direct investment in our economy.

Aviation Business Types
Total Types - 537



North Dakota's Airports Make a World of Difference

Beyond the obvious movement of services and goods, the state's airports support thousands of jobs and more than a billion dollars in annual economic activity.



90 TOTAL AIRPORTS =



Air Carrier Service Airport (8)

General Aviation Facility (82)

Trends, Progress, and Growth

Hundreds of businesses use aviation as a tool for conducting everyday business, thereby further stimulating the North Dakota economy. Some examples of business flights include:

- ✈ Flying doctors and nurses to rural satellite clinics
- ✈ Air emergency ambulance and helicopter intercepts
- ✈ Personnel transportation for construction project efficiencies
- ✈ Aerial spraying for crop protection
- ✈ Aerial photography and surveying
- ✈ Air freight movement of parts to mine and oil fields
- ✈ Powerline and pipeline safety patrol
- ✈ Air cargo delivery of fresh seafood, flowers and other perishable items
- ✈ Aerospace flight and career training at UND/JDO
- ✈ Rain enhancement and hail suppression by aircraft cloud seeding
- ✈ Wildlife control and law enforcement observation
- ✈ Numerous other activities affecting everyday life in North Dakota



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