

2015 HOUSE APPROPRIATIONS

HB 1006

2015 HOUSE STANDING COMMITTEE MINUTES

Appropriations Committee - Government Operations Division
Medora Room, State Capitol

HB1006
1/16/2015
Recording Job# 22079

- Subcommittee
 Conference Committee

Committee Clerk Signature

Shirley Lewis

Explanation or reason for introduction of bill/resolution:

A BILL for an Act to provide an appropriation for defraying the expenses of the North Dakota aeronautics commission; and to create and enact a new section to chapter 2-05 of the North Dakota Century Code, relating to earnings of the aeronautics commission special fund.

Minutes:

See attachments A through H

Chairman Brandenburg: Opened the hearing on HB1006.

Kyle Wanner, Director, ND Aeronautics Commission: See testimony attachments A and B.

Vice Chairman Brandenburg: Could you get a breakdown on the grants for the \$60 million and the \$14 million?

Kyle Wanner: We have a breakdown with us.

Kyle Wanner continued with his testimony.

Chairman Brandenburg: Up in Minot are they still parking in the ditch?

Kyle Wanner: They are not because they have been able to expand their parking. That's an issue they continue to work on.

Kyle Wanner continued with his testimony.

Chairman Brandenburg: Did they give you any indication of what you could look for in funding? Do you know yet?

Kyle Wanner: We're hoping that the federal government continues to fund at levels similar to what they have done over the last 3 years.

Kyle Wanner continued with his testimony.

Representative Glassheim: What is the source of this new revenue to special funds? Are these all fee related things? You have \$6 million in your budget which are new revenues and special funds.

Kyle Wanner: Under the revenues portion on the top of the graph you'll see aircraft registrations, aerial sprayers, aircraft dealers, airport inspections, aircraft excise tax and aviation fuel tax.

Representative Glassheim: Those all total?

Kyle Wanner: Those all total up to about \$6.2 million.

Chairman Brandenburg: The \$1.937 million is what's existing? Is it carryover?

Kyle Wanner: We have a carryover of \$1.9 million existing funds.

Representative Glassheim: There is no oil revenue stream that flows to you at all?

Kyle Wanner: That's correct. We do not have any oil revenue streams collecting to the aeronautics budget.

Representative Kempenich: From last biennium there's still \$20 million that was for Williston; that was aimed at airports but it doesn't necessarily need to go to airports. The new funding formula has about \$60 million for Williston and that all stays in the land department until it's requested.

Representative Glassheim: That money isn't in their budget?

Representative Kempenich: No.

Chairman Brandenburg: It's grants. I know Williston airport is looking at moving to a different location. How's that coming? What's happening?

Kyle Wanner: Williston is currently finishing up their environmental process right now. We're hoping that they're ready for land acquisition this summer where they can also be in the designs so they can begin construction in 2016-2017; and have a completed airport in 2018. There's still \$19 million available out of the \$60 million that was allocated last biennium. That is being reserved for an allocation to Williston this spring. There's currently \$15 million in the budget for the oil impact funding. A large majority of that is also proposed to go to the Williston relocation project as well.

Representative Kempenich: They have to have the land in their name before they can even get into the federal part; as far as airport authority. Don't they?

Kyle Wanner: That is the first stage. The federal government can also participate in the funding of the acquisition of the land. We expect this spring a cost benefit analysis to show up for the Williston airport. We hope to see a letter of intent from the federal government;

in which case they would allocate a large amount of money over a certain time period. That would help with land acquisition planning, construction, etc.

Representative Kempenich: There are two different camps in Williston. There are some that want to leave it where it's at; not everyone is sold on moving the airport.

Representative Skarphol: The biggest issue in Williston is fact that they haven't completed the environmental impact study and it can't be completed because one of the property owners is within the boundary of the area; and has refused to let them look on his land. He's finally agreed to let them look but it's after the snow fell; so they can't look until spring.

Representative Glassheim: You list as revenues as federal funds as only \$2.1 million and you're anticipating \$40 million. Does that flow differently?

Kyle Wanner: These funds are anticipated funds directly to our agency. The federal funds that I showed on a previous slide are funds to airports in North Dakota.

Representative Glassheim: They don't go through you?

Kyle Wanner: They don't go through our agency.

Representative Glassheim: They're not allocated you.

Kyle Wanner: They're not allocated.

Representative Glassheim: You match the funds or give some help.

Kyle Wanner: That's correct. We coordinate efforts with the federal aviation administration and recommend which projects the FAA fund. We also recommend where state dollars match and allocate to help complete those projects.

Representative Skarphol: As far as parking at an airport, like in Minot; am I correct that the federal government will not participate in providing the parking area?

Kyle Wanner: That's correct.

Representative Skarphol: So that's up to the local community or the state.

Kyle Wanner: That's correct. It's an eligible project that the state could fund. We haven't been able to fund any parking lots in the history of our agency.

Chairman Brandenburg: What did Minot get last session?

Kyle Wanner: Minot was allocated \$24 million last session.

Kyle Wanner continued with his testimony.

Representative Kempenich: Where are you at on the Powder River Complex?

Kyle Wanner: It is on the final stages where it's at the FAA's court. We're continually working with the Air Force and the FAA to ensure that before the FAA does give final approval that certain items are met by the Air Force. By sometime this spring we could receive an announcement that air space could be provided to the Air Force.

Representative Skarphol: There's a wind tower project that wants to move into the area relatively close to the airport in Tioga. Have you been brought into that discussion by the city or the airport authority as to what the distances need to be to meet your specifications?

Kyle Wanner: Originally we had concerns with the first map that was submitted to us. We are engaged with the Tioga airport authority and with the wind tower project and they're currently revising that project as we speak so that there wouldn't be a negative impact on Tioga.

Chairman Brandenburg: In the decrease airport funding of \$2.4 million. That didn't come out in the presentation. I was wondering what that is?

Kyle Wanner: You're referencing the decrease of airport grants?

Chairman Brandenburg: Grant funding from other funds; it's on the green sheet.

Kyle Wanner: Las biennium we were able to increase the amount of airport grant funding from the special fund due to an increase in revenues that we had received the previous biennium due to fuel, excise tax, revenues that weren't projected. We were able to increase based upon the current existing salary we had.

Timothy Thorsen, President, Airport Association of North Dakota: See testimony attachment C.

Representative Kempenich: This will get put together and we'll see where everything is at.

Patrick Daime, Executive Director, Grand Forks Regional Airport Authority: See testimony attachment D.

Chairman Brandenburg: That's based on passenger count?

Patrick Daime: That's based on passenger count.

Chairman Brandenburg: So they don't count the number of planes.

Patrick Daime: When the administrator came into town; I did inform him of the issues that we run into. The funding mechanism is a real challenge for us.

Patrick Daime continued with his testimony.

Andy Solsvig, Airport Director, Minot International Airport: See testimony attachment E.

Representative Skarphol: As an airline passenger, the only benefit the airport receives from me would be parking fees or whatever concessions I would buy in the airport. Is that correct? You don't receive anything from the ticket I purchased to make the flight.

Andy Solsvig: We do. There is a fee associated with the ticket; it's usually two legs of a trip and there's a \$4.50 cap. That's something that's currently being discussed in Washington, DC.

Representative Skarphol: If I make a roundtrip flight in and out of the Minot airport; you get \$9.00?

Andy Solsvig: Correct. Those PFC's help to fund our local share of infrastructure projects.

Representative Skarphol: They are used to match local dollars.

Andy Solsvig: To cover the local share.

Chairman Brandenburg: How much of that is coming back to the airports and how much is being kept by the federal government? How does that distribution work out?

Andy Solsvig: Our entitlement is close to \$1.96 million.

Patrick Daime: I just wanted to provide an answer to that question. Typically on an outbound from North Dakota you're going to get the \$4.50. On the inbound, because you may have to make multiple stops, sometimes we don't get the other \$4.50 that's associated with it. They're allowed to charge you up to \$9.00 on an outbound leg; part of that would go to the local airport and part may go to another airport. Of that \$4.39 go to the airports and the air carriers are allowed to keep the remaining portion of that. Those are dollars that can be put forward into matches on projects; but we have to apply to it and they have to go to high priority projects that either increase capacity or safety of the airport.

Chairman Brandenburg: Do you think it's a fair system?

Patrick Daime: We've been capped at that dollar amount. The federal government increased it to \$4.00 within the last 15 years. It's getting to be more difficult.

Representative Boehning: Do the airlines pay a landing fee or any other fees associated with this?

Patrick Daime: I think most of our airports are charging a landing fee. They do pay to offset the cost of our airfield.

Andy Solsvig: Those revenues are collected whether it's landing fees, parking, fees associated with rents, concession, etc. That's all funding that helps to support our

operation. Approximately 74% of my operating budget is covered to parking fees and car rentals.

Representative Skarphol: Are you regulated entirely by the federal government and there's no capability for flexibility within the state in assessing fees? Do other states have the ability or do they take advantage of the ability to do things over and above what we do in North Dakota?

Kyle Wanner: Is your question in regards to passive facility charges or other fees?

Representative Skarphol: In order for the airports to generate revenue for themselves; are they restricted in their capabilities by federal regulations?

Kyle Wanner: They are restricted on certain fees and passive facility charges are capped. There can be other fees that an airport can gather; those fees are set by an airport.

Sean Anderson, Airport Chairman,: Testified in support of HB1006.

Kelly Braun, Airport Manager, Dickinson Airport: Testified in support of HB1006.

Chairman Brandenburg: Closed the hearing on HB1006.

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HB1006
1/23/2015
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Minutes:

See attachment A and B

Vice Chairman Brandenburg: Opened the discussion on HB1006.

Kyle Wanner, Director, Aeronautics Commission: See attachment A and B.

Vice Chairman Brandenburg: Most of it was the Minot airport?

Kyle Wanner: That's correct. \$24 million was for Minot.

Vice Chairman Brandenburg: The total projects were \$178 million in the last biennium

Kyle Wanner: That's correct.

Representative Skarphol: The local monies are typically raised with the mil levy?

Kyle Wanner: That is correct. The airport is able to levy up to 4 mils and an airport may also receive local funding from other revenue sources; it might be from fuel, lease of agricultural property, lease of land for hangar development, etc.

Representative Skarphol: Is the airport mil levy one of the mil levies that's being consolidated under the government's property tax reform bill?

Kyle Wanner: Yes.

Representative Skarphol: My local airport has told me that they don't like that. How unusual do you suspect it might be that cities would be willing to still give the airports what

they've had in the past? Have you had discussions with the various airport entities about the possibility and whether this is something that needs to be fought?

Kyle Wanner: You're referring to HB1055? I have confirmed that the 4 mil conversion to \$.20 is the same amount of funding. There have been concerns from airport authorities regarding SB2056 and SB2144; which refer to property tax reform and removing the authority that an airport authority may certify their mils and they have to request it.

Representative Skarphol: The money that was received from oil impact; did it require a match from the locals?

Kyle Wanner: There was language that did require a match to be deemed that we weren't going to be issuing grants at 100% value from that funding.

Representative Skarphol: If the airport levy goes away, where does the anticipated match money to come from?

Kyle Wanner: If an airport authority is not able to certify their mils; they are essentially begging or requesting the city/county to provide that funding so they can maintain, operate and do capital improvement projects at an airport.

Representative Skarphol: The federal dollars do the same thing? They require a local match?

Kyle Wanner: The federal dollars do require a local match and the state is able to step in and provide grants to help with the local match; that's the majority of the funding that we provide.

Vice Chairman Brandenburg: You have \$40,900,000.00 expended in the oil impact fund; and it was \$60 million last session. So is there some set aside for Williston? Is that the \$19 million?

Kyle Wanner: That's correct. The remainder is \$19.1 million which is dedicated to Williston. We did allocate close to \$1 million to Williston; if you add those together, it comes out to \$20 million in anticipated funding.

Vice Chairman Brandenburg: Are you going to get it done?

Kyle Wanner: We've been determining our options for over 3 years now. We've looked at multiple different sites around the Williston community and throughout the region as far as where the airport should be relocated. There is a preferred site. They're finalizing the environmental impact statement.

Vice Chairman Brandenburg: If you can't get something done locally is that federal money in jeopardy at all? Is there a timeline tied to that?

Kyle Wanner: There's no jeopardizing of federal funding. If we're not ready this year, a letter of intent could be issued next year. We don't know what the federal funding picture is

going to look like past 2015. Currently, the federal government has authorized funding for 2015. We're hopeful that a reauthorization bill will come forward with funding of at least similar levels that we've had in the past. A letter of intent is the only way to guarantee funding for years that is not authorized.

Vice Chairman Brandenburg: Just so there isn't a time where this falls apart and the federal funds are gone.

Kyle Wanner: Those concerns have been there from the beginning. If we would allocate funding to Williston, it would be on exception that federal funds are received.

Representative Glassheim: I'm confused in the discussion of the airport money; whether there aren't 2 separate bills. Isn't one the governor's consolidation and then isn't there a bill that doesn't allow non-elected bodies to bond?

Kyle Wanner: You're correct. SB2144 and SB2156 are the bills of concern.

Representative Glassheim: Could the governor's consolidation go forward without impacting airports or would you have to add some separateness for the airport authorities.

Kyle Wanner: Currently amendments are being worked on through the governor's office and through Senator Cook; who is the lead on SB2056 to try to ensure that airports will be able to bond in the future. Another issue the airport has brought up of concern is their need to be able to bank up funding in multiple years to fund large projects.

Representative Hogan: I'm curious of what the total cost of the Williston project is. What happens at the end of the biennium if we haven't got the letter of intent? Can you obligate this money or do we need to do anything with that \$20 million?

Kyle Wanner: The current estimate for the Williston airport is \$250 million. We can allocate the funding this year; it would be allocated on the premise that federal funding would be received at a later date.

Vice Chairman Brandenburg: I don't have that answer.

Representative Kempenich: How much of this \$40 million minus the \$19.1 million has gone out for bills?

Kyle Wanner: It has all been allocated. There are certain amounts that have not been spent because projects have not been completed. We've expended about \$25 million of the \$40 million.

Representative Boehning: What is the reason we're moving the airport and what is the reason we can't use the airport that's there now.

Kyle Wanner: We've had to justify that to the federal government where most of the funding is coming through. Looking at the current site, we have many issues. We have no flexibility for expansion for the future. The current airport isn't sufficient for the passenger

loads that they have. The pavement is in poor condition and the main runway would need to be reconstructed. The estimates for rebuilding on the current site are more expensive than relocating and building a new airport.

Representative Boehning: Is there a guarantee that you can sell the land? Is there an estimated value of what it's worth?

Kyle Wanner: The current estimate is \$30 million.

Representative Boehning: Does that come with all the buildings? Will you try to rent that stuff or sell it to a developer?

Kyle Wanner: A lot of those questions still remain unanswered. The \$30 million is just an estimate on the land. Which buildings are relocated is going to depend on the private companies who own them or if they want to relocate.

Representative Boehning: If they do another airport will this one still be used as an airport?

Kyle Wanner: Once the new airport is built it will be a requirement that the current airport is closed.

Brent Ogar, Consultant, City of Williston: The city currently has an RFP for developers to evaluate the existing site for development and how that could be redeveloped.

Representative Kempenich: What are they looking for?

Brent Ogar: As with all federal projects they have scope to look at.

Representative Skarphol: This is the second final inspection by them?

Brent Ogar: That's correct. They've walked the site once before.

Representative Skarphol: But it's the second final inspection?

Brent Ogar: That's correct.

Vice Chairman Brandenburg: Are you going to make it?

Brent Ogar: I believe we will make it.

Representative Skarphol: Has there been anything found that could have caused jeopardy?

Brent Ogar: There have been findings on the proposed site. None of the findings to date are where there would be any construction.

Vice Chairman Brandenburg: \$50 million is in the funding for aeronautics?

Kyle Wanner: For oil impact.

Vice Chairman Brandenburg: You apply for grants or however that process worked last time.

Kyle Wanner: That's correct.

Vice Chairman Brandenburg: Have you figured out how you're going to disperse that \$50 million through the granting process?

Kyle Wanner: At the end of the day it's an application process and the decisions are made at a later date.

Vice Chairman Brandenburg: What are you looking at?

Kyle Wanner: A large portion is targeted to the Williston airport project. With the \$19 million that's currently available, we're estimating another \$30 to \$40 million out of the \$50 million to be made available to help with the additional funding needed at the Williston airport. The remaining money would be targeted towards helping the Minot airport complete their terminal project and Dickinson has needs. I would anticipate that the Dickinson airport would be one of the projects targeted next biennium.

Representative Hogan: The \$50 million targeted for oil where's that in the actual budget?

Vice Chairman Brandenburg: That's in the land department and they'll do an application process to it. These numbers he's given aren't exact.

Representative Hogan: So for nonoil impact counties, how much money is available?

Kyle Wanner: There is \$5 million of special funds available. The governor has placed \$1 million in general funds; so we're currently at \$6 million total for all airports in nonoil producing counties for next biennium.

Representative Glassheim: There's a request for an additional \$9 million.

Kyle Wanner: The airport has made an additional request for funding.

Representative Glassheim: That's \$9 million additional isn't it?

Kyle Wanner: No.

Representative Glassheim: The governor's budget has just \$1 million?

Kyle Wanner: Of general funds. That's correct.

Representative Glassheim: But it was an additional \$9 million or \$19 million?

Vice Chairman Brandenburg: I think it's just been discussion. As far as I know, there are no other bills out there.

Representative Kempenich: Last session we added \$10 million to the aeronautics commission on top of what you had before?

Kyle Wanner: \$6 million. There was \$7.2 million made available from special funds, \$6 million was a one-time appropriation and we had \$550,000.00 that was originally in the budget.

Vice Chairman Brandenburg: The \$6 million was for nonoil airports.

Kyle Wanner: The \$6 million was allocated at the discretion of the commission. There was a vote taken to restrict that \$6 million to nonproducing counties. We requested that you allow the flexibility of the commission. We're showing that 93% of all the funding you gave us went to airports in the nonoil producing counties.

Representative Glassheim: What's the anticipated federal participation in Williston?

Kyle Wanner: That's something we're working through. The current estimates are anywhere from \$80 million to \$120 million.

Representative Glassheim: So it's going to need federal money, significant state money and then the airport sale will go into it?

Kyle Wanner: Yes.

Kyle Wanner: The current estimate is 1/3, 1/3 and 1/3.

Representative Boehning: On the Minot airport, what's the total cost?

Kyle Wanner: \$90 million was the estimate for the terminal project. 2012 was a year when we sent out grants from the federal government. There are additional needs in those areas.

Representative Boehning: So about \$125 million to \$150 million will be for the total project?

Kyle Wanner: That's correct.

Kyle Wanner continued with his testimony.

Representative Boehning: On the runways and taxi ways; who designs them? Is that up to each individual airport? Does the FAA help with the design of those?

Kyle Wanner: Each airport authority has an engineering consultant that they select to help in the design.

Representative Boehning: Who has the final consideration to do the project?

Kyle Wanner: At the end of the day the locals have the final say. They work with their consultants and come up with different with different layouts for their airport and alternatives.

Representative Skarphol: We have an individual in Tioga that's in the process of starting a new airport business. Can you share with us what she has in mind to do and what benefits?

Kyle Wanner: Tioga did not have a fixed base operator on the airport. There is a business that wants our recommendation on where this temporary structure can go. We're working with the Tioga airport authority at this time on this temporary structure. They would provide fueling services for aircraft, maintenance services.

Representative Skarphol: I must say that the person doing this is doing this right.

Kyle Wanner: She knows what she's doing.

Vice Chairman Brandenburg: Isn't there some thought that for \$25 million or \$30 million you could build this in Tioga?

Representative Skarphol: I enjoy your insight.

Representative Glasheim: If we wanted additional funds for the nonoil producing counties, I would have to draft an amendment to add \$19 million to the governor's budget?

Kyle Wanner: That would be correct.

Kyle Wanner referenced materials that were submitted previously from the hearing on the budget.

Vice Chairman Brandenburg: Last session you brought in that book with all the airport lengths and maybe we could get that again.

Kyle Wanner: We can bring that for you.

Representative Skarphol: It's not only the length of the run way, it's the thickness and the capability to carry a load.

Kyle Wanner: That's correct.

Representative Skarphol: Is there a breakdown on general classification as to their weight capabilities?

Kyle Wanner: They may not be thick or wide enough to handle the traffic.

Kyle Wanner continued with his presentation see attachment B.

Tim Thorsen, President, Airport Association of North Dakota: I wanted to clarify Representative Glassheim's question. Last biennium there was \$60 million that was approved in the land trust. The aeronautics commission had \$550,000.00 plus this body gave an additional \$6 million of one-time funding and then you granted the aeronautics commission authority to use their special funds. When you add those things up, it equaled \$74 million. The airport association this session is asking for you to do is between the \$50 million in the land trust; we're asking for \$10 million for permanent funding along with the \$1 million from the governor's budget, and \$9 million of one-time funding. This would include the authority for the aeronautics commission the authority again to use their special funds that they collect.

Representative Hogan: When you say permanent funding; is that general fund funding?

Tim Thorsen: Yes.

Representative Hogan: Your expectation is that it would routinely be there?

Tim Thorsen: In previous years the permanent funding for the aeronautics commission from the general fund was \$550,000.00; it's been that way since 1987. We're asking that you move the permanent funding up to \$10 million; and do one-time funding. Then between the packages of the land trust and what you would approve in this budget, it would equal the \$74 million that was given last biennium.

Representative Hogan: We typically don't do permanent funding do we?

Vice Chairman Brandenburg: It's a little difficult; but, we've done it.

Representative Glassheim: You put it in the budget from the general fund with the anticipation that it will continue year after year. Next session someone could change it if they want.

Vice Chairman Brandenburg: Nothing is permanent.

Tim Thorsen: Representative Skarphol asked a question about standards. If you use federal money you have to build to a federal standard.

Representative Skarphol: I would like council to figure out \$550,000.00 would represent today; since it was put in in 1987. I'd like to know what that would be in today's dollars. When I look at the detail on the aeronautics budget after our discussion about salary and fringe benefits; there's \$883,000.00 in salary increase and a commensurate \$314,000.00 increase in the benefits line. Why is there such a wide disparity between the two budgets?

Becky Deichert, Fiscal Analyst, Office of Management and Budget: The discrepancy in the financial institutions was a typing error in the 2013-2015 column; the overall number is correct.

Kyle Wanner: Prior to that the aeronautics commission received about \$1.5 million in general funds and then it went down to \$550,000.00.

Representative Kempenich: On the permanent money that you've been getting?

Kyle Wanner: Yes. In 1986 we received about \$1.5 million.

Representative Kempenich: We did increase it last session didn't we?

Kyle Wanner: That's correct.

Vice Chairman Brandenburg closed the discussion on HB1006.

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HB1006
2/3/2015
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Subcommittee
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Minutes:

"Click to enter attachment information."

Chairman Thoreson: Opened the discussion on HB1006.

Representative Kempenich: We're getting airport money in higher education, commerce, land and we need to get an idea of where all the airport money is.

Chairman Thoreson: That's a request to get something from council?

Representative Kempenich: Yes.

Kyle Wanner, Director, ND Aeronautics Commission: There's \$50 million in trust lands for oil impacted airports, the aeronautics budget that has \$6 million, there's an education bill that has \$16 million for the University of North Dakota's rehabilitation project.

Chairman Thoreson: That's in the budget for higher education?

Kyle Wanner: That's in higher education to help ensure that the Premier Aviation School can continue to run. You mentioned commerce and I wonder if that has to do with the unmanned aircraft system's test site; which is not specifically airport infrastructure; that's to operate and maintain our UAS test site.

Chairman Thoreson: That's in commerce?

Kyle Wanner: That's correct.

Chairman Thoreson: What's the dollar amount there?

Kyle Wanner: I believe it's a little over \$2 million and then there's some carry over authority as well.

Representative Glassheim: One would be to increase the general fund by \$9 million and the SIIF fund by \$10 million. If that failed, I would be interested in \$9 million from the general fund and \$5 million from the SIIF fund. If that failed, I would be interested in \$5 million from the general fund, \$9 million from SIIF and \$5 million from the general fund contingent upon within one year our being 4% over the ending revenues that we projected.

Vice Chairman Brandenburg: It's early in the session and we don't know how much money we have. I would say that it's something that needs to be decided in conference committee.

Representative Kempenich: I'm afraid this time this is how it's going to work because there's no money in SIIF. I was thinking about something along that line also but it would be based on if the triggers don't come on.

Representative Glassheim: You can do triggers a number of different ways; but I would like to do it based on money in the bank that OMB certifies we have. Until we're 4% over the revenues, which would be \$250 million; when they certify we have that, we spend whatever we have contingent. We do it contingent based on a list which gets rectified in the OMB bill.

Representative Kempenich: If it comes to roads or runways; roads are going to win. What's based in the DOT budget is \$300 million and this budget is the same way. Looking for extra money in this budget, in my opinion, isn't going to happen until we get the road issues taken care of.

Representative Glassheim: I agree that the roads are the big thing. We have to find the money for the roads. My idea is for smaller items.

Vice Chairman Brandenburg: Last session we had the extra money and we did a lot of things for people. It's kind of hard to do this session when we're trying to find another \$150 million in the DOT budget that we don't have.

Representative Boehning: With the other 3 or 4 bills that have money for airports, how is that going to work?

Chairman Thoreson: We could have council work on something.

Representative Skarphol: Were you involved in the discussion with regard to the money that's in the higher education budget for Grand Forks?

Kyle Wanner: I was involved in that discussion. Every 3 years the aeronautics commission analyzes the pavement throughout the whole state. The apron area at the University of North Dakota is in poor condition. We've heard for many years about the condition of the pavement. The federal aviation administration originally funded that apron project and we went to them first. The federal aviation administration has come out with a

ruling to state that infrastructure is considered private use and is no longer eligible for funding; and because the University of North Dakota is using it, it's not for public use; the federal government will not pay a dime for reconstruction of that apron. The aeronautics commission also has a policy based upon the FAA's policy that we will not fund privately owned aprons as well because we don't have the funding for projects of that magnitude.

Representative Skarphol: It seems to me like \$16 million is a lot of money for aprons. You can rebuild a mile road and put asphalt on it for \$1 million. We're talking the equivalent of 16 miles of road reconstruction and paving. How can they spend \$16 million on an apron?

Kyle Wanner: I don't have the specifics on the engineering estimates. I do know the university has an engineering consultant that's qualified to make those estimates. It's concrete in the estimate. The University of North Dakota has the largest civilian aircraft fleet in the whole world.

Chairman Thoreson: When was this apron constructed?

Kyle Wanner: I believe it was in the 1980's.

Chairman Thoreson: Has it been rehabilitated since?

Kyle Wanner: No.

Chairman Thoreson: So you'd have to tear out the entire thing and rebuild?

Kyle Wanner: Some areas would and some wouldn't; once the funding came through they would do core samples and have a good idea of which sections needed what type of work to be done.

Representative Kempenich: If Representative Glassheim is going to draw amendments up, that bottom SIF bucket is going to have to have money in to go forward.

Representative Glassheim: My understanding is by the end of 2017 there's supposed to be \$421 million in the SIF fund.

Representative Kempenich: No. I think we're going to be talking shortly that those buckets are going to be changed because of the property tax/school funding.

Representative Glassheim: Do you expect the general fund also to be below zero? You're saying the SIF fund has to be transferred for property tax relief; is the general fund going to be broke as well?

Representative Kempenich: The last budget status we were \$1.5 billion upside down on the special funds; and we're about \$1 billion on the general fund upside down from the Governor's budget and what's been proposed. That's including the budget of December.

Representative Skarphol: I'm not sure we can bond \$1 billion. I think we can get a little bit short of \$400 million based on constitutional restrictions. I'm not aware of any other provisions that would allow us to bond beyond.

Representative Kempenich: That's the payments; that's not the total bonding authority.

Representative Skarphol: The total bonding amounted to \$390 million. I could be wrong.

Representative Skarphol: I would suggest to you that even if oil averages above the trigger price this month, the prospective of leadership would not change; everything would be delayed.

Chairman Thoreson: I tend to agree.

Representative Skarphol: Harold Hamm projected that oil would recover in the first half of 2015.

Chairman Thoreson: Closed the discussion on HB1006.

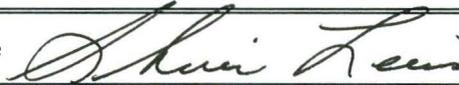
2015 HOUSE STANDING COMMITTEE MINUTES

Appropriations Committee - Government Operations Division
Medora Room, State Capitol

HB1006
2/9/2015
Recording Job# 23534

Subcommittee
 Conference Committee

Committee Clerk Signature



Explanation or reason for introduction of bill/resolution:

A BILL for an Act to provide an appropriation for defraying the expenses of the North Dakota aeronautics commission; and to create and enact a new section to chapter 2-05 of the North Dakota Century Code, relating to earnings of the aeronautics commission special fund.

Minutes:

See attachment A.

Chairman Thoreson: Opened the discussion on HB1006.

Vice Chairman Brandenburg: I move to 3% and 3%.

Chairman Thoreson: Vice chairman Brandenburg has made the request to salary increase reflecting a 3% and 3% to the house version.

Representative Hogan: We'll move over the base payroll changes, performance to 3% and 3%, not move the market equity, move retirement and health insurance. Is that right?

Representative Hogan: Can we get an amendment to increase the grants line item by \$19 million.

Kyle Wanner, Director, ND Aeronautics Commission: The airport association was requesting an increase of \$10 million to the base budget and \$9 million in one-time funding.

Representative Hogan: I would ask that it be proposed for one-time funding of \$19 million.

Chairman Thoreson: The motion would be for a one-time funding increase of \$19 million.

Representative Skarphol: I'm assuming that we can have a consensus on some of this. My question was the \$450,000.00 that was in the governor's budget. Do we want that as a separate motion as well? To put it back to \$1 million as opposed to \$550,000.00.

Chairman Thoreson: I'd be alright with that.

Representative Skarphol: I'd assume that we'd be willing to remove the \$90,000.00 in decreased capital asset funding. Are we going to resist the increase in operating costs?

Chairman Thoreson: So you're saying we can concede that those are something we all want?

Representative Boehning: What would be the difference of the operating expense if we left out the FTE?

Becky Deichert, Fiscal Analyst, ND Office of Management and Budget: There increase was all salaries. There was no operating in there.

Representative Glassheim: The operating is part of the \$149,000.00?

Becky Deichert: The \$149,000.00 is all salaries there is no operating in that.

Vice Chairman Brandenburg: There's an operating expense increase of \$81,000.00. What is that?

Becky Deichert: It looks like for some fees and some travel and some IT equipment.

Kyle Wanner: There were a couple of adjustments made to our operating line item. The main adjustment was to allow additional funding for contracts; mainly for our AWOSS program. One of the changes we made this last biennium is that we went out for a statewide contract.

Representative Skarphol: Do the locals still participate some way in that?

Kyle Wanner: The commission decided to allocate 100% of the cost of scheduled maintenance for these AWOSS devices. The FAA requires a tri-annual inspection of these AWOSS devices. If there's unscheduled maintenance that needs to happen or if there's parts associated with the repair, the airport would have to cover the cost of unscheduled maintenance or the repair costs.

Representative Skarphol: I expect we should move it across.

Chairman Thoreson: I don't see anyone disagreeing. We'll make that move also.

Representative Boehning: Is that new employee's health cost is in that \$149,000.00?

Chairman Thoreson: Is that reflected in the cost for the position? Is that correct?

Becky Deichert: Yes.

Representative Boehning: We'll have to subtract out that one FTE out of that \$149,000.00 and move that over.

Adam Mathiak, Fiscal Analyst, ND Legislative Council: When it came to new positions, we struggled with where to show those increases. We figured there would be a change in the total salary compensation package; all the increases are included in the top parts. If you decide to not move a FTE position over, we would be making some adjustments in the top part.

Representative Kempenich: We're going to have to move the \$2.4 million and the \$90,000.00. I think we should move what's going on with the budget specialist.

Representative Skarphol: Was there something about ACA that required that we could not use the same number for the cost of health insurance for a single person and a married person who was wanting to cover their family?

Becky Deichert: I know there are different rates for single and family plans through ACA. I don't know the specifics on it.

Representative Glassheim: Is there any interest at all of triggered money? I think the airports need additional money but I'm cognizant that we don't have money. But we may have more in the general fund than we expect.

Representative Vigesaa: It's a little early to introduce the triggers yet. We're going to have another major forecast March 18th.

Chairman Thoreson: Closed the discussion.

2015 HOUSE STANDING COMMITTEE MINUTES

Appropriations Committee - Government Operations Division
Medora Room, State Capitol

HB1006
2/17/2015
Recording Job# 24202

- Subcommittee
 Conference Committee



Explanation or reason for introduction of bill/resolution:

A BILL for an Act to provide an appropriation for defraying the expenses of the North Dakota aeronautics commission; and to create and enact a new section to chapter 2-05 of the North Dakota Century Code, relating to earnings of the aeronautics commission special fund.

Minutes:

Attachment A

Chairman Thoreson: Opened the discussion on HB1006.

Adam Mathiak, Fiscal Analyst, ND Legislative Council: Explained attachment A.

Representative Kempenich: I think we were making some headway on this but at this time we have a lot of issues with infrastructure; I would not support this at this time.

Representative Hogan: The \$19 million came from us. Would the committee be willing to vote in even a small amount just for discussion purposed? Like \$2 million, so they have some granting authority particularly when they need matches to get federal money.

Vice Chairman Brandenburg: Last session we put \$60 million in for the airports plus they got some extra money in their fund. Right now there is no money. The airports may get a turn next time.

Representative Skarphol: My list of most important projects would be the core lab.

Chairman Thoreson: I tend to agree on that too. Hopefully before the end we can work on that because that is the gift that keeps giving if they're looking back 50-60 years at samples and trying to find new things that could pay off for the state. Maybe that's something for discussion in the full committee too. I don't know if a small amount will work there.

Representative Boehning: Why did we need to move that FTE over?

Representative Kempenich: Even without putting money directly into the aeronautics budget, there is other airport money floating around in some of the oil bills and impact grants. They didn't have a very big staff to start with.

Representative Boehning: If we don't give them any more money in grants are they going to need that extra person?

Representative Skarphol: I think the community I live in is probably the atypical example of what can happen. I think they need the person in order to ensure that doesn't happen elsewhere. We need to make sure the money we're putting out there is going to the right places.

Representative Hogan: If you look at the totals from the current base budget to where we're going, it's a 14% decrease.

Representative Skarphol: Don't be bashful about proposing a little increase on the grants line in full committee.

Representative Boehning: Made a motion for a Do Pass as Amended.

Representative Skarphol: Seconded the motion.

Roll call vote 7 Yeas 0 Nays 1 Absent

Motion carried

Representative Hogan carried the bill.

Chairman Thoreson closed the hearing on HB 1006.

2015 HOUSE STANDING COMMITTEE MINUTES

Appropriations Committee
Roughrider Room, State Capitol

HB 1006
2/19/2015
Job Number 24169

- Subcommittee
 Conference Committee

Committee Clerk Signature



Explanation or reason for introduction of bill/resolution:

Provide an appropriation for defraying the expenses of the North Dakota Aeronautics Commission

Minutes:

Amendment #15.8114.01002

Representative Hogan: Spoke on amendment #15.8114.01002.

The aeronautics commission budget is a small and simple one. It is funded through fees, etc. The major change in this budget is a reduction in the amount of grants the aeronautics commission will have available. They are dropping from \$9 million in the current biennium to \$7.5 million. The other major change is the significant loss of other income which was federal money of \$2 million. There is one new FTE. So there is a request to move from 6 to 7 FTEs. That is based on audit recommendations regarding segregation of duties. They need an account technician because the way they are currently managing the money was not acceptable based on the audit. This budget is a 13% reduction from the current biennium.

Chairman Jeff Delzer: But that is federal money.

Representative Hogan: Yes

Chairman Jeff Delzer: Did you increase the state general fund by \$450,000? Why did you do that?

Representative Hogan: To maintain some grant availability. We heard a lot of testimony about the challenges facing many of the 89 airports in the state. They asked for \$19 million which we did not give.

Chairman Jeff Delzer: Do you have a list of what they are going to do with the \$7.5 million?

Representative Hogan: They have a protocol for processing grant applications that they follow. They haven't made commitments at this point.

Representative Bellew: What is the general fund money used for?

Representative Hogan: It is for operating and grants.

Chairman Jeff Delzer: I think the special fund comes from gas sales at airports.

Representative Hogan: Moved the amendment.

Representative Thoreson: Seconded the motion.

Voice vote taken. Motion carried.

Representative Hogan: Moved Do Pass as amended.

Representative Thoreson: Seconded the motion

A Roll Call vote was taken: Yes 17, No 5, Absent 1.

Do Pass as amended carries.

Representative Hogan will carry the bill.

Attachment #1
HB 1006 2/19/15

2-19-15
102

15.8114.01002
Title.02000

Prepared by the Legislative Council staff for
House Appropriations - Government
Operations Division Committee
February 17, 2015

Fiscal No. 3

PROPOSED AMENDMENTS TO HOUSE BILL NO. 1006

Page 1, replace lines 13 through 21 with:

| | | | |
|--------------------------------|-------------------|--------------------|-------------------|
| "Salaries and wages | \$1,135,606 | \$317,300 | \$1,452,906 |
| Accrued leave payments | 10,772 | (10,772) | 0 |
| Operating expenses | 1,977,049 | 81,051 | 2,058,100 |
| Capital assets | 390,000 | (90,000) | 300,000 |
| Grants | <u>9,500,000</u> | <u>(2,000,000)</u> | <u>7,500,000</u> |
| Total all funds | \$13,013,427 | (\$1,702,421) | \$11,311,006 |
| Less estimated income | <u>12,463,427</u> | <u>(2,152,421)</u> | <u>10,311,006</u> |
| Total general fund | \$550,000 | \$450,000 | \$1,000,000 |
| Full-time equivalent positions | 6.00 | 1.00 | 7.00" |

Re-number accordingly

STATEMENT OF PURPOSE OF AMENDMENT:

House Bill No. 1006 - Aeronautics Commission - House Action

| | Base Budget | House Changes | House Version |
|------------------------|-------------------|--------------------|-------------------|
| Salaries and wages | \$1,135,606 | \$317,300 | \$1,452,906 |
| Operating expenses | 1,977,049 | 81,051 | 2,058,100 |
| Capital assets | 390,000 | (90,000) | 300,000 |
| Grants | 9,500,000 | (2,000,000) | 7,500,000 |
| Accrued leave payments | 10,772 | (10,772) | |
| Total all funds | \$13,013,427 | (\$1,702,421) | \$11,311,006 |
| Less estimated income | <u>12,463,427</u> | <u>(2,152,421)</u> | <u>10,311,006</u> |
| General fund | \$550,000 | \$450,000 | \$1,000,000 |
| FTE | 6.00 | 1.00 | 7.00 |

Department No. 412 - Aeronautics Commission - Detail of House Changes

| | Adds Funding for Base Payroll Changes ¹ | Adds Funding for Salary and Benefit Increases ² | Adds Funding for Account Budget Specialist I ³ | Adjusts Airport Grants Funding ⁴ | Adjusts Base Level Funding ⁵ | Total House Changes |
|------------------------|--|--|---|---|---|---------------------|
| Salaries and wages | \$104,668 | \$81,091 | \$149,933 | | (\$18,392) | \$317,300 |
| Operating expenses | | | | | 81,051 | 81,051 |
| Capital assets | | | | | (90,000) | (90,000) |
| Grants | | | | (2,000,000) | | (2,000,000) |
| Accrued leave payments | (29,164) | | | | 18,392 | (10,772) |
| Total all funds | \$75,504 | \$81,091 | \$149,933 | (\$2,000,000) | (\$8,949) | (\$1,702,421) |
| Less estimated income | <u>75,504</u> | <u>81,091</u> | <u>149,933</u> | <u>(2,450,000)</u> | <u>(8,949)</u> | <u>(2,152,421)</u> |
| General fund | \$0 | \$0 | \$0 | \$450,000 | \$0 | \$450,000 |
| FTE | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 |

¹ Funding is added for cost-to-continue 2013-15 biennium salaries and benefit increases and for other base payroll changes.

202

² The following funding is added for 2015-17 biennium performance salary adjustments of 2 to 4 percent per year and increases in monthly health insurance premiums:

| | General Fund | Other Funds | Total |
|-------------------------------|--------------|-------------|----------|
| Salary increase - Performance | \$0 | \$50,867 | \$50,867 |
| Health insurance increase | 0 | 30,224 | 30,224 |
| Total | \$0 | \$81,091 | \$81,091 |

³ Funding is added from other funds for a new account budget specialist I FTE position \$149,933.

⁴ Funding from the general fund is increased from \$550,000 to \$1,000,000 for grants to airports. Funding from other funds is decreased from \$8,950,000 to \$6,500,000 for grants to airports.

⁵ Base level funding is adjusted as follows:

| | General Fund | Other Funds | Total |
|--|--------------|-------------|-----------|
| Operating expense adjustment from \$1,977,049 to \$2,058,100 | \$0 | \$81,051 | \$81,051 |
| Removal of 2013-15 biennium capital assets funding | 0 | (90,000) | (90,000) |
| Total | \$0 | (\$8,949) | (\$8,949) |

**2015 HOUSE STANDING COMMITTEE
 ROLL CALL VOTES
 BILL/RESOLUTION NO. HB1006**

House Appropriations - Government Operations Divison Committee

Subcommittee

Amendment LC# or Description: _____

Recommendation: Adopt Amendment
 Do Pass Do Not Pass Without Committee Recommendation
 As Amended Rerefer to Appropriations
 Place on Consent Calendar
 Other Actions: Reconsider _____

Motion Made By Representative Boehning Seconded By Representative Skarphol

| Representatives | Yes | No | Representatives | Yes | No |
|---------------------------|-----|----|--------------------------|-----|----|
| Chairman Thoreson | x | | Representative Hogan | x | |
| Vice Chairman Brandenburg | x | | Representative Glassheim | | |
| Representative Kempenich | x | | | | |
| Representative Vigesaa | x | | | | |
| Representative Boehning | x | | | | |
| Representative Skarphol | x | | | | |
| | | | | | |
| | | | | | |
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| | | | | | |

Total (Yes) 7 No 0

Absent 1

Floor Assignment Representative Hogan

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

Date: 2/19/15
 Roll Call Vote #: 2

2015 HOUSE STANDING COMMITTEE
 ROLL CALL VOTES
 BILL/RESOLUTION NO. 1006

House Appropriations Committee

Subcommittee

Amendment LC# or Description: 15.8114.01002

Recommendation: Adopt Amendment
 Do Pass Do Not Pass Without Committee Recommendation
 As Amended Rerefer to Appropriations
 Place on Consent Calendar

Other Actions: Reconsider _____

Motion Made By: Hogan Seconded By: Thoreson

| Representatives | Yes | No | Absent | Representatives | Yes | No | Absent | Representatives | Yes | No | Absent |
|-------------------------------|----------|----------|----------|----------------------------|----------|----------|--------|---------------------------|----------|----|----------|
| Chairman Jeff Delzer | | ✓ | | Representative Nelson | ✓ | | | Representative Boe | ✓ | | |
| Vice Chairman Keith Kempenich | ✓ | | | Representative Pollert | | ✓ | | Representative Glassheim | ✓ | | |
| Representative Bellew | | ✓ | | Representative Sanford | ✓ | | | Representative Guggisberg | | | A |
| Representative Brandenburg | ✓ | | | Representative Schmidt | ✓ | | | Representative Hogan | ✓ | | |
| Representative Boehning | ✓ | | | Representative Silbernagel | ✓ | | | Representative Holman | ✓ | | |
| Representative Dosch | | ✓ | | Representative Skarphol | ✓ | | | | | | |
| Representative Kreidt | | ✓ | | Representative Streyle | ✓ | | | | | | |
| Representative Martinson | ✓ | | | Representative Thoreson | ✓ | | | | | | |
| Representative Monson | ✓ | | | Representative Vigesaa | ✓ | | | | | | |
| | <u>5</u> | <u>4</u> | <u>0</u> | | <u>8</u> | <u>1</u> | | | <u>4</u> | | <u>1</u> |

Totals

| | |
|-------------|-----------|
| Yes) | <u>17</u> |
| No | <u>5</u> |
| Absent | <u>1</u> |
| Grand Total | <u>23</u> |

Floor Assignment: Hogan

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

REPORT OF STANDING COMMITTEE

HB 1006: Appropriations Committee (Rep. Delzer, Chairman) recommends **AMENDMENTS AS FOLLOWS** and when so amended, recommends **DO PASS** (17 YEAS, 5 NAYS, 1 ABSENT AND NOT VOTING). HB 1006 was placed on the Sixth order on the calendar.

Page 1, replace lines 13 through 21 with:

| | | | |
|--------------------------------|--------------|---------------|--------------|
| "Salaries and wages | \$1,135,606 | \$317,300 | \$1,452,906 |
| Accrued leave payments | 10,772 | (10,772) | 0 |
| Operating expenses | 1,977,049 | 81,051 | 2,058,100 |
| Capital assets | 390,000 | (90,000) | 300,000 |
| Grants | 9,500,000 | (2,000,000) | 7,500,000 |
| Total all funds | \$13,013,427 | (\$1,702,421) | \$11,311,006 |
| Less estimated income | 12,463,427 | (2,152,421) | 10,311,006 |
| Total general fund | \$550,000 | \$450,000 | \$1,000,000 |
| Full-time equivalent positions | 6.00 | 1.00 | 7.00" |

Re-number accordingly

STATEMENT OF PURPOSE OF AMENDMENT:

House Bill No. 1006 - Aeronautics Commission - House Action

| | Base Budget | House Changes | House Version |
|------------------------|--------------|---------------|---------------|
| Salaries and wages | \$1,135,606 | \$317,300 | \$1,452,906 |
| Operating expenses | 1,977,049 | 81,051 | 2,058,100 |
| Capital assets | 390,000 | (90,000) | 300,000 |
| Grants | 9,500,000 | (2,000,000) | 7,500,000 |
| Accrued leave payments | 10,772 | (10,772) | |
| Total all funds | \$13,013,427 | (\$1,702,421) | \$11,311,006 |
| Less estimated income | 12,463,427 | (2,152,421) | 10,311,006 |
| General fund | \$550,000 | \$450,000 | \$1,000,000 |
| FTE | 6.00 | 1.00 | 7.00 |

Department No. 412 - Aeronautics Commission - Detail of House Changes

| | Adds Funding for Base Payroll Changes ¹ | Adds Funding for Salary and Benefit Increases ² | Adds Funding for Account Budget Specialist I ³ | Adjusts Airport Grants Funding ⁴ | Adjusts Base Level Funding ⁵ | Total House Changes |
|------------------------|--|--|---|---|---|---------------------|
| Salaries and wages | \$104,668 | \$81,091 | \$149,933 | | (\$18,392) | \$317,300 |
| Operating expenses | | | | | 81,051 | 81,051 |
| Capital assets | | | | | (90,000) | (90,000) |
| Grants | | | | (2,000,000) | | (2,000,000) |
| Accrued leave payments | (29,164) | | | | 18,392 | (10,772) |
| Total all funds | \$75,504 | \$81,091 | \$149,933 | (\$2,000,000) | (\$8,949) | (\$1,702,421) |
| Less estimated income | 75,504 | 81,091 | 149,933 | (2,450,000) | (8,949) | (2,152,421) |
| General fund | \$0 | \$0 | \$0 | \$450,000 | \$0 | \$450,000 |
| FTE | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 |

¹ Funding is added for cost-to-continue 2013-15 biennium salaries and benefit increases and for other base payroll changes.

² The following funding is added for 2015-17 biennium performance salary adjustments of 2 to 4 percent per year and increases in monthly health insurance premiums:

| | General Fund | Other Funds | Total |
|-------------------------------|--------------|-------------|----------|
| Salary increase - Performance | \$0 | \$50,867 | \$50,867 |
| Health insurance increase | 0 | 30,224 | 30,224 |

2015 SENATE APPROPRIATIONS

HB 1006

2015 SENATE STANDING COMMITTEE MINUTES

Appropriations Committee
Harvest Room, State Capitol

HB 1006
3/5/2015
Job # 24347

- Subcommittee
 Conference Committee

Committee Clerk Signature

Rose Loring

Explanation or reason for introduction of bill/resolution:

A BILL for an Act to provide an appropriation for defraying the expenses of the North Dakota aeronautics commission

Minutes:

Attachment 1 - 8

Legislative Council - Chris Kadrmas & Adam Mathiak
OMB - Becky Keller & Becky Deichert

Chairman Holmberg called the committee to order on HB 1006. Roll Call was taken.

Kyle Wanner, Executive Director, ND Aeronautics Commission:

Aviation System Plan Executive Summary - Attachment 1
ND Aeronautics Commission - Agency Mission - Attachment 1A
North Dakota Airport Directory 2015-2016 - Attachment 1B
Testimony of Kyle C. Wanner - Attachment 2
Testimony Power Point Slides - Attachment 3
Update to the Economic Impact of Aviation in North Dakota - Attachment 4
NDSU Upper Great Plains Transportation Institute - A Case for Public Investment in ND Airports - Attachment 5
2013-2014 North Dakota Airport Funding Breakdown - Attachment 6

(15:53) **Chairman Holmberg:** Is Fargo looking at doing some additional work for parking?

Kyle Wanner: Yes, Fargo is currently undergoing a master plan process and part of that process includes looking at their parking options, whether it's going vertical and creating a parking lot structure or adding additional lots and having shuttle service. It is a conversation and is a concern as far as funding for a project like that.

(25:09) **Senator Heckaman:** On the commercial complaints - do you receive those complaints or do they go to the individual airlines and they relay them to you? Or don't you get any complaints at all on commercial flights?

Kyle Wanner: Airline complaints - The only time our office receives them is if we're the first to know. Sometimes we have passengers that call our office to complain about airlines,

and most times there's not much we can do but turn them in the right direction to talk to the airline. I also advise them to talk to the airport manager because most time it is specific to a certain airport, so if airport management knows then they can also work with the airlines to help resolve the issue.

(34:50) **Senator Bowman:** Does the federal money that comes back, is that the tax on fuel on the big airports? Is it general funded or where is the funding source?

Kyle Wanner: Most of the federal dollars are from a fuel tax. There are other multiple areas that go into the Aviation Trust Fund. There is some general fund but not sure of the percentages. There has been movement to increase general fund appropriation for our infrastructure needs across the country.

Senator Carlisle: (asking OMB) The general fund is about 5%? It's not very much because the bulk of it is federal.

Becky Deichert, OMB: What they have for their base general fund \$550,000 and the Governor's budget increased it to \$1M. It's very small.

Tim Thorsen, Past President, Board Member of Airport Association of ND (AAND):
Testified in favor of HB 1006.
Testimony - Attachment 7
Investing in ND's Aviation Future - Attachment 8

(46:40) **Senator G. Lee:** You referenced Bismarck parking, for example, on a Christmas holiday, what kind of revenue does the Bismarck airport receive?

Tim Thorsen: I can give you a percentage of the big picture of how our operational funding goes. Between parking, car rental, airlines - that accounts for about 80% of our total income. The other 20% is various kinds of fees. We run it like a business and want to stay off the tax rolls. Our operations budget varies between \$3.5M to \$4.5M depending on what we are doing. Our capital budget varies widely because 90% might come from the federal government and 5% possibly from the state, then we make up the 5% share.

Senator G. Lee: So the local revenue generated is just through the operations of the sources you mentioned - about \$4M? (Answer - Yes, roughly.)

Senator G. Lee: I was curious about the parking and what kind of revenue source that was.

Tim Thorsen: Over a quarter of our operational income comes from parking.

Senator G. Lee: There might be a revenue source in terms of parking additions. If you park 1700 cars there at \$20/day for sitting there.

Tim Thorsen: Because you can't get state or federal funding for these things and bear the burden, parking stalls can vary from \$2000-3000 per stall. After we go over 2000 stalls

which we don't see as happening too long from now, then we're talking \$25,000 to \$30,000 per stall. You're having to turn much of the income back into the physical plant.

Senator Robinson: Given the challenges at all the major airports in the state, are the parking fees relatively consistent and uniform or are they all over the ballpark?

Tim Thorsen: We're friendly competitors. Each city wants to have an airport that helps them to support all those things that businesses and the community needs. We keep an eye out for what's in the region. When parking rate adjustments are made, we're always looking to see what Fargo is doing, or what Grand Forks is doing or Minot, Dickinson - or even out of state that might be our competitors. When we make those adjustments, they are studied and then the board considers that and we adjust them. They generally stay within a range of what similar airports in the region are like.

Senator Robinson: Competition should be a secondary concern in terms of providing service and space. If you're flying into Williston and have to pay another \$5 a day, that is relatively somewhat insignificant if you can find a place to park.

Senator Krebsbach: In Minot, there's a private company that has offered parking and shuttle service to the airport. Is that service available at other airport cities in North Dakota?

Tim Thorsen: I can only speak to Bismarck. I know that we have shuttle services that operate from hotels that make available their parking surfaces and will offer rides. They charge for that parking service as well.

Chairman Holmberg said a lot of motels in MNPLS advertise Park and Fly. You have to spend at least one night in a motel and will allow you to park.

The sub-committee for this bill will be: Senators Krebsbach, Holmberg and O'Connell.

2015 SENATE STANDING COMMITTEE MINUTES

Appropriations Committee
Harvest Room, State Capitol

HB 1006
3/26/2015
Job # 25470

Subcommittee
 Conference Committee

Committee Clerk Signature

Rose Tanning

Explanation or reason for introduction of bill/resolution:

A BILL for an Act to provide an appropriation for defraying the expenses of the North Dakota aeronautics commission.

Minutes:

Legislative Council - Adam Mathiak
OMB - Becky Deichert

Senator Krebsbach: called the sub-committee to order on HB 1006. **Senator Holmberg** and **Senator O'Connell** were also present.

Senator Krebsbach: reviewed the bill. Not a lot of changes and a majority of them were in the salaries area. Other than that do you have any concerns about 1006?

Kyle Wanner, Director, Aeronautics Commission: There are currently no concerns with the current budget.

Chairman Holmberg: 1176 has impact here. But that doesn't impact THIS budget.

Kyle Wanner: Correct.

Ch. Holmberg: So if we were comfortable with this, this could pass separately because 1176 will be discussed Monday with amendments coming but I haven't seen them.

Senator Krebsbach: I don't see any need to meet again on this bill. Would there be any reason to leave it open until after 1176.

Chairman Holmberg: I don't think we should pass it out today. I think we should take a look at the market equity adjustments. That's \$4189.00.

Senator Krebsbach: They had requested one new FTE and that was put in by the Governor and left in by the House.

Chairman Holmberg: If we want something we could ask Adam Mathiak could put together an amendment that puts back in the market equity of \$4,189.00. In the small ones, we waste that much putting in a bill.

Senator Krebsbach: Adam, can you put together an amendment.

Adam Mathiak, Legislative Council: I'll let Chris know that would be something you would like in the amendments. Is there a time frame.

Chairman Holmberg: We don't have to meet with all these folks, all we have to do is look at it. The council is automatically taking out the differential on health insurance \$31.

Sen. Krebsbach: That's been done, I believe.

Ch. Holmberg: No, because this was done before the new bid came in. The legislature is still wrestling with that. My understanding is if there was some dramatic event, the slack would be picked up in OMB.

Shane Goettle, Lobbyist #021, Airport Association of ND: I wanted to make a point of clarification on the money in 1176; that would never become, at least as proposed as part of the Aeronautics Commission budget. It actually would be programmed for the Land Dept. as the impact funds that department manages. The Aeronautics Commission was part of the screening process for those western airport applications. There are three budgets that are central to the funding of western airports.

Chairman Holmberg: So that money will go, assuming you have funding going from 1176 to an airport, it won't go through you; it will go directly from there.

Shane Goettle: From the Land Dept. from the impact fund to airports.

Senator Krebsbach: We have various places that are impacted, but will be addressed someplace, some time.

Kyle Wanner: Prior to the Governor's budget coming out, the Commission did make recommendations for increased funding for airport projects in ND. Our recommendation was to increase the base funding up to \$10M and onetime funding for \$5M for airport infrastructure projects throughout the state. Currently, the Governor's budget calls for a \$1M dollar general fund appropriation which is an increase of \$450,000. Any help that we can provide to our airports at this time of growth is a very positive thing.

Tim Thorsen, Past President, Board Member of Airport Association of ND (AAND): We appreciate the difficulty you're dealing with the revenue forecast. We made a request that you consider \$10M for base budget and \$9M as a one-time payment. We'd appreciate anything you could do as related to funding that can go to airports. You'll consider a big one in HB 1176; that has ramifications with trying to get matching funds from FAA. Most of our requests really relate to the opportunity to match grants and give ourselves an opportunity as a state and local governments to garner more money from the federal

government, which we've been able to during the last biennium. Anything you can do, we'd appreciate. We know the reality and we appreciate the work you do.

Senator O'Connell: What is matching percent that you have to match, is it 50-50? 25-75%.

Tim Thorsen: Normally, the normal federal grants, if they give you full funding for a particular project would be 90%. Some of these very large projects like Williston and Minot, they package the available local funding was able to do things that weren't normally done. Instead of going for full 90%, they would be able to come up with something less. I don't know what the percentage was for Minot, but it was 70.

Kyle Wanner: 30%.

Tim Thoreson: That funding wouldn't have come without having the local piece and the other pieces like that. It's unconventional packaging; it is being successful in garnering funding and we take what we can get and do our best to maximize the impact.

Senator O'Connell: Are we leaving any federal money on the table right now?

Kyle Wanner: To maximize federal participation in the next two years, our recommendation was \$50M to the western part of the state which is currently the discussion of 1176. Basically we took a look at all the needs for the airports that receive federal aid and we have multiple airports that don't receive federal aid so they are wholly reliant on state and local dollars only. Airports that receive federal funding, in some cases are eligible to receive 90% of funding. With federal funding it's even more difficult to get and the fact that we are competing nationally. When we come to the table, to the FAA, we tell them about our needs and they are all high priorities. We know that you can't provide a 90% funding here, but if you can do a 60% here, 40% here, federal funding is very complicated, it comes from different pools. We were very good at knowing how to leverage additional funding. But if we don't have state funding or local funding available to match then the answer is, yes, there will be federal funding left on the table. Having additional funding at the Aeronautics Commission gives us the ability to be a major player at the table when we sit down with the Federal government and talk about projects. In the past, if we only have a \$1M-3M to work with a year. All we can really do is say we can't do these projects to bring the 60%, 50%, we can only do the 90%. We'll give our 5% local, that's all we could do. Here, with the dramatic increases we're finding that we can leverage additional funding because you have to have funding to sit at the table and be a part of those conversations. That is critical; for us to be a major player when we sit down and ask the FAA, and go to Washington DC, Chicago; if we don't have the funding ourselves to speak to and help to leverage the funding it does leave money on the table.

Senator Krebsbach: With the 50M that was proposed in 1176, or actually it was another place, wasn't it and got moved to 1176.

Kyle Wanner: It was in 1013.

Senator Krebsbach: Is that money subject to federal match.

Kyle Wanner: Yes, very much so; particularly with the Williston project. The ramifications of not putting those dollars close to the \$50M that was being requested would be devastating to Williston and would potentially result in a loss of over a \$100M-120M dollars of federal funds. That is a reality!

Senator O'Connell: Has Minot gotten all their funding.

Sen. Krebsbach: I think there is a little left in the Minot project, is there not.

Kyle Wanner: Minot is well on their way, funding wise to complete their terminal, commercial service apron, parking lot infrastructure, access roads. They would like to request supplemental funding for some additional matching funds for that project. They are hoping that some of the \$50M in 1176 if that is available could go towards help with supplemental funding. Minot has additional needs into this biennium, their cargo apron, GAE apron. We did a good job in prioritizing the commercial service part first. But those other sections of the airport still have not been built up for the aircraft that are coming in now and the larger aircraft that it wasn't designed for. The fact that it is time to rehabilitate them anyway, it's old pavement. Those are other needs that they have; not as highest priority as what has been identified last biennium, so whether or not we can reach those projects will depend upon availability of state funds in our discussions with the FAA.

Senator Krebsbach: What do you see in the area of federal funds for this biennium? Is it going to be tough?

Kyle Wanner: It's always tight. Historically, our state has received approximately \$25M a year from the federal government. Over the last three years with the additional state funding and all of the work we've done, we're averaging \$45-50M a year from the federal government. They doubled their investment into our state. We're trying to paint a picture that they are doing their share. The federal government is at the table with us and they plan to continue to be; so when we are looking at estimates in this next biennium we're hoping to at least maintain the \$45-50M a year investment into our state. A lot of this next biennium's what the dollar amounts are going to be is dependent on Williston, because that is \$100 to \$120M from the federal government that we are anticipating for the airport relocation project that may not be received in the first year or two. We anticipate is a letter of intent where it is the only avenue has right now to guarantee money over five years, over 10 years. We don't know what is going to happen yet, but we're anticipating that it could be here is \$120M, \$25M a year for "x" amount of years or whatever else it is. That guarantees the funding is going to be there so the community can go and bond with the state share being available to help match those local funds and the community dollars we have a project and we can move forward. We're anticipating similar levels from the last three years but those levels will only be available if the state funding is there. If the state funding isn't there, we may return to levels previously indicated in the \$25M range, which is a severe drop in the need from the federal government and then if the state dollars aren't there, then there is a drop there. We're breathing for air trying to hold up our infrastructure at our airports.

Senator Krebsbach: If it is spread out over a five year period, whatever the amount is it would be per year. Does the state and local match have to be all upfront or can that be as it is parsed from the federal.

Kyle Wanner: The ability to guarantee the money from the federal government, the letter of intent; the federal government needs to know that the other matches are there. So whether or not the funding comes later, I don't think that's an issue. The issue is going to be if the federal government sits down and sees that the state and local money isn't there, they can't approve this money. It is the same as is as any other scenario. If we can go to the FAA and say that the state dollars are there; the local dollars are there, all we need is FAA dollars, they can move forward and approve that. Whether or not the state dollars come immediately upfront, that's an option; but if it's not available, then the federal funding isn't available. It's a chicken before the egg kind of equation. To really help the community of Williston, they'd like the dollars up front, which would be a very help to help them get the project rolling in a quicker manner.

Senator Krebsbach: That's good to know. Is up to OMB and Legislative Council to work out details. We will adjourn the hearing on HB 1006.

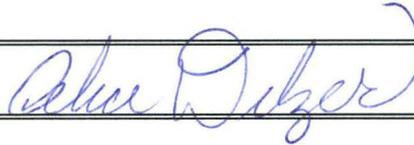
2015 SENATE STANDING COMMITTEE MINUTES

Appropriations Committee
Harvest Room, State Capitol

HB 1006
3/30/2015
Job # 25568

- Subcommittee
 Conference Committee

Committee Clerk Signature



Explanation or reason for introduction of bill/resolution:

Discussion on the Aeronautics Commission.

Minutes:

No attachments.

Chairman Holmberg called the committee to order on Monday, March 30, 2015 in regards to HB 1006. All committee members were present. Chris Kadrmas, Legislative Council and Becky Deichert, OMB were also present.

This job also contains discussion regarding HB 1016 (00. - 2.08)

Chairman Holmberg: We had a meeting, V. Chairman Krebsbach chairs the Aeronautics Commission. And that is HB 1006. Do you want to tell us what happened with this. V. Chairman Krebsbach stated she did not have her information with her. Chairman Holmberg continued with saying the only change we recommended is, they were pleased with the budget. There are issues with airports but they are in 1176, and elsewhere, they were pleased with the budget. The only change we made is we looked at \$4,189.00 of equity money that we put back in, and that's the only change we made from the bill that came from the House. When we get that amendment we will have that.

Discussion on HB 1006 ended.

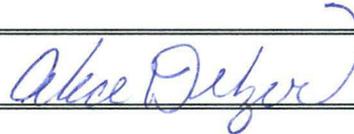
2015 SENATE STANDING COMMITTEE MINUTES

Appropriations Committee
Harvest Room, State Capitol

HB 1006
4/6/2015
Job # 25839

- Subcommittee
 Conference Committee

Committee Clerk Signature



Explanation or reason for introduction of bill/resolution:

A BILL for an Act to defray the expenses of the Aeronautics Commission (Do Pass as Amended)

Minutes:

Attachment # 1 amendment

Chairman Holmberg called the committee to order on Thursday, April 06, 2015 in the afternoon in regards to HB 1006. All committee members were present. Alex Cronquist, Legislative Council and Becky Deichert, OMB were also present.

V. Chairman Krebsbach presented Attachment # 1 Proposed Amendment 15.8114.02002. The only change is that of the insurance. Otherwise it is as it came from the House and as we heard it. I would move the amendments on 1006. 2nd by Senator O'Connell.

Chairman Holmberg all in favor of the amendment say aye. It carried.

V. Chairman Krebsbach moved a Do Pass as Amended. 2nd by Senator O'Connell.

Chairman Holmberg: Call the roll on a do pass as amended on 1006.

A Roll Call vote was taken. Yea: 13; Nay: 0; Absent: 0. V. Chairman Krebsbach will carry the bill. The hearing was closed on HB 1006.

TD
4/6/15

PROPOSED AMENDMENTS TO ENGROSSED HOUSE BILL NO. 1006

Page 1, replace line 13 with:

"Salaries and wages \$1,135,606 \$312,031 \$1,447,637"

Page 1, replace lines 18 and 19 with:

"Total all funds \$13,013,427 (\$1,707,690) \$11,305,737
 Less estimated income 12,463,427 (2,157,690) 10,305,737"

Renumber accordingly

STATEMENT OF PURPOSE OF AMENDMENT:

House Bill No. 1006 - Aeronautics Commission - Senate Action

| | Base Budget | House Version | Senate Changes | Senate Version |
|------------------------|-------------------|-------------------|----------------|-------------------|
| Salaries and wages | \$1,135,606 | \$1,452,906 | (\$5,269) | \$1,447,637 |
| Operating expenses | 1,977,049 | 2,058,100 | | 2,058,100 |
| Capital assets | 390,000 | 300,000 | | 300,000 |
| Grants | 9,500,000 | 7,500,000 | | 7,500,000 |
| Accrued leave payments | <u>10,772</u> | | | |
| Total all funds | \$13,013,427 | \$11,311,006 | (\$5,269) | \$11,305,737 |
| Less estimated income | <u>12,463,427</u> | <u>10,311,006</u> | <u>(5,269)</u> | <u>10,305,737</u> |
| General fund | \$550,000 | \$1,000,000 | \$0 | \$1,000,000 |
| FTE | 6.00 | 7.00 | 0.00 | 7.00 |

Department No. 412 - Aeronautics Commission - Detail of Senate Changes

| | Adjusts Funding for Health Insurance Premium Increases ¹ | Total Senate Changes |
|------------------------|---|----------------------|
| Salaries and wages | (\$5,269) | (\$5,269) |
| Operating expenses | | |
| Capital assets | | |
| Grants | | |
| Accrued leave payments | | |
| Total all funds | (\$5,269) | (\$5,269) |
| Less estimated income | <u>(5,269)</u> | <u>(5,269)</u> |
| General fund | \$0 | \$0 |
| FTE | 0.00 | 0 |

¹ Funding for employee health insurance premiums is adjusted to reflect the revised premium estimate of \$1,130.22 per month.

Date: 4-7-15 4-6-15
Roll Call Vote #: ~~1~~ 1

2015 SENATE STANDING COMMITTEE
ROLL CALL VOTES
BILL/RESOLUTION NO. ~~1078~~ 1006

Senate Appropriations Committee

Subcommittee

Amendment LC# or Description: 15,8114.02002

Recommendation: Adopt Amendment
 Do Pass Do Not Pass Without Committee Recommendation
 As Amended Rerefer to Appropriations
 Place on Consent Calendar
Other Actions: Reconsider _____

Motion Made By Krebsbach Seconded By O'Connell

| Senators | Yes | No | Senators | Yes | No |
|-------------------|-----|----|-------------------|-----|----|
| Chairman Holmberg | | | Senator Heckaman | | |
| Senator Bowman | | | Senator Mathern | | |
| Senator Krebsbach | | | Senator O'Connell | | |
| Senator Carlisle | | | Senator Robinson | | |
| Senator Sorvaag | | | | | |
| Senator G. Lee | | | | | |
| Senator Kilzer | | | | | |
| Senator Erbele | | | | | |
| Senator Wanzek | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |

Total (Yes) _____ No _____

Absent _____

Floor Assignment _____

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

*Voice Vote
Carried*

Date: 4-6-15
 Roll Call Vote #: 2

2015 SENATE STANDING COMMITTEE
ROLL CALL VOTES
 BILL/RESOLUTION NO. 1006

Senate Appropriations Committee
 Subcommittee

Amendment LC# or Description: _____

Recommendation: Adopt Amendment
 Do Pass Do Not Pass Without Committee Recommendation
 As Amended Rerefer to Appropriations
 Place on Consent Calendar
 Other Actions: Reconsider _____

Motion Made By Krebsbach Seconded By O'Connell

| Senators | Yes | No | Senators | Yes | No |
|-------------------|-----|----|-------------------|-----|----|
| Chairman Holmberg | ✓ | | Senator Heckaman | ✓ | |
| Senator Bowman | ✓ | | Senator Mathern | ✓ | |
| Senator Krebsbach | ✓ | | Senator O'Connell | ✓ | |
| Senator Carlisle | ✓ | | Senator Robinson | ✓ | |
| Senator Sorvaag | ✓ | | | | |
| Senator G. Lee | ✓ | | | | |
| Senator Kilzer | ✓ | | | | |
| Senator Erbele | ✓ | | | | |
| Senator Wanzek | ✓ | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |

Total (Yes) _____ No _____

Absent _____

Floor Assignment Krebsbach

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, 0 ABSENT AND NOT VOTING). Engrossed HB 1006 was placed on the Sixth order on the calendar.

Page 1, replace line 13 with:

"Salaries and wages \$1,135,606 \$312,031 \$1,447,637"

Page 1, replace lines 18 and 19 with:

"Total all funds \$13,013,427 (\$1,707,690) \$11,305,737
 Less estimated income 12,463,427 (2,157,690) 10,305,737"

Re-number accordingly

STATEMENT OF PURPOSE OF AMENDMENT:

House Bill No. 1006 - Aeronautics Commission - Senate Action

| | Base Budget | House Version | Senate Changes | Senate Version |
|------------------------|-------------------|-------------------|----------------|-------------------|
| Salaries and wages | \$1,135,606 | \$1,452,906 | (\$5,269) | \$1,447,637 |
| Operating expenses | 1,977,049 | 2,058,100 | | 2,058,100 |
| Capital assets | 390,000 | 300,000 | | 300,000 |
| Grants | 9,500,000 | 7,500,000 | | 7,500,000 |
| Accrued leave payments | 10,772 | | | |
| Total all funds | \$13,013,427 | \$11,311,006 | (\$5,269) | \$11,305,737 |
| Less estimated income | <u>12,463,427</u> | <u>10,311,006</u> | <u>(5,269)</u> | <u>10,305,737</u> |
| General fund | \$550,000 | \$1,000,000 | \$0 | \$1,000,000 |
| FTE | 6.00 | 7.00 | 0.00 | 7.00 |

Department No. 412 - Aeronautics Commission - Detail of Senate Changes

| | Adjusts Funding for Health Insurance Premium Increases ¹ | Total Senate Changes |
|------------------------|---|----------------------|
| Salaries and wages | (\$5,269) | (\$5,269) |
| Operating expenses | | |
| Capital assets | | |
| Grants | | |
| Accrued leave payments | | |
| Total all funds | (\$5,269) | (\$5,269) |
| Less estimated income | <u>(5,269)</u> | <u>(5,269)</u> |
| General fund | \$0 | \$0 |
| FTE | 0.00 | 0 |

¹ Funding for employee health insurance premiums is adjusted to reflect the revised premium estimate of \$1,130.22 per month.

2015 TESTIMONY

HB 1006

**Department 412 - Aeronautics Commission
House Bill No. 1006**

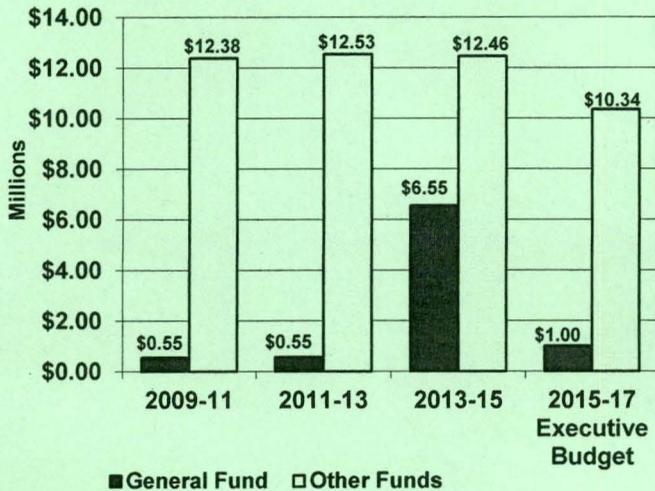
Executive Budget Comparison to Prior Biennium Appropriations

| | FTE Positions | General Fund | Other Funds | Total |
|------------------------------------|---------------|---------------|---------------|---------------|
| 2015-17 Executive Budget | 7.00 | \$1,000,000 | \$10,339,376 | \$11,339,376 |
| 2013-15 Legislative Appropriations | 6.00 | 6,550,000 | 12,463,427 | 19,013,427 |
| Increase (Decrease) | 1.00 | (\$5,550,000) | (\$2,124,051) | (\$7,674,051) |

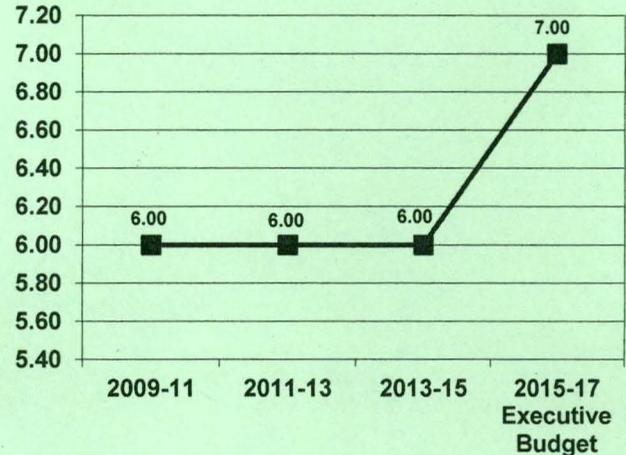
Ongoing and One-Time General Fund Appropriations

| | Ongoing General Fund Appropriation | One-Time General Fund Appropriation | Total General Fund Appropriation |
|------------------------------------|---------------------------------------|--|-------------------------------------|
| 2015-17 Executive Budget | \$1,000,000 | \$0 | \$1,000,000 |
| 2013-15 Legislative Appropriations | 550,000 | 6,000,000 | 6,550,000 |
| Increase (Decrease) | \$450,000 | (\$6,000,000) | (\$5,550,000) |

Agency Funding



FTE Positions



Executive Budget Comparison to Base Level

| | General Fund | Other Funds | Total |
|--------------------------|--------------|---------------|---------------|
| 2015-17 Executive Budget | \$1,000,000 | \$10,339,376 | \$11,339,376 |
| 2015-17 Base Level | 550,000 | 12,463,427 | 13,013,427 |
| Increase (Decrease) | \$450,000 | (\$2,124,051) | (\$1,674,051) |

Attached as an appendix is a detailed comparison of the executive budget to the agency's base level appropriations.

Executive Budget Highlights

| | General Fund | Other Funds | Total |
|---|--------------|---------------|---------------|
| 1. Provides funding for state employee salary and benefit increases, of which \$67,984 relates to performance increases, \$4,189 is for market equity adjustments, \$30,224 is for health insurance increases, and \$7,064 is for retirement contribution increases | \$0 | \$109,461 | \$109,461 |
| 2. Adds 1 FTE account budget specialist I position | \$0 | \$149,933 | \$149,933 |
| 3. Increases airport grant funding provided from the general fund | \$450,000 | \$0 | \$450,000 |
| 4. Decreases airport grant funding provided from other funds | \$0 | (\$2,450,000) | (\$2,450,000) |
| 5. Increases operating expenses | \$0 | \$81,051 | \$81,051 |

Other Sections in Bill

Interest - Aeronautics special fund - Section 3 provides for the investment income of the Aeronautics Commission special fund, including investment income earned on aircraft excise tax collections deposited in the fund, to be retained in the fund

rather than deposited in the general fund. The agency estimates the fiscal impact of this change to be less than \$5,000 for the 2015-17 biennium.

Continuing Appropriations

No continuing appropriations for this agency.

Significant Audit Findings

The operational audit of the Aeronautics Commission conducted by the State Auditor's office for the biennium ended June 30, 2013, included significant audit findings related to the following:

- The commission has not properly segregated duties and has not adequately reviewed the potential risk of fraud surrounding the handling of revenue collections.
- The commission did not follow State Procurement Office guidelines for the purchase of equipment and services.

Major Related Legislation

Senate Bill No. 2109 - Provides for a change to aircraft registration fees and allows the permanent registration of an antique aircraft.

Aeronautics Commission - Budget No. 412
House Bill No. 1006
Base Level Funding Changes

| | Executive Budget Recommendation | | | Total |
|--|---------------------------------|--------------------|----------------------|----------------------|
| | FTE Positions | General Fund | Other Funds | |
| 2015-17 Biennium Base Level | 6.00 | \$550,000 | \$12,463,427 | \$13,013,427 |
| 2015-17 Ongoing Funding Changes | | | | |
| Base payroll changes | | | \$75,504 | \$75,504 |
| Salary increase - Performance | | | 67,984 | 67,984 |
| Salary increase - Market equity | | | 4,189 | 4,189 |
| Retirement contribution increase | | | 7,064 | 7,064 |
| Health insurance increase | | | 30,224 | 30,224 |
| New FTE - Account budget specialist I | 1.00 | | 149,933 | 149,933 |
| Increase airport grant funding from general fund | | 450,000 | | 450,000 |
| Decrease airport grant funding from other funds | | | (2,450,000) | (2,450,000) |
| Operating expense increase | | | 81,051 | 81,051 |
| Decrease capital asset funding | | | (90,000) | (90,000) |
| Total ongoing funding changes | 1.00 | \$450,000 | (\$2,124,051) | (\$1,674,051) |
| One-time funding items | | | | |
| No executive recommendation of one-time items | | | | \$0 |
| Total one-time funding changes | 0.00 | \$0 | \$0 | \$0 |
| Total Changes to Base Level Funding | 1.00 | \$450,000 | (\$2,124,051) | (\$1,674,051) |
| 2015-17 Total Funding | 7.00 | \$1,000,000 | \$10,339,376 | \$11,339,376 |

Other Sections in House Bill No. 1006

Interest - Aeronautics special fund

Executive Budget Recommendation
Section 3 provides for the investment income of the Aeronautics Commission special fund, including investment income earned on aircraft excise tax collections deposited in the fund, to be retained in the fund rather than deposited in the general fund.

TESTIMONY OF

KYLE C. WANNER

EXECUTIVE DIRECTOR, NORTH DAKOTA AERONAUTICS COMMISSION

BEFORE THE

HOUSE APPROPRIATIONS COMMITTEE

GOVERNMENT OPERATIONS DIVISION

JANUARY 16, 2015

HOUSE BILL 1006

Chairman Thoreson and members of the committee,

My name is Kyle Wanner and I am the Director of the North Dakota Aeronautics Commission and will be providing testimony today regarding House Bill 1006.

(Slide 2) The Aeronautics Commission is comprised of a Governor appointed board of 5 members who appoint a director who in turn hires a staff to operate the agency. The agency was created by the Legislature in 1947 to support the aviation community in North Dakota and its mission is to serve the public by providing economic and technical assistance for the aviation community while ensuring the cost effective advancement of aviation in North Dakota.

(Slide 3) To introduce our commissioners, Jay B. Lyndquist of Hettinger is currently the commission chairperson. Other members include: state representative Cindy Schreiber – Beck of Wahpeton, Maurice Cook of Bismarck, Kim Kenville of Grand Forks, and Warren Pietsch of Minot whom cumulatively comprise the full commission board.

(Slide 4) The Commission staff is currently comprised of six employees including a director. The commission has requested the governor and the legislature to consider one additional full time equivalent employee to aid the aeronautics commission with the additional workload resulting from the increased airport infrastructure requests, aircraft registrations, and excise tax collections. The additional employee would also help us train and prepare for the upcoming planned retirement of our administrative officer to help ensure that 30 years of experience is passed along.

(Slide 5) The North Dakota Aeronautics Commission serves multiple functions. One of those functions includes providing airport infrastructure grant funding to the 89 public service airports throughout the state. The commission also offers aviation education funding to encourage and promote aviation in North Dakota. The aeronautics staff visits at least 1/3 of all of the public airports in the state annually which is a great opportunity to develop a positive relationship with the airports, learn about their needs and priorities and make recommendations on safety enhancing projects. The staff also updates the airport information after each inspection so that pilots have the most up to date information to use as

they utilize the North Dakota airport system. Additionally, the commission updates and provides aviation publications on statewide aviation studies, airport directories, and aeronautical charts to the public free of charge.

The commission also has regulatory functions which include the collecting of aviation taxes and fees through aircraft registrations, aerial applicator registrations, aircraft dealers, aircraft excise tax, and aviation fuel taxes

Finally, the commission and its staff represent the state in aeronautical matters before other state and federal agencies.

(Slide 6) Aviation is important to North Dakota especially in this stage of growth that our state is experiencing. Not only is it a critical and efficient means of transportation for goods and people, but our airports act as key economic engines for their communities as well. Our last economic impact of aviation study was conducted in 2010 and revealed that aviation creates over 15,000 direct jobs and provides a total output of 1.6 billion dollars into the state's economy. We are currently undergoing an update to that 2010 study and are anticipating a very large economic increase being seen at our airports due to the incredible growth and development that is occurring.

(Slide 7) To provide some highlights from this past biennium I will start by discussing the airport infrastructure funding along with the improvements that have recently taken place.

Last session, a total of 74 million dollars was made available from the state for airport infrastructure projects.

60 million of general fund appropriation was allocated for airport improvements in oil impacted counties through the energy impact and infrastructure office. The oil impacted airports utilized the Aeronautics Commission's grant application process and the Commission became the advisory committee for all recommendations of those dollars. The final approval for the grants was then provided by the Board of University and School Lands.

Additionally, \$14 million in state grants was also allocated from the Aeronautics Commission for airport infrastructure projects. 6.55 million of that total amount was general fund appropriation.

(Slide 8) In providing grant funding to airports, the aeronautics commission utilizes a priority system to help make an objective determination of funding needs. The commission can also recommend lower priority projects to receive funding as well, but the project may require additional justification and explanation of the community's need for the project. This slide shows the commission's current priority rating of airport projects. For example, a runway rehabilitation project receives a higher priority score than the expanding an aircraft apron area. This is due to the fact that it is a higher priority to maintain existing pavement then it is to develop additional pavement. A runway project also receives a higher priority than an aircraft apron project due to the fact that the runway is the most important pavement surface of an airport.

(Slide 9) As stated previously, approximately 14 million dollars in airport infrastructure funding was provided from the commission over the last two years and 6.55 million was from the general fund appropriation. As you can see from this graph, a large majority of the projects that were provided funding were identified as high priority projects. It is important to note that 93% of the total funding that was provided by the Aeronautics Commission last biennium was allocated to airports that exist in non-oil producing counties. This was made possible due to the oil impact funding that was also available for airports and the fact that extensive funding needs also exist on the eastern part of the state. The funding that was provided to airports in oil producing counties were for projects not related to growth or capacity such as pavement maintenance projects.

(Slide 10) Multiple Key Infrastructure projects have been completed at our commercial service airports over the past year. To name a few:

- Fargo received the funding required to complete the first phase of its Taxiway Rehabilitation project. Approximately 35 million of need remains for future phases of this taxiway rehabilitation which may take multiple years to complete.
- Grand Forks recently completed the construction of a new snow removal equipment building and received the required funding from the state and FAA to complete the construction of a new aircraft/fire-fighting and rescue building. Grand Forks is in need of a commercial service apron expansion and apron rehabilitation in the upcoming biennium.
- Devils Lake recently completed an extension of its primary runway from 5500 feet to 6400 feet to accommodate larger aircraft. This expansion happened just in time for United to begin Jet Service in the community last June. Devils Lake is planning runway safety area improvements over the next biennium to comply with FAA standards.
- Jamestown completed the construction of a taxiway and public hangar area to encourage the growth of general aviation at the airport. The airport is planning a wetland mitigation project in the upcoming biennium to detract wildlife from the airport.

(Slide 11)

- Minot completed the construction of a new Snow Removal Equipment Building and a critical taxiway rehabilitation project. The airport also received the funding required to begin the construction of a new terminal building, parking lot, access road, and commercial terminal apron area. Supplemental funding for the terminal project, a crosswind runway shift and a general aviation apron rehabilitation and expansion has been identified as additional short term needs for Minot.
- Bismarck underwent a critical runway maintenance project this past year to keep their primary runway open. Bismarck will be undergoing a master plan and will need to look at options to fund a 60 million dollar reconstruction of the primary runway.

- Dickinson underwent a terminal and commercial service apron expansion and received the funding needed to expand its general aviation apron. Dickinson is completing a master plan effort and will be entering the environmental stage of their plan to construct a new runway. The airport will have very large infrastructure needs in the 2017-2019 biennium as they look to fund a new runway and terminal project.
- Williston has completed pavement rehabilitation projects to keep the current airport operational and has spent much of the last biennium working on planning and environmental issues for the relocated airport project. Williston is currently working to complete the environmental stage and is planning to be ready to acquire land for a relocated airport this summer. The city currently anticipates opening a new airport in 2018.

(Slide 12) Multiple high priority projects were also able to become completed for the general aviation airports this last biennium. To mention a few:

The new Bowman airport is expected to open March 2015
 Mayville, Killdeer, and New Town Airports all underwent reconstruction

11 Runway Rehabilitation Projects were also able to be completed at:

| | |
|-----------|----------|
| Rolla | Rolette |
| Larimore | Gwinner |
| Kenmare | Mandan |
| Stanley | Parshall |
| Walhalla | Oakes |
| Ellendale | |

The state has also identified multiple high priority projects at the general aviation airports that will be a focus this next biennium which includes runway rehabilitations at Edgeley, Garrison, Hettinger, Hillsboro, Langdon, and Linton. Mohall and Tioga will also require the construction of a new apron and taxiway reconfiguration to accommodate the growing needs of the airport and its community.

(Slide 13) I would also like to take some time to show you some pictures that help tell the story of what is happening at the airports. Two years ago the Mohall airport had 3 based aircraft which has now grown to 30. Seven new hangars were constructed in one year.

(Slide 14) Multiple airports have had issues with the pavement not being built to handle larger aircraft. That has been the case in Watford City which also suffered from poor pavement conditions. Here is a picture of a jet falling through the pavement in 2011

(Slide 15) In 2012, the airport was only able to secure the amount of federal funding required to reconstruct half of the aircraft apron pavement currently there. The airport also had a great need for an expansion of its existing pavement and additional taxiways to allow development to occur.

(Slide 16) Once an increased amount of state funding became available last biennium for the airports, we were able to utilize the maximum amount of federal funding possible and complete the apron project this past summer in large part due to the additional state funds. Immediately 6 hangars have already been constructed on the airport with additional plans being made for more.

(Slide 17) Here is an aerial photo of the new Bowman airport that is slated to open in spring 2015.

(Slide 18) Here is a fun picture of the Williston Airport and shows the large increase in activity they have been seeing.

(Slide 19) This slide shows all of the locations where an aircraft that had filed a flight plan decided to fly into Williston within the year 2013. We are currently working to create similar graphics for our other airports, but this is the first one that we have been able to complete.

(Slide 20) Here is an aerial photo of the Minot construction that is taking place. The new terminal is anticipated to be open by the end of the year 2015 if everything continues as anticipated.

(Slide 21) Here is a fun picture of our capital city airport which has also seen increased activity. The airport also recently expanded its auto parking lot to accommodate the increase in passenger demand.

(Slide 22) Here is a picture of Fargo's phase 1 taxiway project. A new taxiway is needed to be built from the commercial service apron so that the current taxiway can be rehabilitated and air service will not shut down to the city for an extended period of time.

(Slide 23) This past biennium, the North Dakota Aeronautics commission worked on the Unmanned Aircraft Systems integration team and helped to secure North Dakota as one of six selected test sites in the country. This last May, the FAA administrator came to Grand Forks to announce that our state would be the first operational test site. I also serve as a member of the Northern Plains Unmanned Systems Authority which oversees the test site and it has been an exciting time as our state works to help our country safely integrate this industry.

(Slide 24) There currently exists 33 Automated Weather Observation Systems at airports across the state which greatly help to provide weather to pilots, businesses, and medical providers as they fly into and around our airports. The Aeronautics Commission identified a problem this last biennium in that we had multiple airports that have had their AWOS systems begin to drop out of the five year maintenance and inspection cost free service that was provided by their original AWOS equipment installer. In order to save costs through economies of scale, our agency went out for a statewide bid to find a company that would be willing to provide a low cost inspection schedule for all of the airports that needed it. The commission was successful in securing a company and the aeronautics commission currently covers 100% of the costs of the scheduled tri-annual inspections at these airports. Each local airport is responsible for the costs of any unscheduled inspections or repair parts that will be needed as breakdowns occur. This program has been a great success as the state continues to support the maintenance of these weather reporting facilities.

(Slide 25) For your reference, this slide shows a map of the AWOS coverage within the state.

(Slide 26) This last biennium, the aeronautics commission has been working on four studies which all have a benefit to the aviation community and decision makers. Each study that was or is currently being conducted is listed on this slide, but I will describe each study in further detail on future slides.

(Slide 27) In 2012, the aeronautics commission contracted with an experienced consultant firm to inspect and take inventory of all of the airport pavements throughout the state. The study was finalized in 2013 and the results can be found at the website shown on the slide. The commission plans to update this information in 2015. The 2012 study shows that there exists approximately 52 million square feet of pavement at our airports that needs to be maintained.

The bottom picture on the slide shows a summary of the condition of all of the airport pavement. Approximately 71% of the pavement was identified to be in good condition which leaves 29% of the pavement in fair or poor condition which would require a rehabilitation project.

(Slide 28) This slide shows an example of what the pavement website looks like. Anyone with internet access can view this site and look at the pavement condition at the public airports. The website has pictures of each pavement section and shows each pavement section in a color corresponding to its condition. The viewer can even use a scrolling function to view what the pavement condition is forecasted to be in the future. The website also describes the distresses that were identified in the inspection and provides a maintenance plan with estimated costs to maintain the pavement in the most cost beneficial way. The commission has been conducting pavement condition studies since the 1980s, but for the first time, we have been able to turn the information into an interactive website instead of providing the information to each airport within a 3-ring binder that may be forgotten on a shelf. The information is continually used by airport management, consultants, the FAA, and the state as we make funding decisions related to maintaining our pavement.

(Slide 29) 72 out of the 89 public use airports in the state are paved. The breakdown includes 8 commercial service airports, 45 general aviation airports eligible to receive federal aid, and 19 general aviation airports ineligible for federal aid. The two pie charts on the bottom of the slide show how much pavement is being utilized by function (runway, taxiway ect.) It is also important to note that 72% of the pavement in the state exists outside of the oil producing counties. This is important as the commission acknowledges the growth and capacity needs of the oil impacted areas, but also acknowledges that we need to maintain our pavement throughout the rest of the state.

(Slide 30) Recognizing the growing needs of our airports, the commission contracted with the Upper Great Plains Transportation Institute to study and review the infrastructure needs of the airport system. The study was recently concluded and you should have received an executive summary of the study as one of your handouts. UGPTI identified a 10 year need of approximately \$857 million dollars for our airport system. They also recommended that the state appropriate \$50 million per year in addition to the federal and local investments.

(Slide 31) The commission also decided that now was the time to update our state aviation system plan. This plan provides a 20 year outlook on our aviation system and provides decision makers with a tool to manage and develop this system. The last time that the state's aviation system plan was finalized was in 2008 and the aviation system in North Dakota has seen tremendous growth in the number of pilots, based aircraft, airline flights, passenger enplanements, flight operations, and airport parking demands since that time.

(Slide 32) You should have also received the executive summary from the aviation system plan as a handout and additional information on the system plan as well as the full chapters that are available for the public to read can be found on the project website that is located at ndaviationplan.com

(Slide 33) This slide highlights the amount of airline passengers that are boarding commercial service flights in North Dakota. In the year that we last updated the system plan, the state boarded 652,000 annual airline passengers and it was forecasted that we would reach 1 million annual airline passenger enplanements sometime around the year 2030. In all actuality we reached the 1 million mark only 5 years later in 2012. Now, here in 2014, we have had a seventh consecutive record breaking year and have surpassed over 1.2 million passengers in North Dakota. This is incredible when you consider the fact that the airline passenger numbers have doubled in 10 years when you compare 2005 numbers to 2014 numbers.

(Slide 34) This slide shows that the incredible growth that the aviation industry is seeing throughout North Dakota is isolated to our state. When looking at the percentage growth of passenger enplanements, you can see that the percentage growth in North Dakota is far above the surrounding states and significantly higher than the U.S. as a whole.

(Slide 35) Due to the increased passenger demand, air service is continually improving throughout the state. As of last June, we now have jet service at all 8 of our commercial service airports for the 1st time in our state's history. In looking at our flight destinations available to the flying public - North Dakota is currently averaging 75 airline departures per day to 12 different non-stop destination airports. For perspective, in 2007 the state averaged 52 airline departures per day to 5 non-stop destination airports.

(Slide 36) General Aviation activity has also increased throughout the state which can be seen in the growth in the amount of aircraft registrations that the state office provides. In 2007, there were 1,630 aircraft registered in North Dakota and in 2014, the state has had a record 2,016 aircraft register with our office. This is an increase of 386 planes or a 24% statewide increase since 2007.

(Slide 37) This slide shows the updated forecasts of aircraft operations and based aircraft at our airports. An operation is either an aircraft take-off or a landing. The new forecasts are showing a continued trend of growth in both operations and based aircraft at our airports in North Dakota.

(Slide 38) This slide shows the updated passenger boarding forecasts. The western airports of Minot, Williston, and Dickinson are still expected to see triple digit percentage increases in passengers over the next 20 years and the other airports are expected to continue to see growth that is much higher than the average 1-3 percent growth that most airports in the United States experience.

(Slide 39) As a part of the state system plan, we also tasked the experienced aviation consulting firm to quantify the airport infrastructure needs similarly to what UGPTI had also conducted a study on. The intent was to discover what the results would be from two independent and experienced research groups. What we found is that the system plan consultant estimated a 10 year need of \$844 million dollars which is very similar to the 10 year need of \$857 million that UGPTI had concluded in their study.

The funding needs for the next two years for the airports throughout the state is estimated to be approximately \$358 million dollars

(Slide 40) It is estimated that \$462 million or 55% of the total statewide 10 year needs exist in the oil producing counties for their large capacity and growth related projects. \$251 million has been identified as short term needs over the next two years for the oil producing counties.

(Slide 41) It is estimated that \$381 million or 45% of the total statewide 10 year needs exist in the eastern counties to maintain infrastructure and to also accommodate the growth that they have been experiencing. \$107 million has been identified as short term needs over the next two years for the eastern counties.

(Slide 42) The exciting growth and increased utilization of the airports has a large economic benefit to the communities but doesn't come without its challenges. We are continually working to help airports that have a lack of aircraft parking space or a lack of space for developers to build hangars. We are also tackling the issue that multiple airports specifically in the western part of the state are experiencing in that the pavement strength was not designed for the large aircraft that are currently using them. Capacity related projects are competing for funding with projects that are needed to just maintain existing pavement infrastructure. Other challenges that are currently being faced by the airport community is the fact that construction costs are at all-time highs and our state has a small construction season window to complete projects.

(Slide 43) Federal funding has and will continue to be a key part of solving the infrastructure funding challenges that our state is currently face with. Airports that are eligible to receive federal dollars compete nationally for funding and may receive up to 90% funding if funds are available. There have been many cases where federal grants have been provided at less than 90% due to this being the case.

Nationally, the federal dollars that are made available for airport infrastructure projects has remained very similar to the levels provided since 2001, however costs for maintaining and growing airports across the country has continued to increase resulting in higher competition for those federal dollars. Federal funding is currently authorized through 2015 and congress will need to pass a reauthorization bill sometime this year to ensure continued funding for airport infrastructure projects.

Knowing how important it is to leverage federal funding for much needed infrastructure projects in North Dakota, I met with upper level FAA personnel multiple times at their national and regional office. We also were also excited to help host the FAA Administrator as he visited the state in the spring of 2014 to announce North Dakota as the first operational UAS test site. The administrator was also able to visit Williston and see first-hand the challenges that our airport infrastructure is facing. That meeting was critical as the FAA's support has noticeably grew since that time.

(Slide 44) This chart shows the historical FAA funding that has been brought into North Dakota. The state's normal 5 year average of annual funding has been approximately 26.5 million dollars. You can see that over the last 3 years that we have been successful in bringing in significantly higher than average federal funding for airport infrastructure projects. Even at a time when federal dollars are continually harder to bring into the state, we have been successful due to the justified infrastructure needs and the ability to leverage federal dollars with additional state dollars. We are hopeful that as we continue to educate the FAA on the needs within the state, that their level of funding and commitment to help with our challenges continues into the future.

(Slide 45) The Aeronautics Commission budget is comprised of both special fund and general fund dollars. The special fund dollars are received from multiple revenue streams such as fuel taxes, aircraft excise, and registrations taxes. We also receive funding from the federal government for conducting airport inspections.

The Aeronautics Commission is currently budgeted to receive 1 million dollars in general fund allocation for airport improvements in the next biennium. Last biennium, the commission received 6.55 million in general fund appropriation.

(Slide 46) This slide provides a graphical view of the executive budget recommendations. The commission is anticipating new special fund revenues to reach approximately 6.2 million dollars over the course of the next biennium. The grants line item is currently the largest expenditure of our agency which is appropriate as the commission feels that it is important that the aviation tax dollars being collected goes back out to the communities for infrastructure related projects. The executive budget currently plans for a total of 6 million dollars to be made available for airport grants in the upcoming biennium. The executive budget also calls for 50 million dollars in the energy impact and infrastructure office for oil impacted airport projects.

(Slide 47) As our agency continues to help provide a vision and path for aviation to succeed and contribute to our communities, there are currently multiple topics of interest that our agency will continue to monitor as we move into the next biennium.

As continued economic and business development occurs, our planning team will need to be able to help each affected community react to any needed changes resulting from increased use. This may include a complex project like a runway extension or it may be as simple as adding additional space to park a car or aircraft.

The U.S. is currently experiencing a shortage in airline pilots which is beginning to impact regional and mainline carriers. This pilot shortage is occurring for several reasons, including a long anticipated wave of retirements, recent changes in federal training requirements, and minimal compensation that is being offered to new pilots on regional carriers. This may affect our communities in the future and is a subject that will be monitored.

(Slide 48) The safe integration of Unmanned Aircraft Systems into the national airspace system is going to continue to be a large area of focus to the commission. The utilization of UAS is going to continue to increase and we hope North Dakota can continue to be a leader in this area.

Airline Fleet changes are on the horizon as the trend is to fly less flights but with larger aircraft. The 50 seat regional jet is expected to retire over the next 5 years and be replaced with larger 70 – 90 seat aircraft. This shift in airline fleet mix is important in our infrastructure conversations so that our airports are ready to accommodate this fleet mix change when it occurs.

(Slide 49) NextGen is the transformation of the national airspace system from a ground based system of air traffic control to a satellite based system of traffic management. We will continue to work with the FAA to implement and upgrade technology at our airports so that this system can become fully functional to allow a larger number of aircraft to more efficiently travel through our skies.

The commission also monitors the utilization of airspace within the state and currently there is a proposal to expand the Powder River Military Operations area into southwestern North Dakota. The Air Force has recently submit an Environmental Impact Statement to the FAA for final approval. If approved, this military operations area could have a negative impact on air traffic in the southwestern part of the state. The commission has recommended to the FAA that multiple mitigations need to be in place prior to the approval of the airspace and is continually working on this issue.

HB1006 January 16, 2015 Attachment B



HB 1006

North Dakota Aeronautics Commission Budget Hearing

House Appropriations Committee - January 16th, 2015

Kyle Wanner, Director



Agency Mission

- To serve the public by providing economic and technical assistance for the aviation community while ensuring the safe and cost effective advancement of aviation in North Dakota.



Meet the Commissioners

5 Member Board Appointed by the Governor



Jay B. Lindquist,
Hettinger



Dr. Kim Kenville,
Grand Forks



Cindy Schreiber-Beck,
Wahpeton



Warren Pietsch,
Minot



Maurice Cook,
Bismarck

3

Organizational Chart

Five Member
Aeronautics Commission Board

Director

Administrative
Officer

Licensing
Specialist

Airport
Planner

Airport
Planner

Aviation
Education
Coordinator

*Account
Technician

* Additional FTE Request

4

The North Dakota Aeronautics Activities

- Airport Infrastructure Grant Funding
- Aviation Education Promotion and Funding
- Airport Safety Inspections
- 5 • Update Aviation Publications and Planning Documents
- Regulatory Functions to include:
 - Aircraft Registrations
 - Aerial Applicator Registrations
 - Aircraft Dealers
 - Aircraft Excise and Fuel Tax
- Represent the state in aeronautical matters before state and federal agencies



Importance of Aviation to North Dakota

- ▶ A critical method of transportation for goods and people
- ▶ Supports local and state economies
- ▶ Serves important operations:
 - Emergency transportation
 - Traveling Medical Doctors
 - Crop spraying
 - Flight training
 - Just in time delivery of parts and materials used for oil drilling and agricultural operations
 - Weather research and modification
 - US border protection
 - Testing of Unmanned Aerial Vehicles (UAVs)
 - ...and many others



2010 Economic Impact of Aviation Study

- Aviation creates 15,480 direct jobs
- Total annual output of 1.6 Billion dollars into the economy

Highlights from 2013-2014

Airport Infrastructure Funding

\$60 million of general funds was allocated for airport improvements in oil impacted counties

- Allocations recommended by the Aeronautics Commission and approved by the Board of University and School Lands.

Additional \$14 million in state grants were allocated for airport infrastructure projects

- 6.55 million was general fund appropriation
- 93% of the total funding was provided to airports in the Eastern Counties

Priority of Airport Projects

8

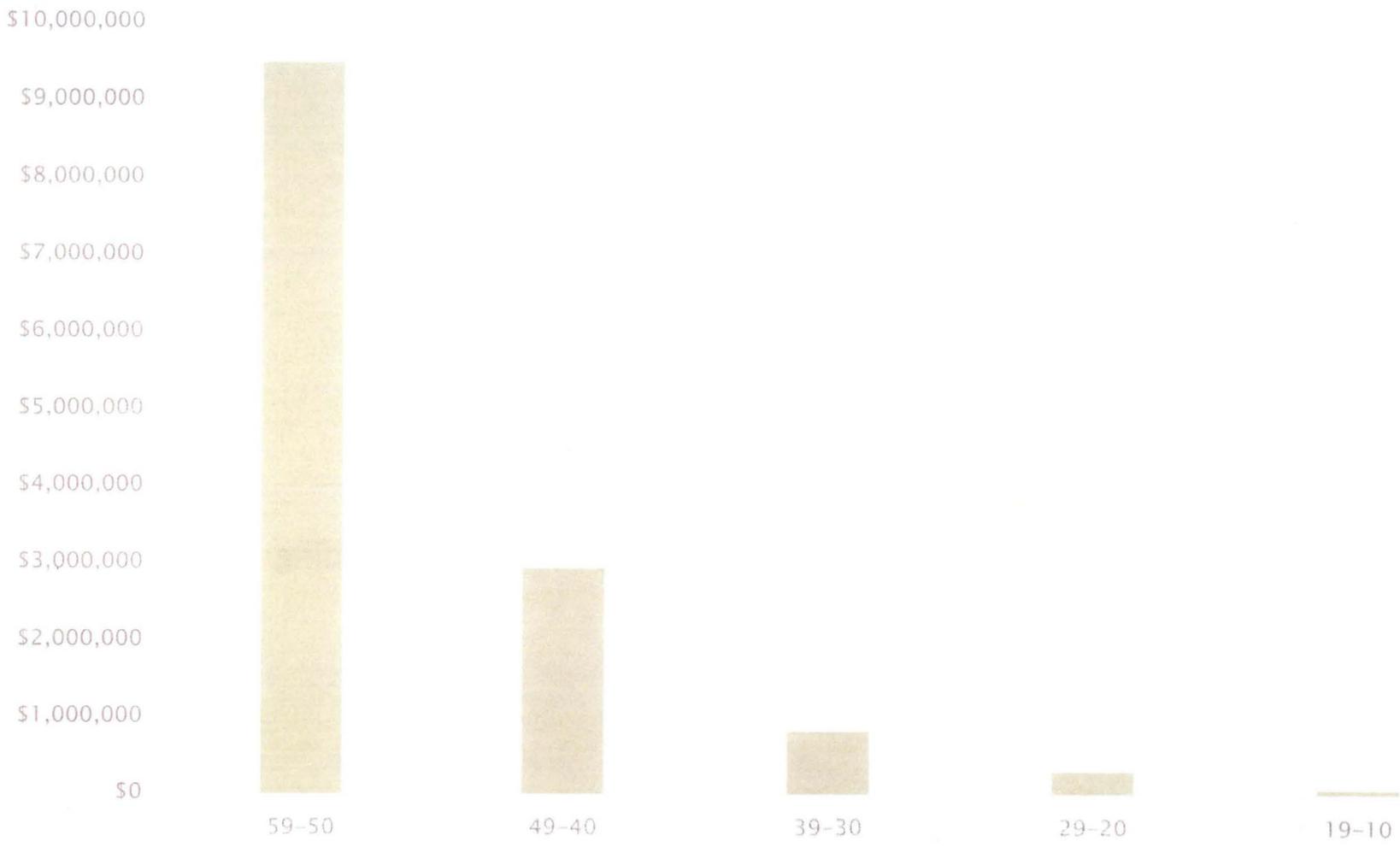
Priority Rating of Airport Projects

High ← → Low

| Categories | 50 | 40 | 30 | 20 | 10 |
|---|---|---|---|--|--|
| OBSTRUCTIONS, NAVIGATION, AND LIGHTING | Approach Obstruction Removal Marking/Lighting Obstructions Displaced Threshold Airfield Light Replacement/Repair | Relocate roads, P-lines, Buildings Airport Beacons Airside Security Improvements Lighted Windsocks Painting of Airside Markings | Wildlife/Security Fencing Weather Reporting System - AWOS Navigation Aids - PAPI/VASI Reflector Markings Radio Controlled Runway Lights | Segmented Circle Airfield Signage Runway Edge Identifier Lights | Runway Surface Sensors |
| PRESERVATION OF EXISTING SYSTEM | Pavement Reconstruction Drainage & Culverts Earthwork & Grading Crack Filling Seal / Fog Coats | Realignments Pavement Overlays Runway/Taxiway Extensions Regrade & Smoothen Turfs Reseed & Fertilize Turfs | Heliport Areas Access Roads Terminals - Air Service SRE Building | X-wind runway/taxiway Runway Grooving Auto Parking Terminals - General Aviation Fuel Facilities* | Storage Buildings Airport Signage Community Hangars* |
| PLANNING | Emergency Grants Federal Grants TSA Requirements | Project Engineering/Design New Construction | Air Service / Air Cargo Studies Master Plan Studies Airport Layout Plan Studies | Other Special Plans (economic, air service, etc.) | |
| LAND EASEMENTS AND ACQUISITION | Zoning Implementation Land Acq. for Obstruction Removal | Land Acquisition for RPZ Land Acq. for New Airport | Land Acq. for Operational Capacity | Land Acq. for Future Expansion | |
| ENVIRONMENTAL | | Environmental Assessments Environmental Impact Statements | Wetlands Delineation/Mitigation SWPPP, SPCC, SWM, ect. | FAA Part 150 Studies Other Special Studies | |
| AIRFIELD EQUIPMENT | ARFF Equipment | | Mower Unit Snow Removal Equipment | Tractors Operations Vehicles Turf Rollers / Sweepers | |

2013-2014 State Grant Funding (Priority Ratings)

9



- 93% of the total funding was provided to airports in the Eastern Counties

Highlights from 2013-2014

▶ Key Airport Infrastructure Projects Completed

○ Commercial Service Airports

- Fargo

- Taxiway Rehabilitation Phase 1

- Grand Forks

- New Snow Removal and Aircraft/Fire-Fighting and Rescue Building

- Devils Lake

- Primary Runway Extension

- Jamestown

- Taxilane Construction for Hangar Development
- Wetland Mitigation

10



Highlights from 2013-2014

Commercial Service Airports

- Minot
 - New Snow Removal Equipment Building
 - Terminal Building/Parking Lot/Access Roads/Commercial Terminal Apron currently being updated
- Bismarck
 - Runway Maintenance
- Dickinson
 - Commercial Service Apron Expansion
- Williston
 - Taxiway Rehabilitation and Airport Relocation planning/environmental

Highlights from 2013-2014

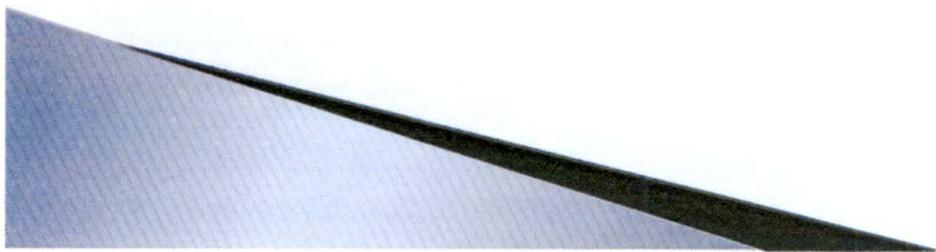
▶ General Aviation Airports

- Bowman - new airport expected to open March 2015
- Mayville Airport Reconstruction
- Killdeer Airport Reconstruction
- New Town Airport Reconstruction

11 Runway Rehabilitation Projects

- | | |
|-------------|----------|
| • Rolla | Rolette |
| • Larimore | Gwinner |
| • Kenmare | Mandan |
| • Stanley | Parshall |
| • Walhalla | Oakes |
| • Ellendale | |

12



Mohall Airport

2011

2013



Watford City

2011



14

Watford City

2013



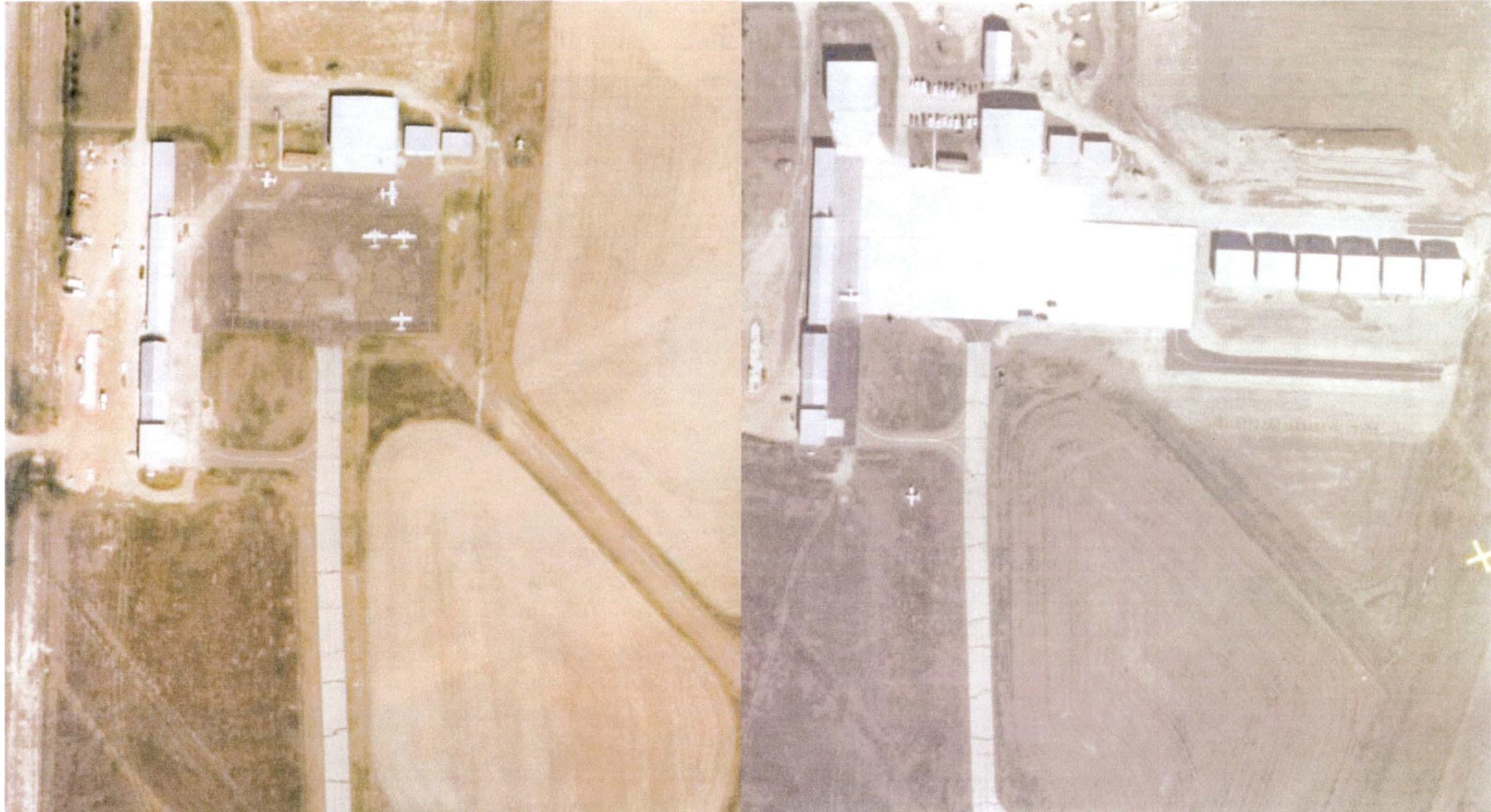
15

Watford City

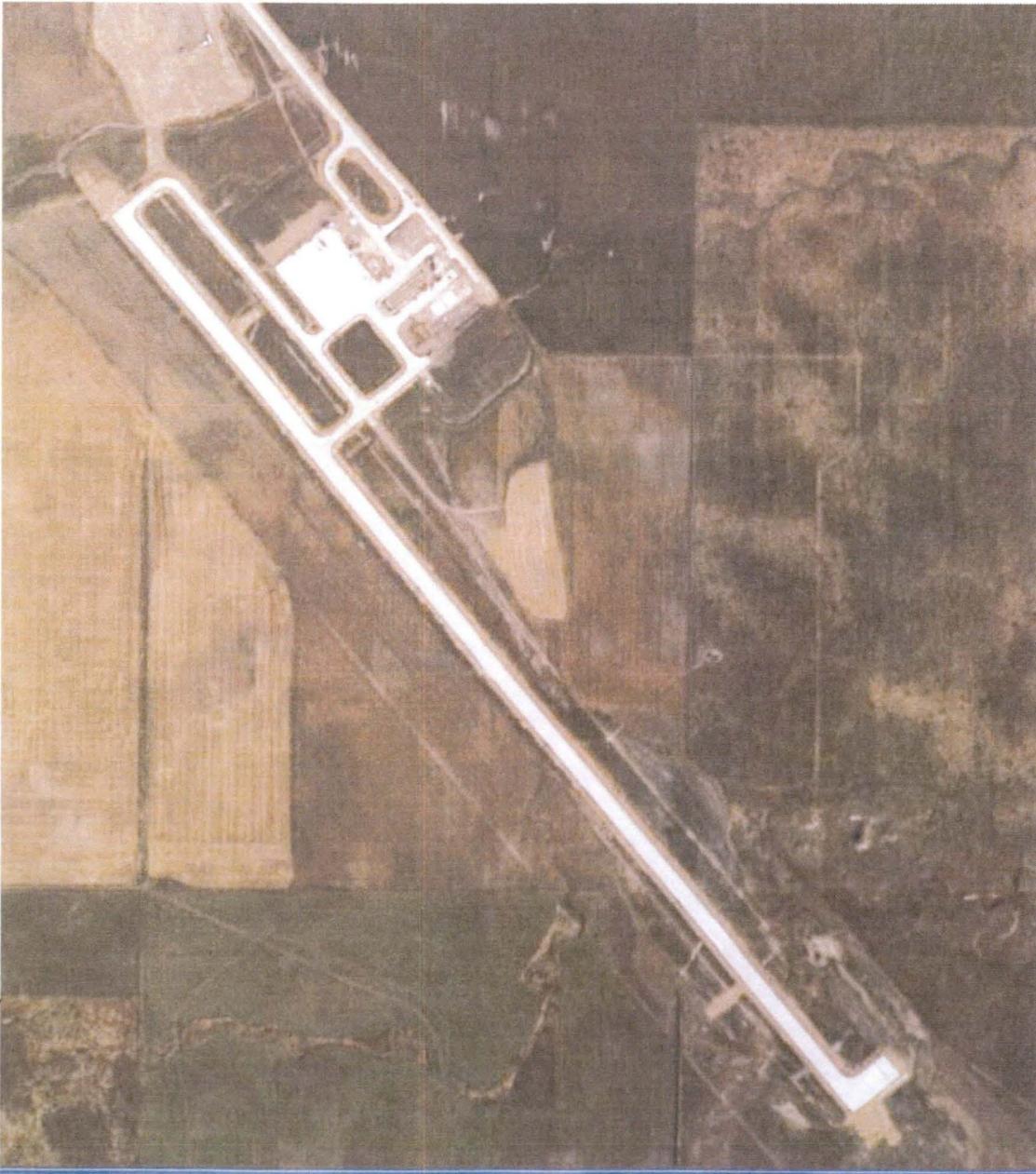
2010

2014

16



New Bowman Airport

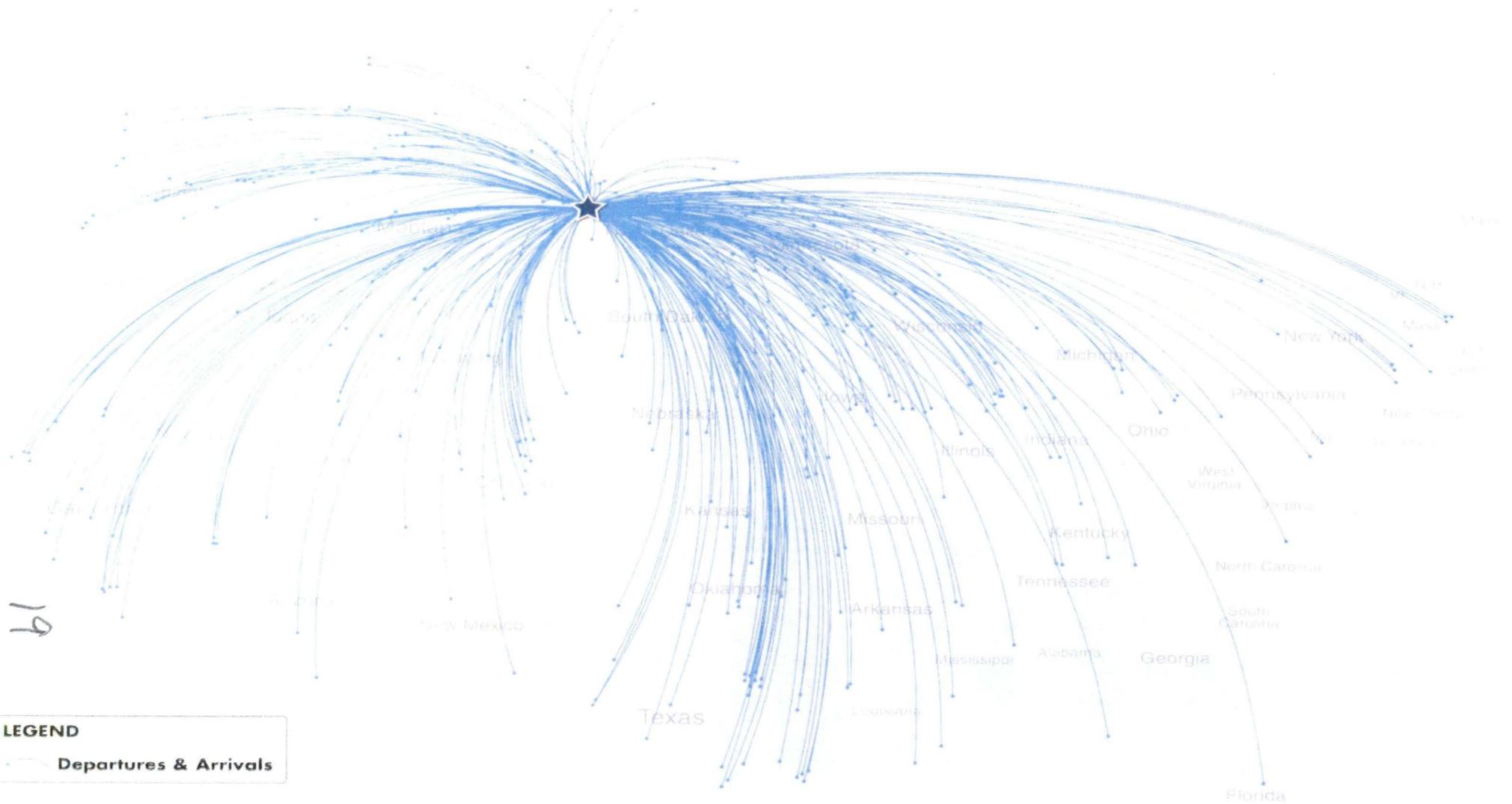


- Fall 2014 Aerial Picture
- Airport will be ready to open in Spring 2015

Williston Airport



Williston IFR Flight Map 2013



Minot

New Terminal Construction anticipated completion by end of year 2015
(Aerial Photo taken October 2014)



Bismarck

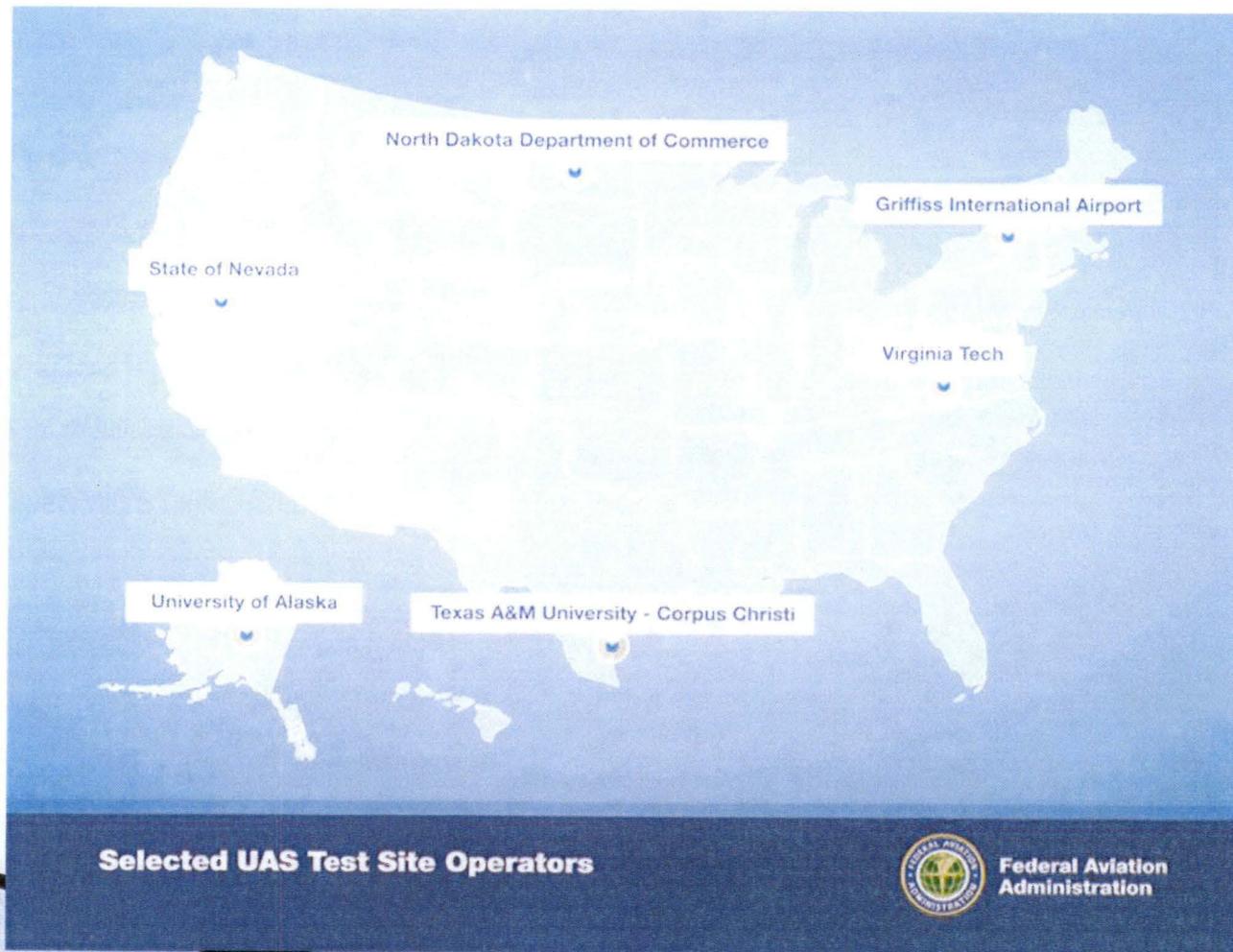


Fargo



Highlights from 2013-2014

North Dakota Selected as Unmanned Aerial Systems Test site



Selected UAS Test Site Operators

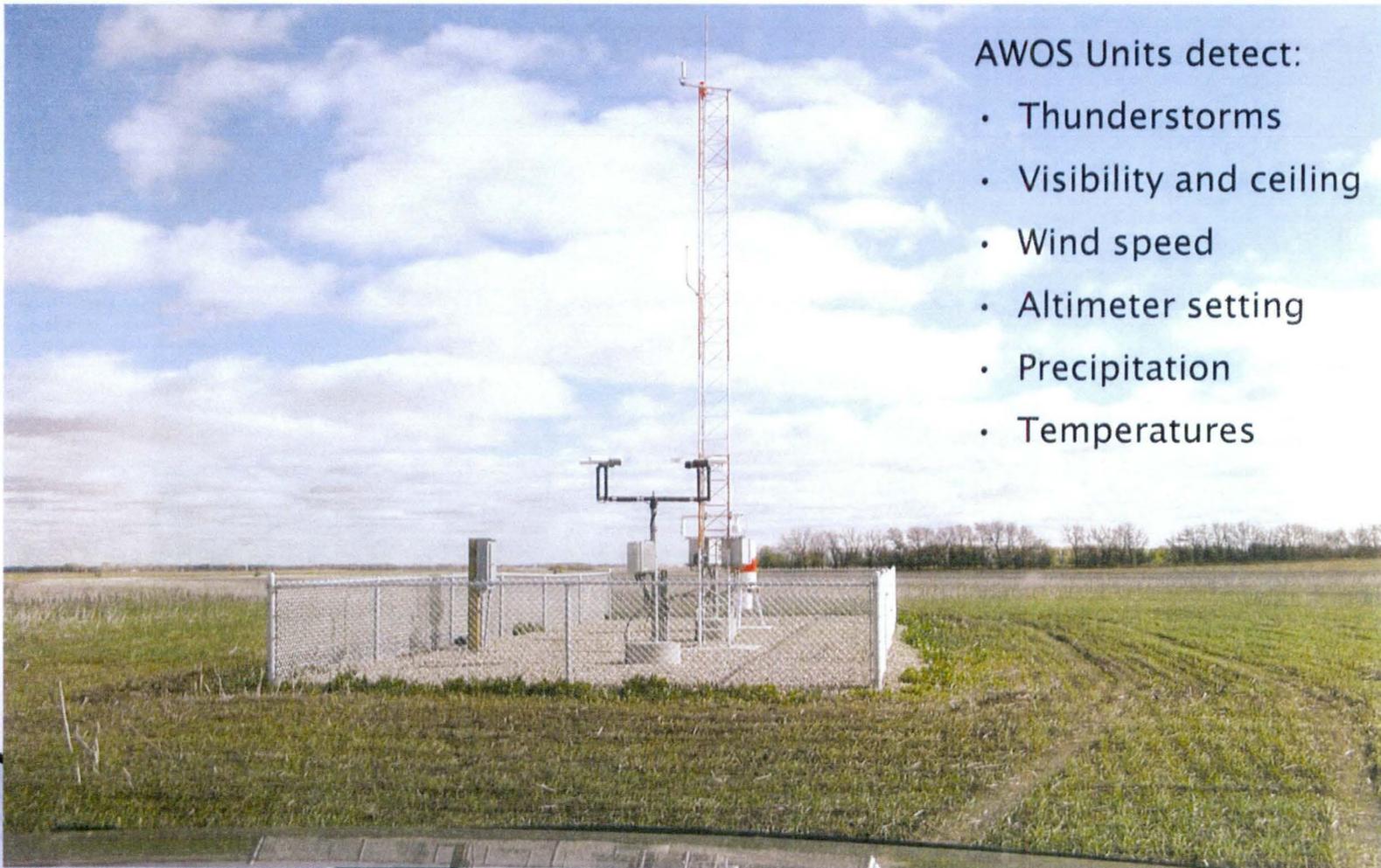


Federal Aviation
Administration

23

Highlights from 2013-2014

- ▶ Statewide Automated Weather Observation System (AWOS) maintenance program



AWOS Units detect:

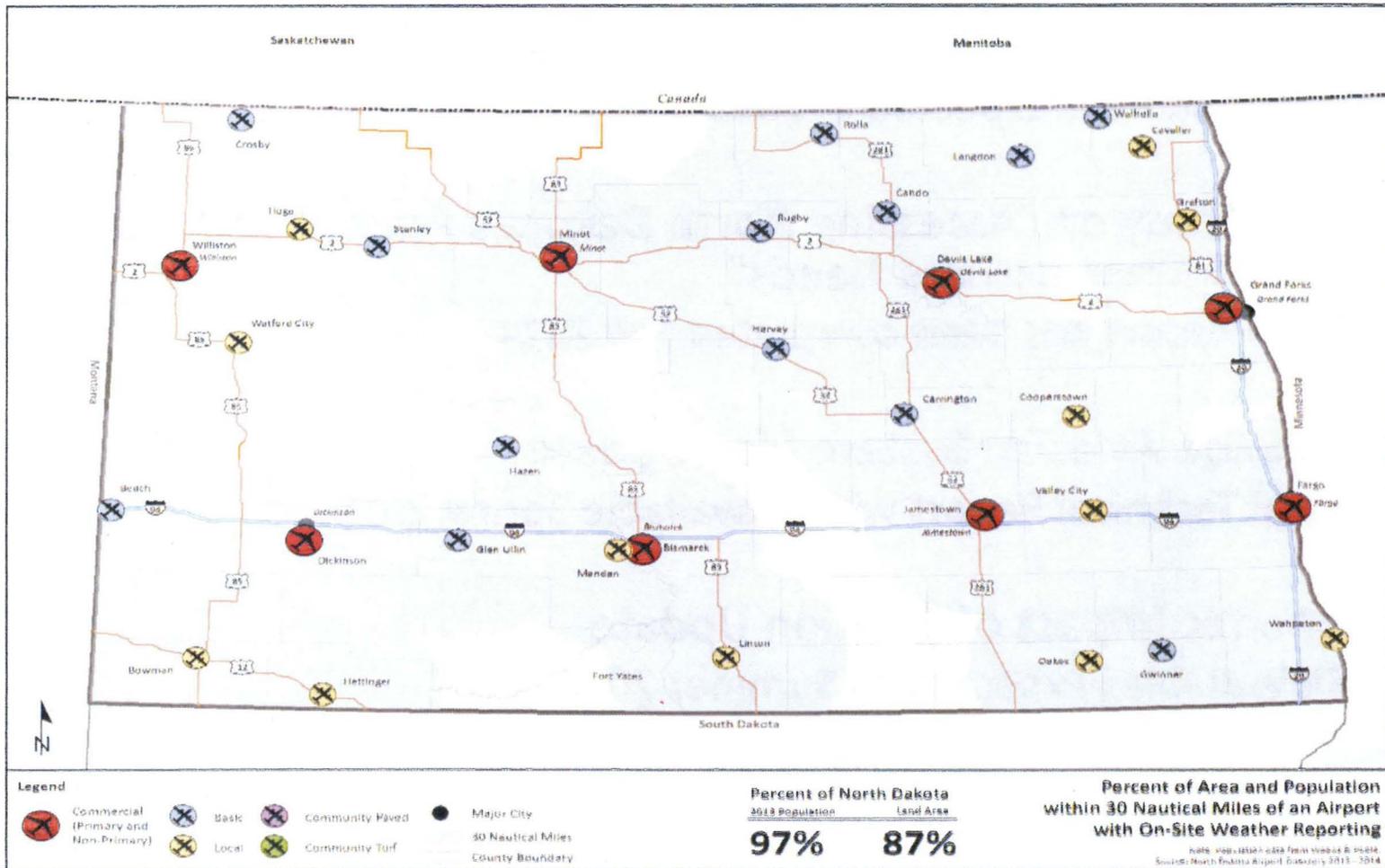
- Thunderstorms
- Visibility and ceiling
- Wind speed
- Altimeter setting
- Precipitation
- Temperatures

24

Highlights from 2013-2014

AWOS coverage currently being provided by 33 airports.

25



Highlights from 2013-2014

- ▶ Multiple Aviation Studies being conducted:
 - Statewide Pavement Condition Index Study
 - Project was completed in 2013 from 2012 inspection data
 - New update is expected in 2015
 - UGPTI Study on “Assessing North Dakota’s Present and Future Airport Infrastructures Needs”
 - Final Report has been completed Fall 2014
 - Statewide Aviation System Plan Update
 - Final Technical Report will be available Spring 2015
 - Economic Impact of Aviation Update
 - Deliverables expected by Summer 2015

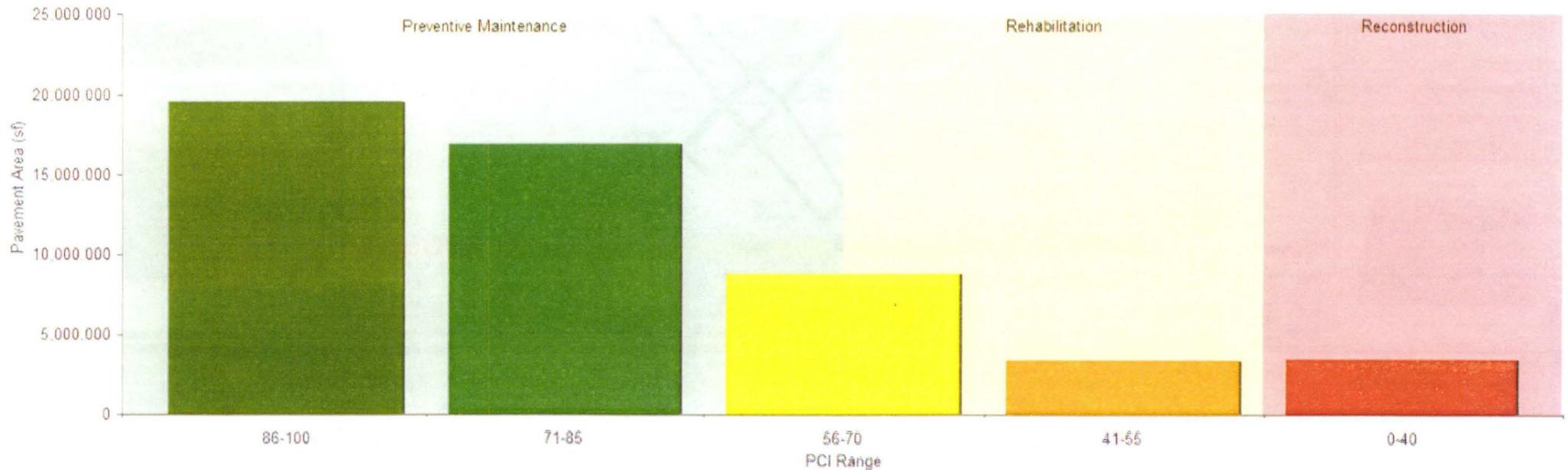
Statewide Pavement Condition Study

Online Website

<http://www.nd.gov/ndaero/airport/idea/index.html>

Approximately 52 million square feet of pavement exists on our airports

Summary of Total Statewide Pavement Area by PCI Range (All Airports)



27

PCI Website

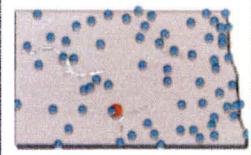
82

Firefox | North Dakota Aeronautics Commission | IDEA HTML5 | www.nd.gov/ndaac/airport/idea/index.html#paths24 | nd aeronautics

North Dakota Aeronautics Commission Pavement Management System Update

- Home
- Statewide Summary
- Airport Details
- Maintenance Guidelines
- Pavement Inspection
- Miscellaneous

- Airport Name**
- Bismarck Municipal
 - Bothineau Municipal
 - Cando Municipal
 - Carrington Municipal
 - Casselton Robert Miller Regional
 - Cavalier Municipal
 - Cooperstown Municipal
 - Crosby Municipal
 - Devils Lake Regional
 - Dickinson T. Roosevelt Regional
 - Drayton Municipal
 - Edgeley Municipal
 - Garrison Municipal
 - Glen Ullin Regional



Det... Photographs Section...

Branch Section: RW1331-BK-55

Photos (click to toggle size):

Alligator Cracking (Sample Unit No. 199)

Overview

Ulteig
1412 Basin Avenue
Bismarck, ND 58504
(701) 258-6607
www.ulteig.com

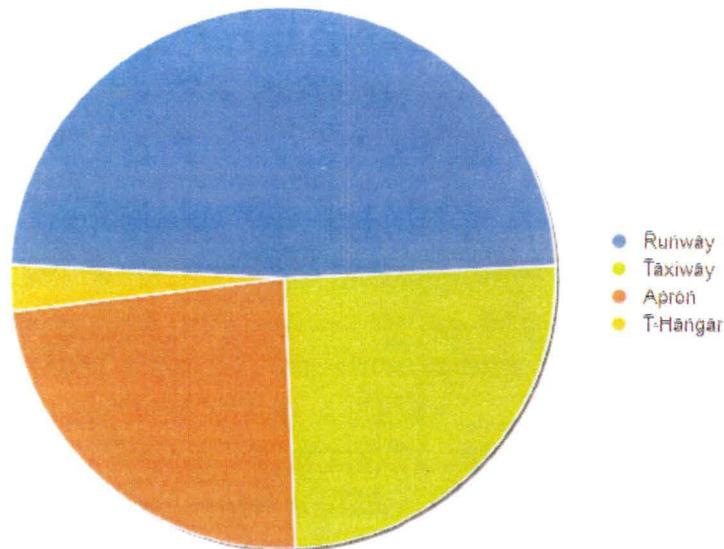
applied pavement TECHNOLOGY
435 W. Plain Street, Suite 400
Info Linnæus Library

Where is the Pavement?

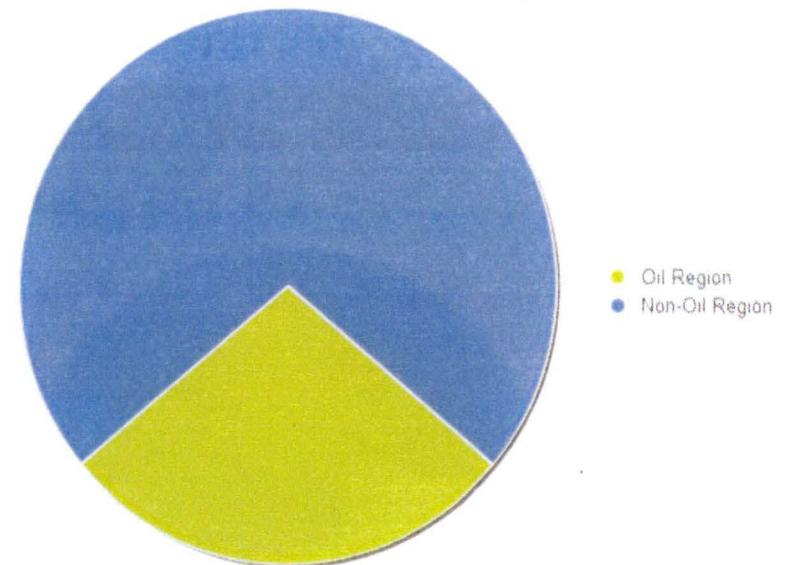
72 Airports are paved

- 8 commercial airports
- 45 general aviation airports eligible for federal aid
- 19 general aviation airports ineligible for federal aid

Summary of Total Statewide Pavement Area by Use (All Airports)

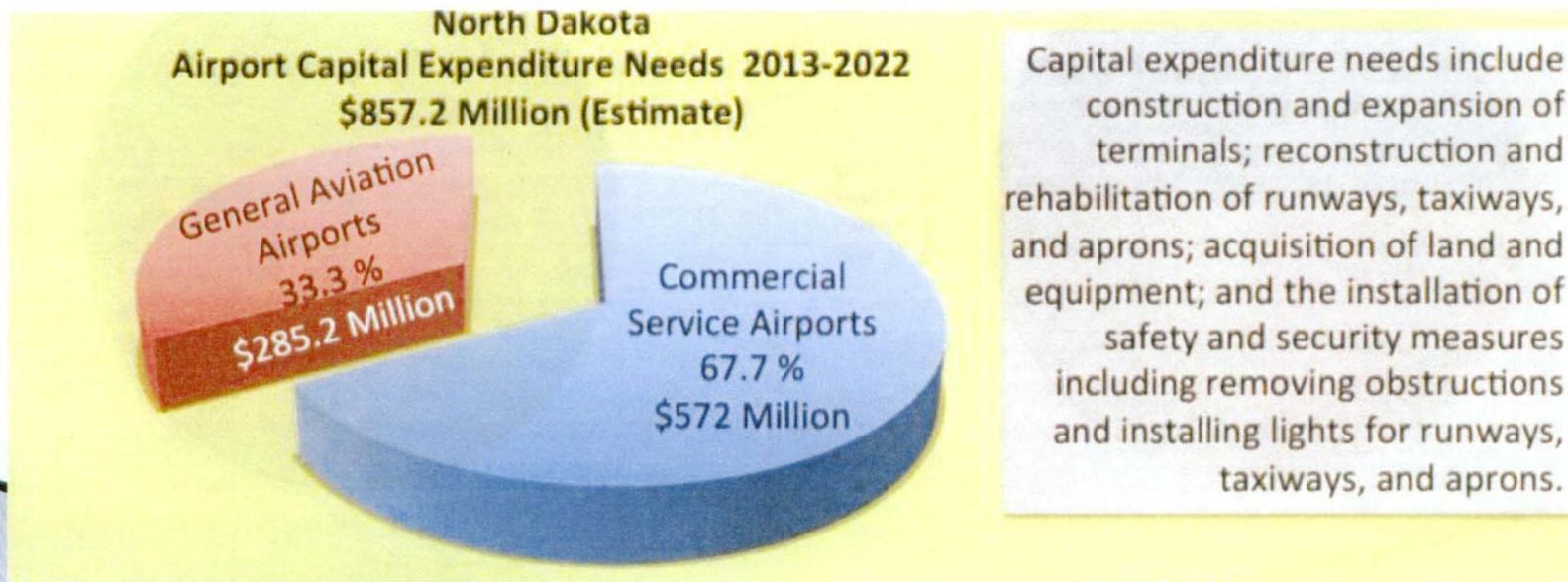


Summary of Total Statewide Pavement Area by Oil Region



UGPTI Study

- ▶ Analyzed airport infrastructure system and provided recommendations for funding needs.
- ▶ 10 Year need of approximately \$857 Million was identified
UGPTI recommendation: The state appropriate \$50 million per year in addition to federal and local investment to accommodate the needs.



Statewide Aviation System Plan Update

Provides a 20 year outlook on North Dakota's aviation system:

- Evaluates current system and assets – 89 airports
- Identifies future needs

Provides a tool to manage, and develop the system

A resource for:

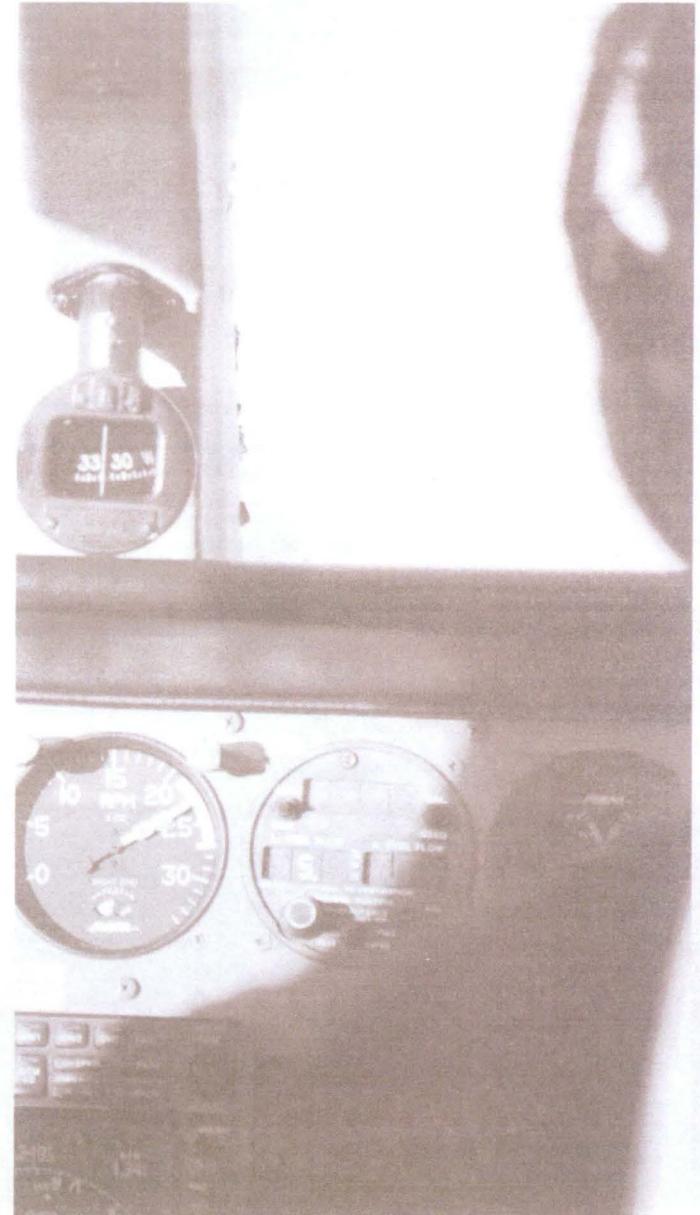
- NDAC
- Federal Aviation Administration (FAA)
- State legislature
- Airport sponsors
- And other stakeholders

An FAA requirement

Why update the System Plan?

The last aviation system plan was finalized in 2008 and used 2007 as a base year for forecasting purposes

The Aviation System throughout North Dakota has seen unprecedented change and growth since 2007.



Project Website

23

http://www.ndaviationplan.com Home - North Dakota State

File Edit View Favorites Tools Convert Select

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 NORTH DAKOTA STATE
AVIATION SYSTEM PLAN

WORKING TO IMPROVE NORTH DAKOTA'S AVIATION SYSTEM

The North Dakota Aeronautics Commission (NDAC) is continuing their planning in an effort to enhance the aviation system in North Dakota through the development of the 2014 North Dakota State Aviation System Plan (NDASP) Update. The plan will document aviation needs, guide funding decisions, and identify the future of the aviation system. The significant federal and state investment that has been made in both commercial and general aviation airports throughout the state must be maintained. Consequently, an update to the NDASP has been initiated to develop a document that will provide appropriate guidance and recommendations to the NDAC for the management of the aviation system in North Dakota.

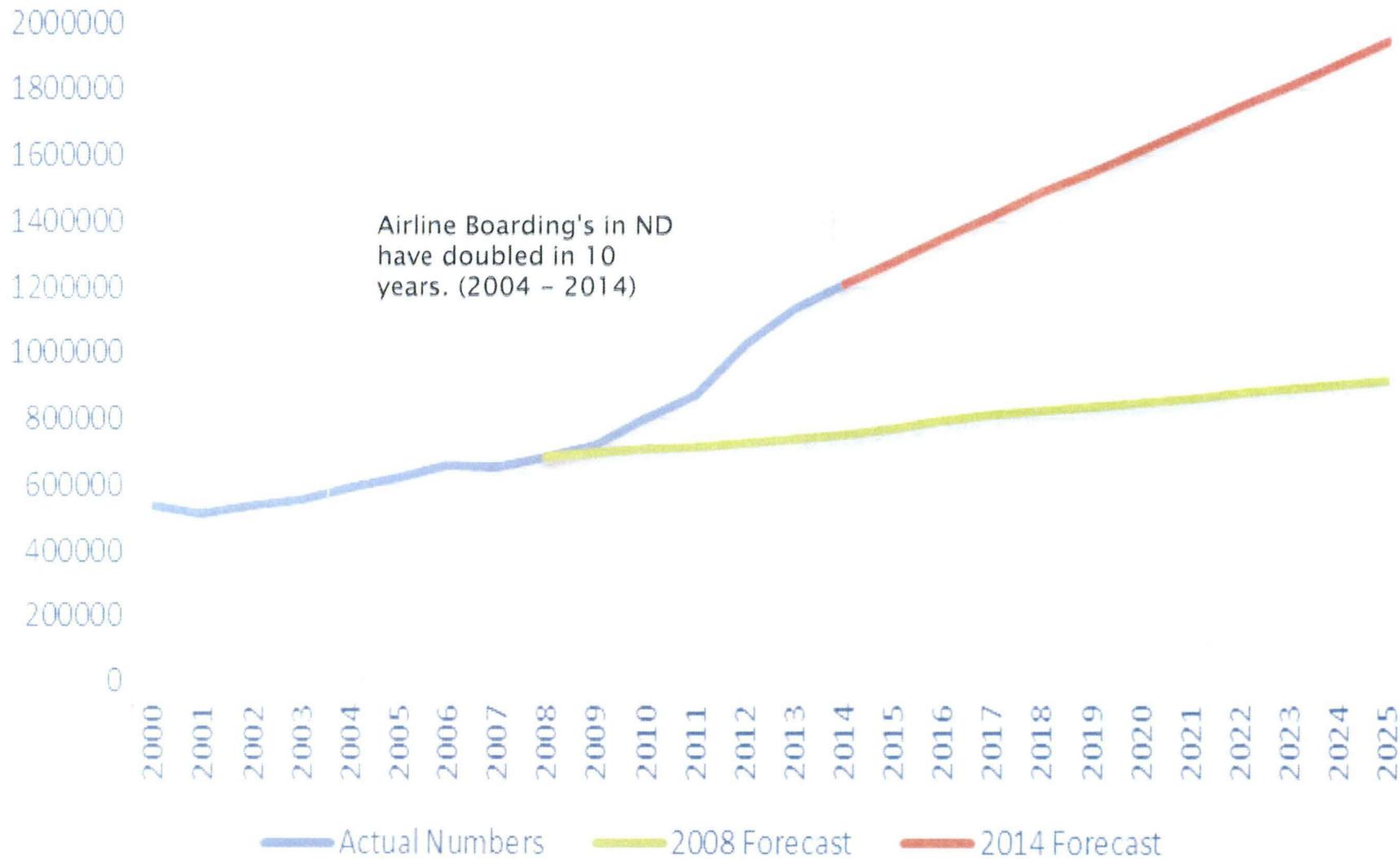


Please visit this website regularly to see updates as the study moves forward. Upcoming meetings, draft documents and other project-related content will be posted throughout the project duration. Please use the comment form on this website under the "Contact" tab to provide the project team with comments on the study.

© 2013 North Dakota Aeronautics Commission. All rights Reserved. | Site by Agency 4040 | 

Website – www.NDaviationplan.com

North Dakota Airline Passenger Boardings

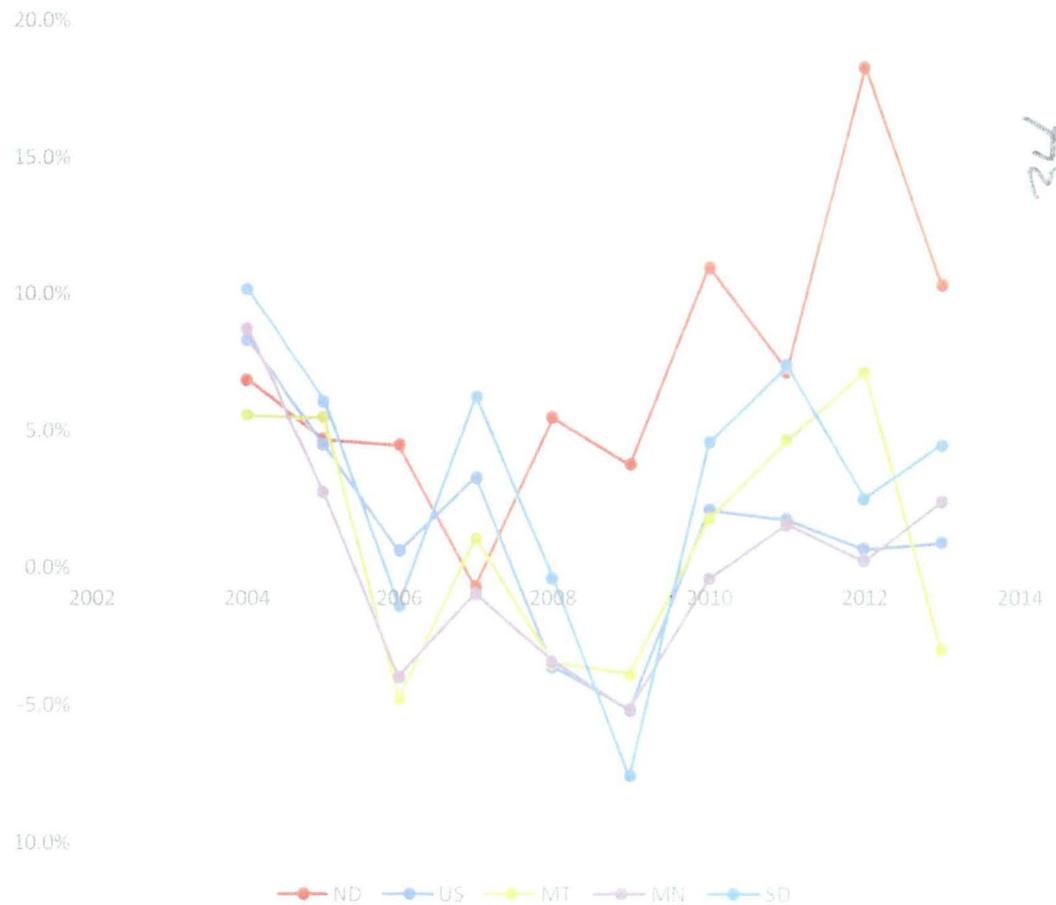


33

System Growth

| | US | MT | MN | SD | ND |
|-------------|-------|-------|-------|-------|-------|
| 2013 | 0.8% | -3.0% | 2.4% | 4.4% | 10.3% |
| 2012 | 0.6% | 7.1% | 0.2% | 2.5% | 18.3% |
| 2011 | 1.7% | 4.6% | 1.5% | 7.3% | 7.1% |
| 2010 | 2.1% | 1.7% | -0.4% | 4.5% | 11.0% |
| 2009 | -5.2% | -3.9% | -5.2% | -7.6% | 3.7% |
| 2008 | -3.6% | -3.5% | -3.4% | -0.4% | 5.5% |
| 2007 | 3.3% | 1.0% | -1.0% | 6.2% | -0.7% |
| 2006 | 0.6% | -4.8% | -4.0% | -1.4% | 4.4% |
| 2005 | 4.5% | 5.5% | 2.7% | 6.1% | 4.7% |
| 2004 | 8.3% | 5.5% | 8.7% | 10.1% | 6.9% |

ND vs. US & Neighboring States
Average Annual Percentage Passenger Change



Source: US DOT T-100 Outbound Onboard Passengers
Note: 2014 YTD through May vs. 2013 YTD through May

System Growth

Airline Operations

2007:

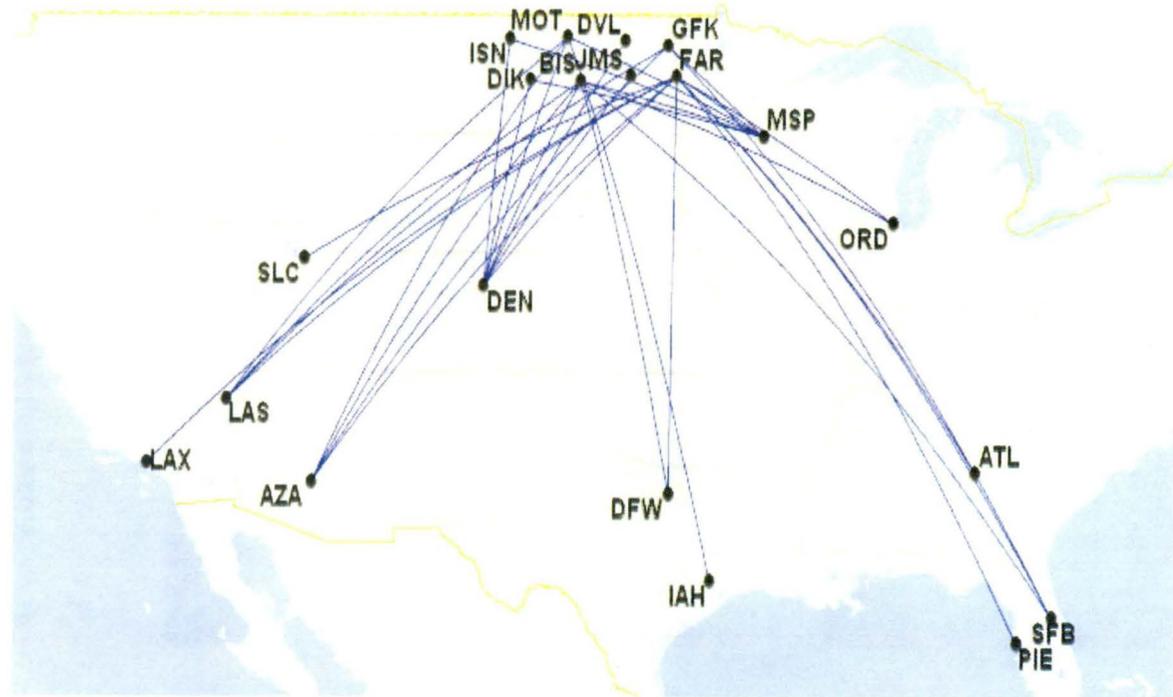
Non-Stop Destinations: 5

Daily Departures: 52

2014:

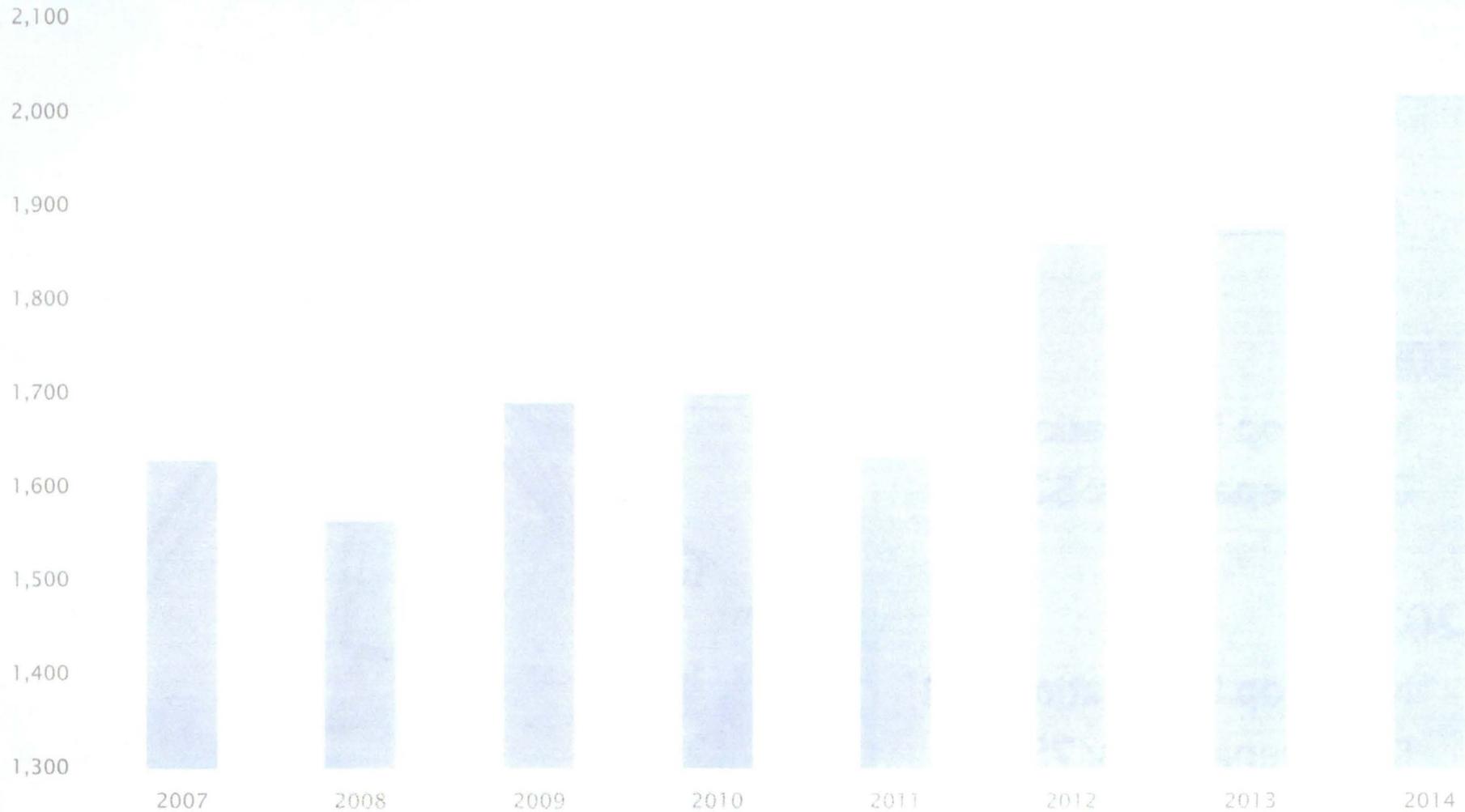
Non-Stop Destinations: 12

Daily Departures: 75



35

North Dakota Aircraft Registration Numbers



36

* 2,019 registrations in 2014 vs.
1,630 registrations in 2007

* This is an increase of 389 aircraft and a growth of 24%

37

Aircraft Operation Forecasts

| Category | Base Year Operations | Forecast of Operations* | | | | | Based Aircraft* | | |
|--|----------------------|-------------------------|------------------|------------------|------------------|--------------------|-----------------|--------------|--------------------|
| | 2013 | 2018 | 2025 | 2030 | 2035 | % Growth 2013-2035 | 2013 | 2035 | % Growth 2013-2035 |
| ND Commercial Service Airports* | 622,317 | 665,729 | 726,746 | 769,244 | 813,406 | 30.7% | 749 | 1,090 | 45.5% |
| ND General Aviation Airports** | 302,335 | 307,090 | 340,774 | 359,067 | 378,802 | 25.3% | 1,092 | 1,391 | 27.4% |
| TOTAL All North Dakota Airports | 924,652 | 972,819 | 1,067,520 | 1,128,311 | 1,192,208 | 28.9% | 1,841 | 2,481 | 34.8% |

*Source: FAA's Terminal Area Forecast (TAF) and/or Mead & Hunt methodology, or airport master plans

**Source: 2013 Base Year Operations and 2013 Based Aircraft numbers were taken from the FAA 5010 forms for each airport unless otherwise noted. For all GA airports, Forecast of Operations and 2035 Based Aircraft numbers were developed using the Mead & Hunt methodology.

Airline Enplanement Forecasts

28
35

| Passenger Enplanements for Commercial Service Airports | | | | | | |
|--|------------------|------------------|------------------|------------------|------------------|--------------------|
| Commercial Service Airports | Base Year | Forecast | | | | |
| | 2013 | 2018 | 2025 | 2030 | 2035 | % Growth 2013-2035 |
| Bismarck Municipal Airport | 246,435 | 298,274 | 356,101 | 402,141 | 456,532 | 85.3% |
| Devils Lake Regional Airport# | 4,224 | 4,326 | 4,472 | 4,580 | 4,690 | 11% |
| Grand Forks Int'l Airport | 144,836 | 160,509 | 185,366 | 205,454 | 227,731 | 57.2% |
| Jamestown Regional Airport# | 5,664 | 5,931 | 6,325 | 6,623 | 6,934 | 22.4% |
| Williston, Sloulin Field Int'l Airport * | 81,108 | 156,037 | 314,926 | 334,189 | 334,189 | 312% |
| Minot Int'l Airport | 222,056 | 299,236 | 413,868 | 479,580 | 539,763 | 143% |
| Dickinson Theodore Roosevelt Rgnl Airport** | 35,082 | 82,992 | 136,989 | 169,589 | 176,164 | 402.1% |
| Fargo, Hector Int'l Airport*** | 398,677 | 481,639 | 530,038 | 582,029 | 638,353 | 60.1% |
| TOTAL ENPLANEMENTS | 1,138,082 | 1,488,943 | 1,948,085 | 2,184,184 | 2,384,356 | 109.5% |

Source: 2013 FAA TAF except as noted

#Source: 2013 base year number was calculated based on the June 2014 – October 2014 enplanement average from the North Dakota Aeronautics Commission averaged out amongst 12 months. Forecast years were calculated using the CAGR rate from the Mead & Hunt methodology applied to the base year.

*Source: FAA TAF updated March 20, 2014

** Source: Airport Master Plan Update (Chapter 3 – Aviation Forecasts), May 2014, Trillion Aviation and KLJ

*** Source: Master Plan Update (Forecast Chapter), Mead & Hunt, 2014



System-Wide Funding Requests

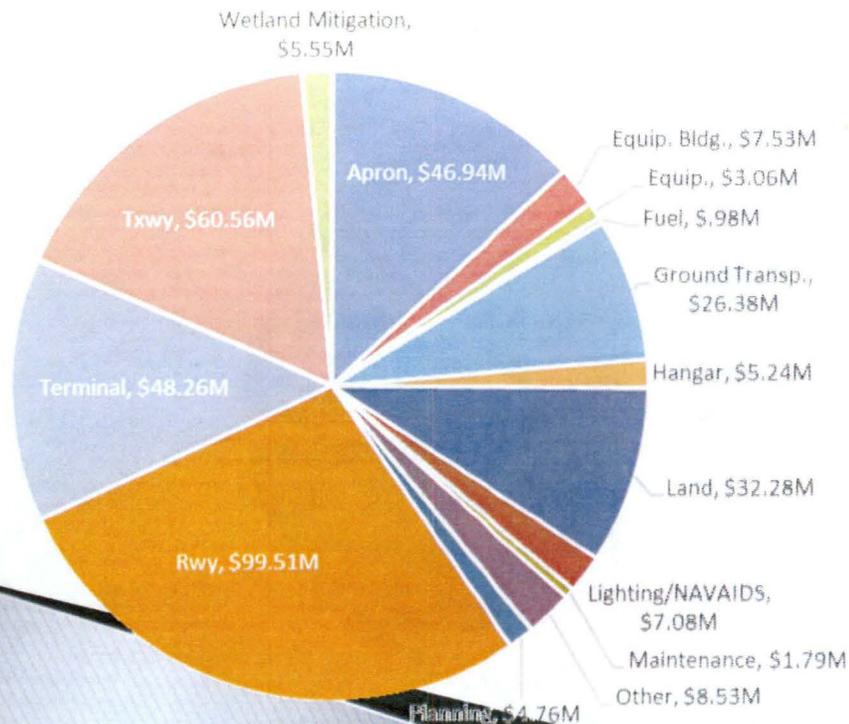
Requests for 2015-2016: \$358.44M

Requests for 2015-2024: \$844.36M

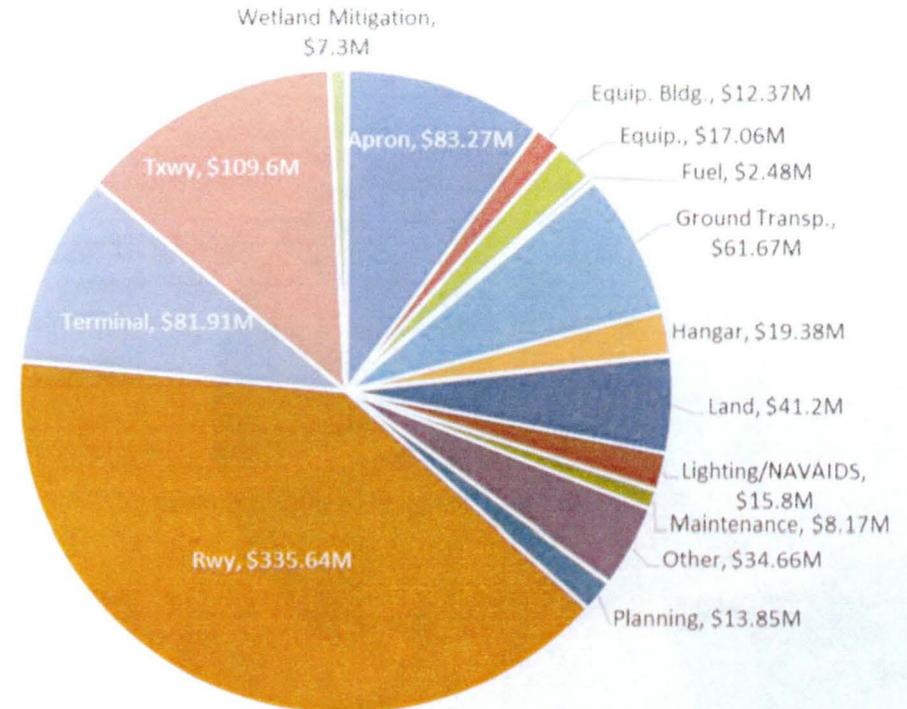
Very similar to the \$857 Million estimate provided by UGPTI

39

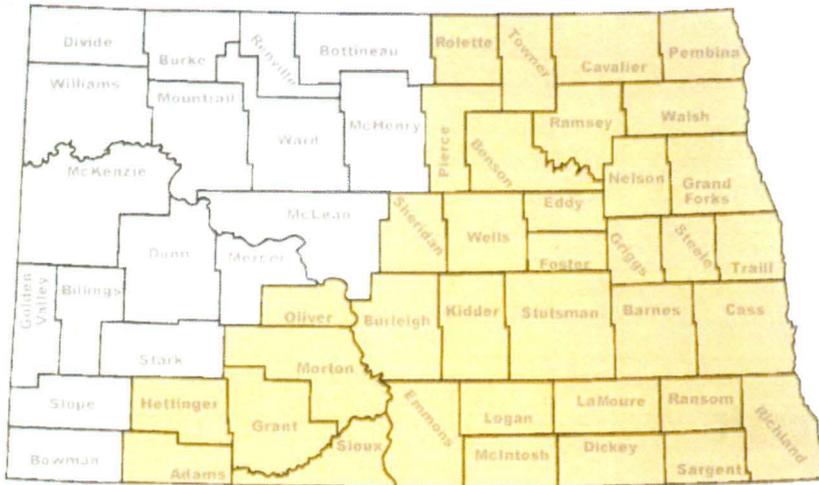
Grand Total 2015-2016



Grand Total 2015-2024



Funding – Eastern Counties

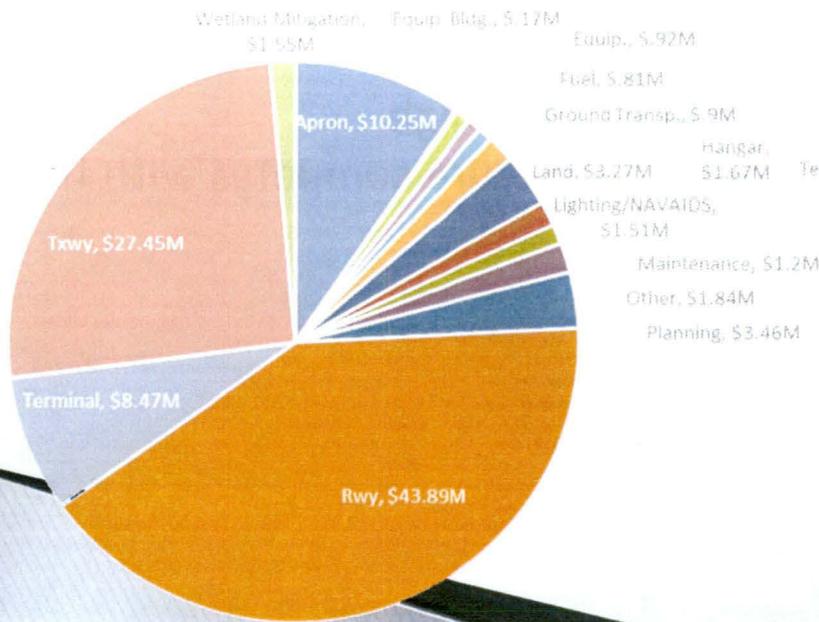


Findings:

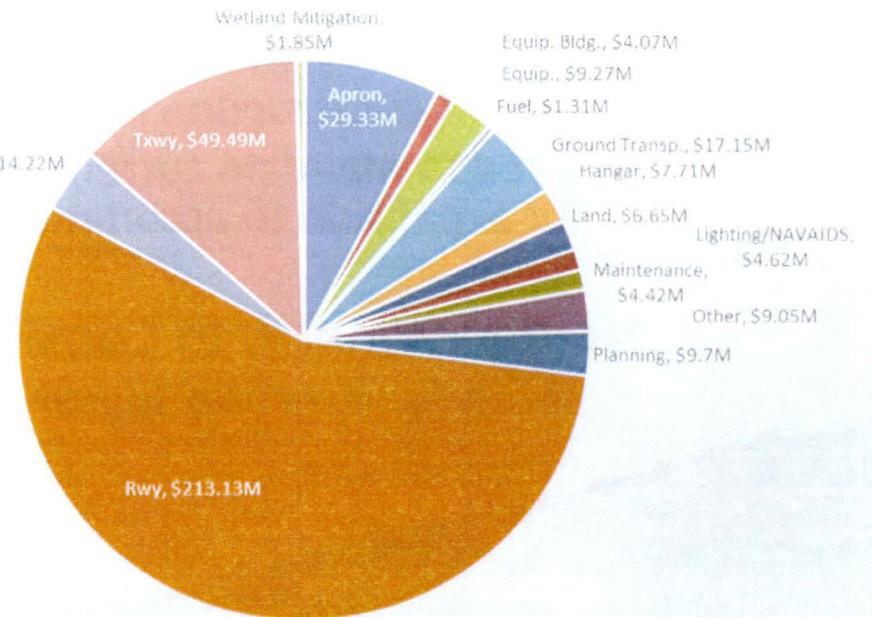
- GA: Maintenance of existing pavement
- CS: Maintenance and new construction projects (pavement-related)

Gray: Oil Impacted Counties
Yellow: Eastern Counties

Eastern Requests 2015-2016



Eastern Requests 2015-2024



Infrastructure Challenges

- ▶ Airport Congestion
 - Lack of Apron Space
 - Lack of Taxilanes for Hangar Development
 - Lack of Hangars

- ▶ Heavier Aircraft
 - Airports were not designed for large aircraft
 - Pavement Strength Issues
 - Runway/Taxiway Length and Width Issues

- ▶ Cost of Construction
 - Cost of construction in North Dakota at all time high
 - Need to maintain current pavement infrastructure competes with the need for expansion to accommodate growth

- ▶ Limited Window to Construct
 - Short Construction Season in North Dakota

42

Federal Funding Outlook

North Dakota airports compete nationally for federal dollars

FAA may provide funding of up to 90% for high priority projects if funding is available.

Many projects receive less than 90% in federal aid.

Federal dollars available nationally for airport infrastructure projects has remained at similar levels provided since 2001.

Funding is currently authorized through 2015.

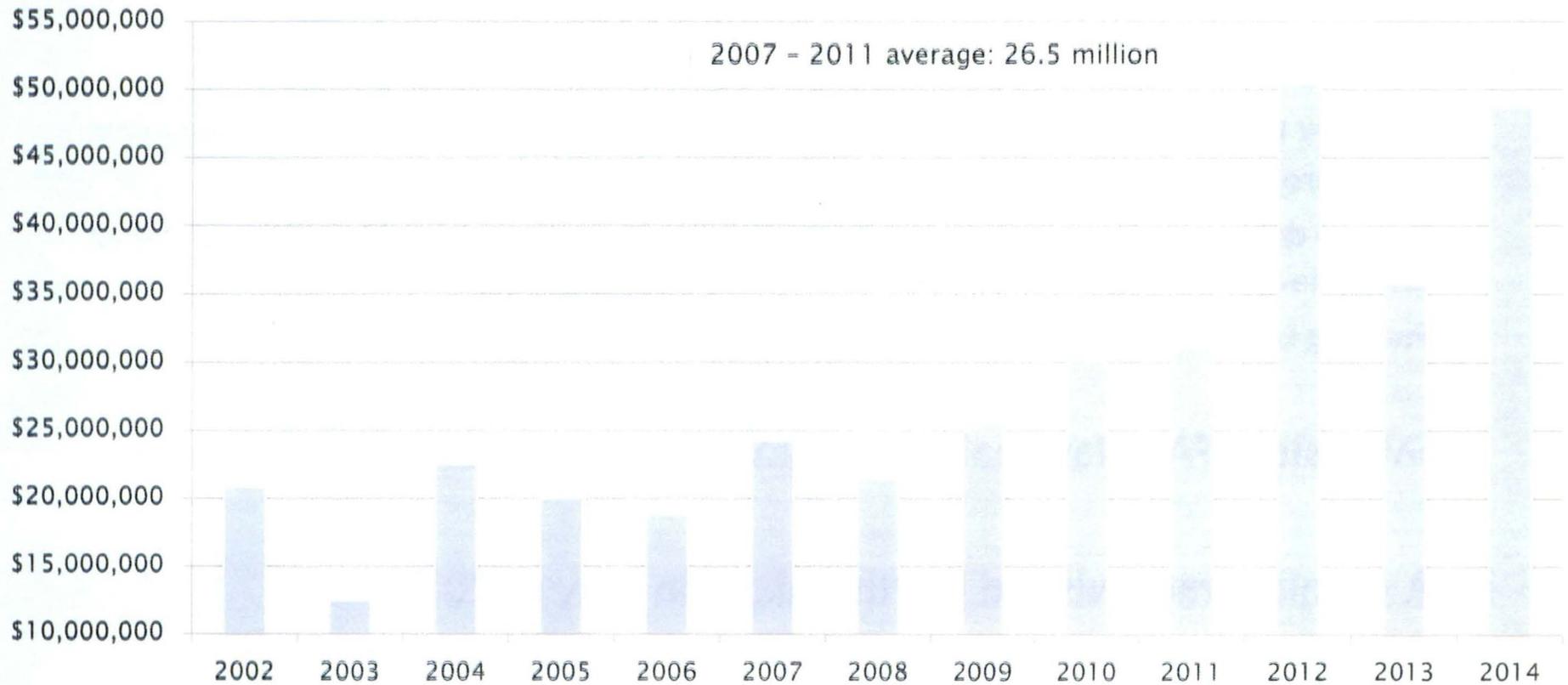
43

- ▶ NDAC visited FAA National and Regional Offices to educate on needs

- ▶ FAA Administrator visited North Dakota in May of 2014
 - ▶ Announced North Dakota is 1st operational UAS test site
 - ▶ Visited Williston North Dakota and saw first hand the infrastructure needs of the state's airports

ND Historical FAA Funding

2012 - 2014 average: 45 million



The state has seen a large increase in federal funding over last 3 years

- Increased airport infrastructure needs are justified
- Additional state funds have helped to leverage federal funds

Aeronautics Commission Funding

Main Sources of Revenue

Special Fund

- Aviation Fuel Tax
- Aircraft Excise Tax
- Aircraft Registrations
- Airport Inspections
- Aerial Sprayer Registrations
- Aircraft Dealer Registrations

General Fund

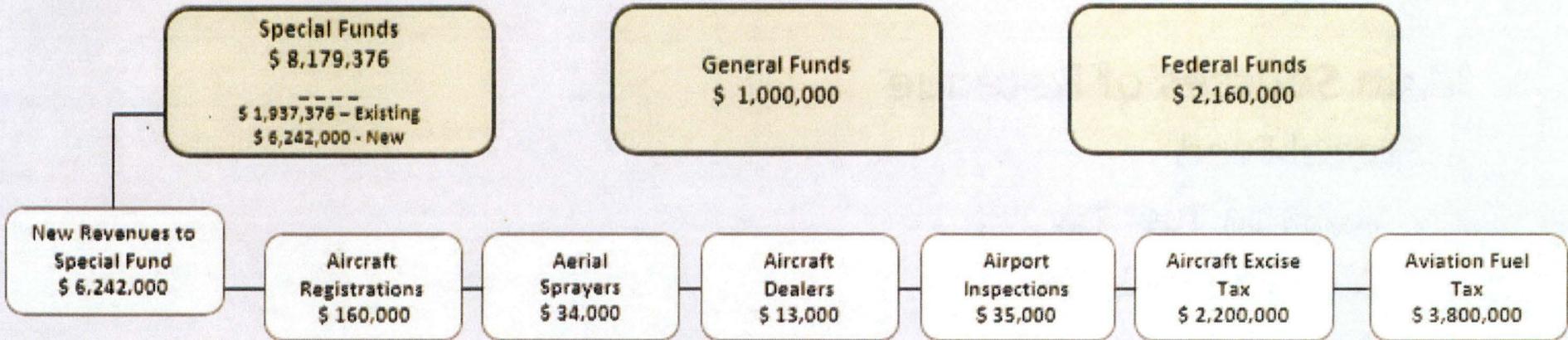
- State Legislature provided \$6.55 million from the state general fund last biennium for airport grants
 - The upcoming biennium budget currently calls for \$1 million in general fund dollars.

45

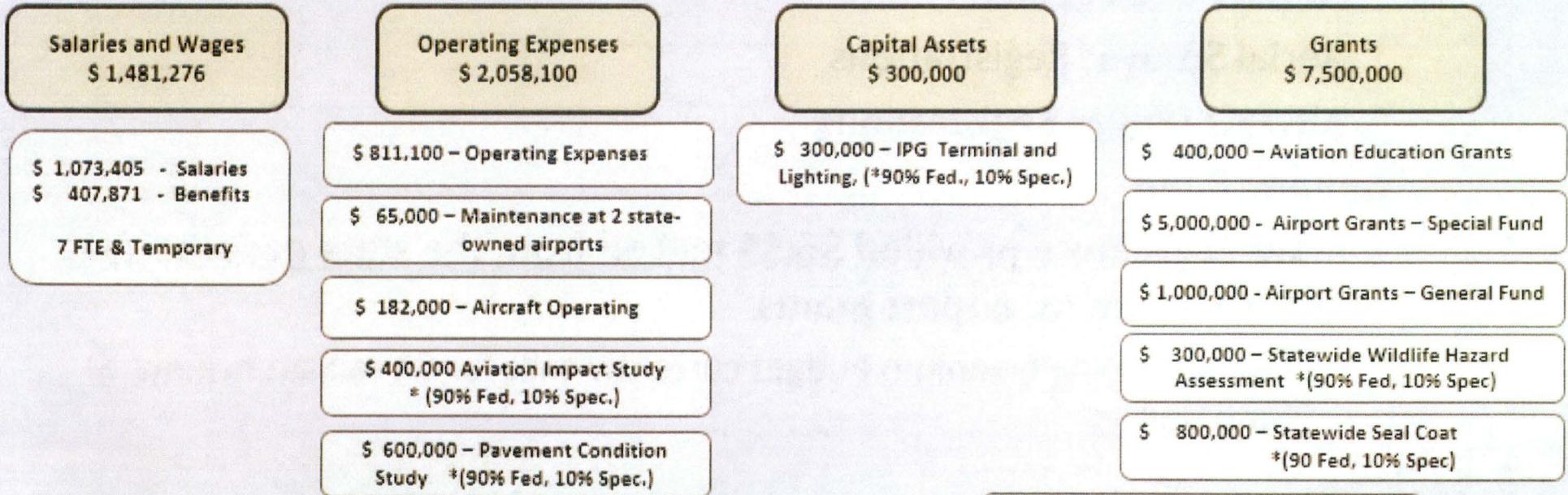


North Dakota Aeronautics Commission Executive Recommendation – 2015 – 2017 Budget \$ 11,339,376

REVENUES



EXPENDITURES



Revision Date:
12/04/14

*Fed – subject to receipt of federal funds

NOTE: \$ 50,000,000 was allocated to Airports through Energy Impact Funds

Topics of Interest

Economic Impacts

- Growth from oil boom
- Unprecedented needs for system capacity
- Increased construction costs

Pilot Shortage

- Impacting regional airlines and mainline carriers
- Great Lakes Airlines suspension of service



47

Topics of Interest

○ Unmanned Aircraft Systems (UAS)

- North Dakota is home to one of six UAS test sites
- Increasing use of UAVs for transport, research, search and rescue, security, crop surveillance, etc.

○ Airline Fleet Changes

- Continued increase in # of flights
- All commercial service airports are being served by regional jet aircraft
- Potential shift to larger aircraft, as seen in other markets across the U.S.



48

Topics of Interest

NextGen

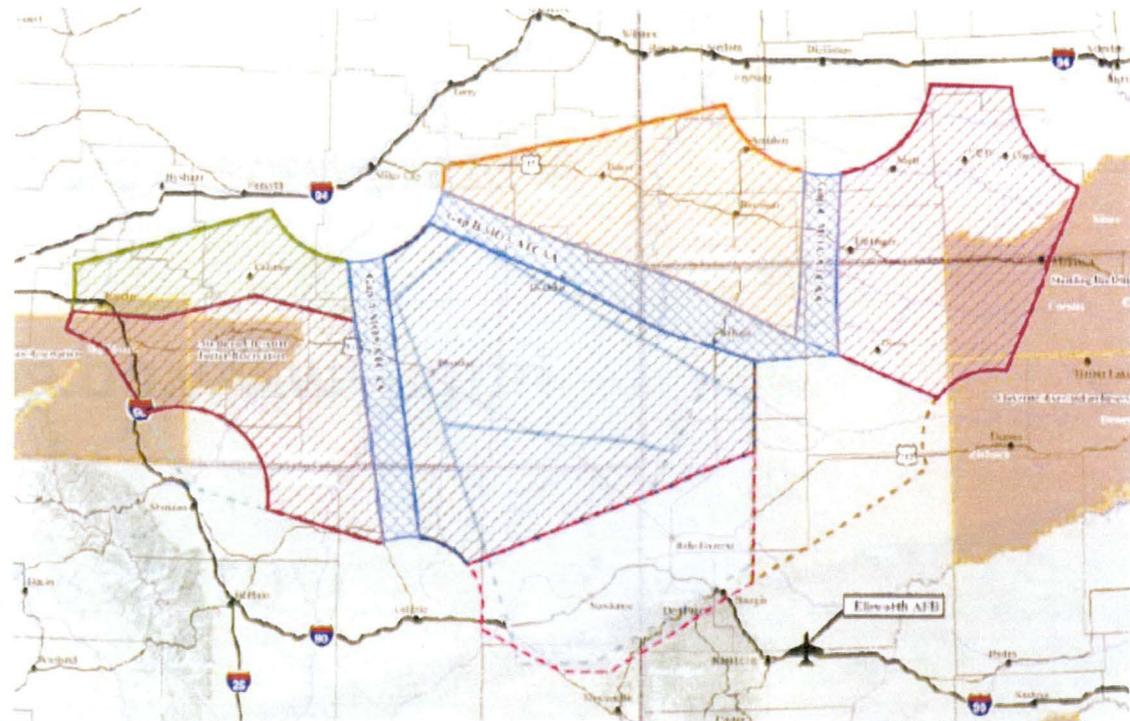
Transformation from ground-based navigation, to satellite-based navigation.
Allows aircraft to fly more direct routes, reducing delays.

Airspace Related Topics - Powder River Training Complex

Potential expansion of military operational area into southwestern North Dakota

Possible impacts to airspace

67



Questions?



"A Statewide Voice for Aviation"

<http://www.nd.gov/ndaero/>

(701) 328-9650

50

AAND

Airport Association of North Dakota

Timothy J. Thorsen - President Matthew Remynse - Vice President
Lori Jury - Sec. / Treasurer
3561 Sheyenne Circle, Valley City, North Dakota 58072
(701) 355-1808

January 16, 2015

Re: Testimony to House Government Operations Subcommittee Committee on HB 2006
(Aeronautics Budget)

Chairman Thoreson and committee members:

- Thank you Chairman Thoreson and Government Operations Subcommittee members for the opportunity to provide information and thank you for past support to airports in North Dakota. My name is Tim Thorsen, I am the President of Airport Association of North Dakota (AAND). AAND is an organization of North Dakota's airports. We exist to promote aviation in North Dakota. AAND has among its members 77 of 89 North Dakota airports, including all eight commercial service airports. AAND supports an increase to Governor Dalrymple's proposed Aeronautics budget for the coming Biennium to \$10 million permanent funding each biennium and \$9 million one time request for statewide needs.
- In another forum I will speak about the needs of airports in the western oil impacted counties (HB 1013). I will speak today on the needs of airports statewide. I will be referring to the two page handout given out earlier.

- North Dakota aviation is a vital link to all of North Dakota's major economic drivers: agriculture, energy, manufacturing, tourism, technology and healthcare. It produces nearly 2 billion dollars in annual economic benefit to the state and employs more than 15,000 people.
- Similar to roads which are experiencing larger vehicles and lots more of them, Airports are experiencing larger volumes and larger sized aircraft than they have in the past. Airports are experiencing greater wear. Some airports are not built to handle the volume or size of aircraft they are experiencing now.
- Airport traffic has increased tremendously in the past two years and more than doubled over the past decade.
- Airport Enplanements have been growing for some time as 2014 marks the seventh consecutive year of airline passenger growth in the state. Since 2008 total state enplanements have grown 82%. Enplanements at the eight ND commercial service airports grew an average of 9% in 2014. Individual annual records for 2014 were set in Fargo, Bismarck, Minot, Dickinson, and Williston. As one example Bismarck has had 5 consecutive enplanement records. In 2012 Bismarck had just over 196,000 passenger enplanements. This year Bismarck finished with 245,205. We expect the trend to continue as additional aircraft capacity is added to meet the traveling public's demand.
- The state's aviation system supporting North Dakota's 8 commercial and 81 General Aviation airports is underfunded and the state is at risk of impeding a vital driver of the state's economic development, quality of life and aerial emergency service support. Additional infrastructure is needed to support growth but we also must maintain

existing facilities or risk deterioration of what we already have. Permanent general fund support to the aeronautics budget supporting grants to airports has not changed since 1987 at \$550,000. One time funding of \$6 million was approved last biennium. Airports continue to grow and costs continue to increase. We think an increase in permanent funding to \$10 million and one time increase of \$9 million in the budget is justified.

- Eligible share for federal grants is up to 90%. During this time of unprecedented growth, Federal funding amounts are not assured and are short of what we need to meet the needs of North Dakota's airports. 36 of North Dakota's 89 public airports are not eligible for federal funding.
- Airports have needs that surpass the available funding totaling \$358 million across the state. With the proposed \$50 million to western airports and \$19 million addition to the Aeronautics Commission, there is still an expected shortfall of \$115 million. You were given a handout by the Aeronautics Commission earlier that provides greater detail about specific needs at various airports.
- The needs shown are conservative. I want to note there are additional needs not shown. The current State Pavement Maintenance Study shows a significant funding shortfall. Our graphs do not show items like crack and joint sealing, marking and other pavement maintenance that preserves the investment in our existing paved surfaces. Small equipment or equipment upgrades are not typically included in a capital plan. Other items are solely funded by the airports. Some examples around the state, Fargo could be spending around \$1.5 million to expand parking. In the near future Fargo also

plans to build either a 1,000 space parking ramp or an elevated walkway. The range in cost is \$18 million to \$23 million. Minot is working on a "phase 2 parking lot expansion". Dickinson will have parking lot expansion and paving projects in the next 2 years which will easily exceed \$1.5M. Bismarck is making final decisions about a \$2.4 million car rental wash facility. Bismarck also has done initial planning for a fifth parking expansion for an additional 350 parking stalls in the next two years. This Christmas holiday Bismarck had over 1,700 cars parked, exceeding a capacity of 1,119 paved parking stalls.

- Last year Bismarck Airport asked for \$1,946,726 in state grant funds and was granted \$786,156. In past years it has been typical to have large shortfalls because of limited available state funding. Airports have not made application for all the needs because the effort is not productive when you know funding is not available.
- I want to point out we have Grand Forks, Minot, Dickinson, Bismarck and Mandan here and available if you have questions.
- I want to note that the 2013 legislative session approved a total of \$74 million to support airport infrastructure needs (total of oil impact funds, one-time funding, aeronautics permanent funding and aeronautics special funds). If approved, the AAND request is the same total (\$74 million) in the 2015-2017 Biennium.

I thank you for the opportunity to speak in support of an additional funds for a total of \$10 million permanent funding each biennium and \$9 million one-time request for statewide needs to the Aeronautics Commission for ND airports.

Sincerely,



Timothy J. Thorsen

President



2301 Airport Drive
Grand Forks, ND 58203
701-795-6981
701-795-6979 fax
www.gfkairport.com

Good Morning Mr. Chairman and members of the committee, my name is Patrick Dame and I am the Executive Director of the Grand Forks Regional Airport Authority. Please find the attached summary drawing of our 10 year capital improvement plan of projects.

The Grand Forks International Airport is the busiest airport in North Dakota and typically in the top 22 busiest in the United States. Due primarily to the traffic generated by the University of North Dakota Odegard School, GFK's six year average has been 344,000 operations (take-offs and landings). That accounts for approximately one-third of the total operations for the entire State of North Dakota. GFK also has grown our air carrier traffic by 78 percent since 2008. The majority of our increase in traffic is due to Allegiant and their ability to attract new Canadian customers to our market. GFK is also the air cargo hub for the state of North Dakota. We have seen a significant increase in cargo aircraft size and traffic over the past four years as a result of the Bakken.

Due to our volume of traffic, GFK has a large amount of infrastructure. Unfortunately, the Federal Aviation Administration primarily funds airports based on passenger volumes and not operations. Since our operations drive our infrastructure needs and our air carrier passenger volumes drive our FAA funding, GFK has more infrastructure than our entitlement funding can afford to replace.

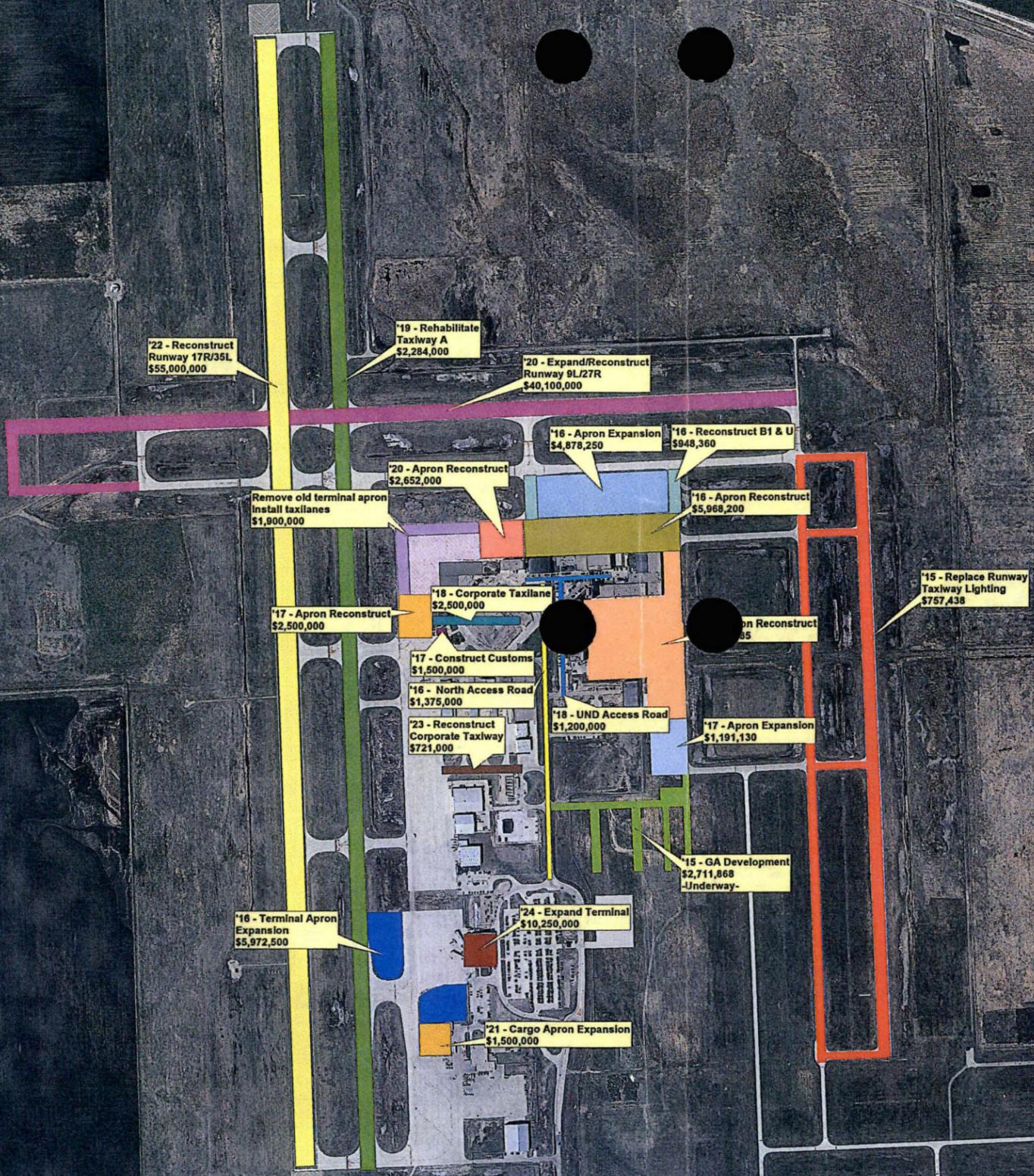
GFK celebrated 50 years in 2014 and some of our infrastructure is showing its age. We have been able to keep up with runways and taxiways, however, lower priority projects like aprons and taxilanes have paid the price. Historically, we have done our best to keep costs down to the University, however, we are working on a plan with our largest tenant to bring more revenue to the Airport Authority to help replace infrastructure. We have pleaded to the Federal Aviation Administration that our funding (based on passenger traffic) does not match up with our operational requirements of the facility, however, that is the basis of their funding program. In 2015, the Airport Authority will be funding new taxilanes, in partnership with the Aeronautics Commission, even though these surfaces are eligible for federal funding, we have other higher priority projects that we must use the federal funds on.

In the upcoming 10 years, GFK has between \$120 and \$160 million in needs depending on if we try to extend our crosswind runway to handle our current mix of air carrier traffic in the event we have to temporarily close our primary runway. We are capped in our ability to levy Passenger Facility Charges (PFC), capped in our ability to increase our mill levy above 4, based on revenue, we no additional bonding capabilities and our federal funding is based on our passenger traffic. We may fall short of our ability to keep up with the needs in the future.

We feel we have some monumental funding needs in front of us and they need to be addressed in digestible doses that can only be accomplished through adding additional funding to Aeronautics. We would prefer an added predictable revenue source, directly to the individual airport, in the form of a mill levy increase.

Legislative Priorities

1. Protect the \$16 million for the UND apron replacement.
2. Remove Airport Authorities from SB 2056. Protect the ability for Airport Authorities to certify our own Mill Levy (84 of 89 Airports are Authorities) and remove the cap from the airport Mill Levy. Airports are capital intensive entities and we need the flexibility and control over our capital revenue sources.
3. 10 year needs of GFK are over \$150M and our expected available funding is \$16M FAA Entitlements, \$6.95M Passenger Facility Charges (PFC), \$8.3M Tax Mill Levy and now \$16M (on the behalf of UND) State funding for a total of \$47.25M. We will still have an expected \$100M shortfall over the 10 year period. GFK has a cap on our Mill Levy and PFC's limiting our ability to replace infrastructure. In 2014, an amount equal to 61% of the Authority's Mill Levy revenue was used to pay debt service on two bonds.
4. GFK Airport is the Cargo hub for the entire State of North Dakota. We are seeing an increase in deplaned cargo as a result of western North Dakota oil impact. Due to the increase in Cargo, FedEx now uses an Airbus A-300, which is a heavy aircraft. It is increasing the deterioration rate of our main runway. GFK funded one Cargo expansion in 2013, however, more is needed to keep up with the new Cargo demands as a result of the oil impact.
5. GFK only has one runway capable of landing our current Air Carrier traffic. The FAA rules do not allow for our crosswind runway to be eligible for Federal funding. The state needs to consider funding federally ineligible projects at our commercial service airports to ensure no laps in Air Carrier as a result of our only Air Carrier runway being out of service.
6. Additional funding is needed for Aeronautics over and above the Governor's budget.



January 16, 2015

Testimony of Andy Solsvig, Airport Director for Minot International Airport
Before the House Appropriations – Government Operations Division
in favor of House Bill 1006.

Chairman Blair Thoreson and members of the Committee, my name is Andy Solsvig, Airport Director for the Minot International Airport. I am representing Minot to encourage passage of HB 1006 for the ND State Aeronautics budget and request serious consideration for an additional Ten Million (\$10,000,000) to the Aeronautics general fund AND an additional one-time funding of Nine Million (\$9,000,000) for statewide airport projects in the next biennium.

State Aeronautics grant funding is critically important for ND airport infrastructure projects. Airport Energy Impact funding does significantly help those airports in the counties most impacted by oil commerce; however, there are remaining infrastructure needs throughout the state that are not eligible for Energy Impact funding and reason an increase in the Aeronautics budget is vital for statewide airport sustainability.

The Minot International Airport (MOT) is a great example of using essential funding to move quickly on a variety of projects. While MOT did receive over

Twenty-Three Million (\$23,000,000+) in Energy Impact funds this last biennium to support the terminal projects, annual airport certification requires maintenance for pavements, signage and markings, lights, navigational aids, environmental assessments, security, and other general upkeep of the airfield and facilities.

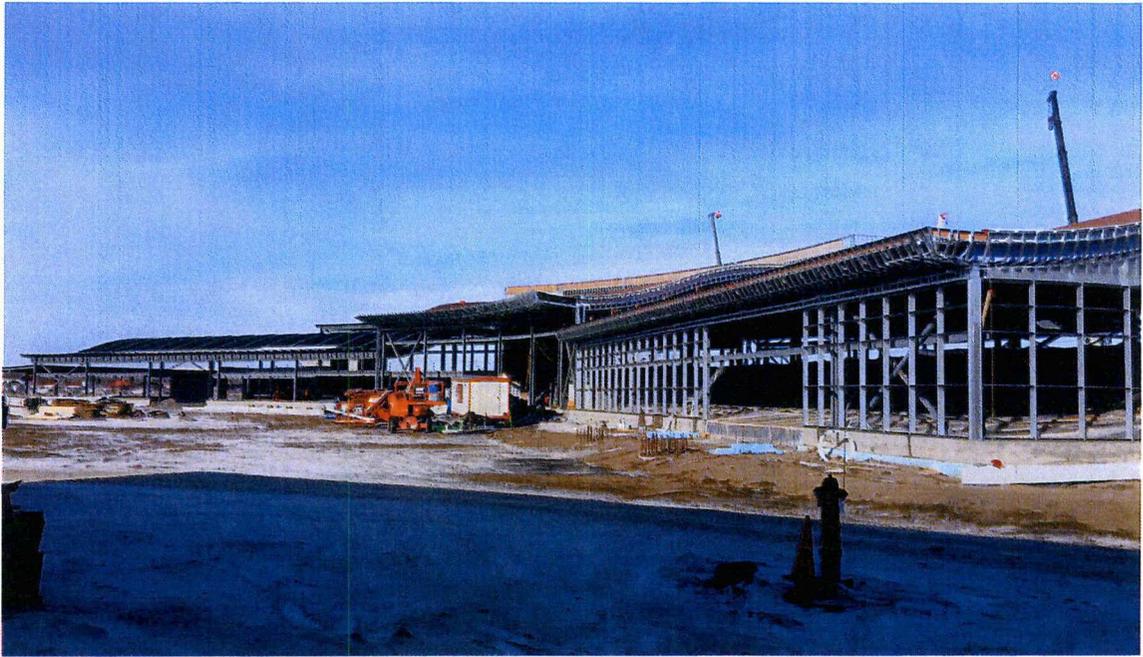
These projects can range in the tens of thousands to millions of dollars and reason why a cost share with the Aeronautics budget is so important and even more vital to general aviation airports with limited budgets. For Minot, general aviation and cargo pavements are in serious need of repair and expansion, joint seal replacement on the main runway is a project planned next summer, and a crosswind runway shift in the coming years are all examples of large projects at Minot planned for the next few years. Overall, North Dakota has eight (8) commercial service airports and over eighty (80+) general aviation airports throughout the state and the need is great.

Airport activity, from passenger enplanements to aircraft operations, continues to grow throughout the state with an ever increasing list of capital improvements.

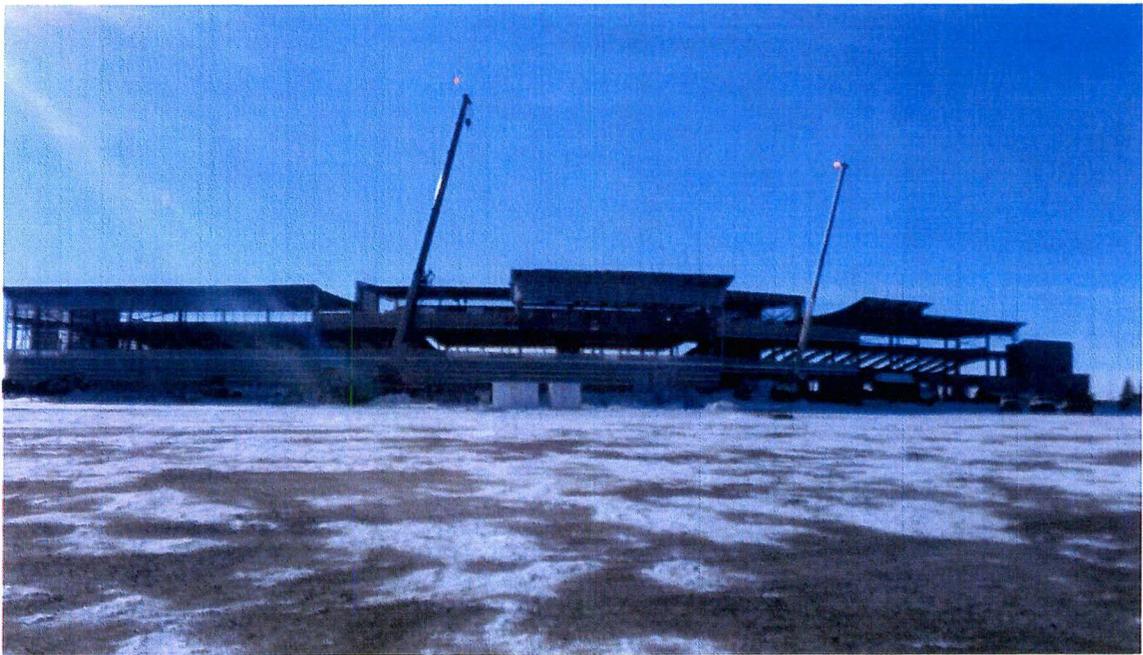
As stated above Minot's needs continue but I would like to take this opportunity to thank the Legislator's for the support provided to Minot in the last biennium.

Without that support Minot would not be able to move forward and that is why it is important to support the ND State Aeronautics budget, and additional funding, in the coming biennium. This piece of legislation is likely one of the most important legislative decisions during the history of aviation in North Dakota .

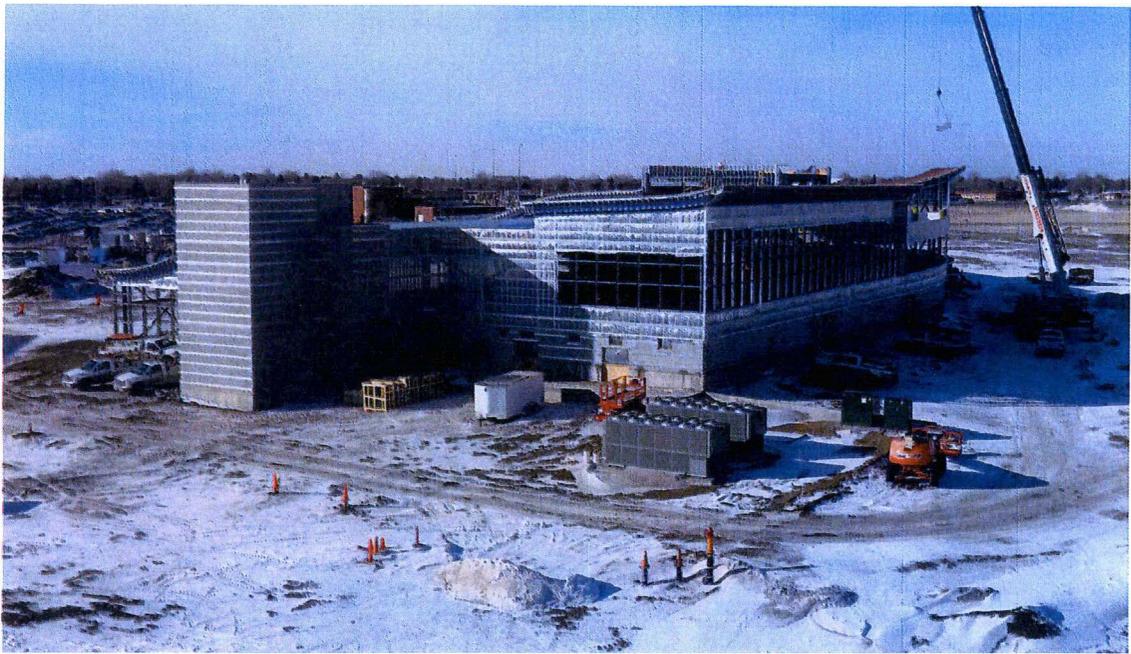
Therefore, I encourage a do PASS on HB 1006. Thank you for your time to listen to Minot's concerns on this bill.



1/15/2015 Front of new Terminal. Access road & parking planned for summer 2015.



1/15/2015 Back of new Terminal. Future apron paving summer 2015.

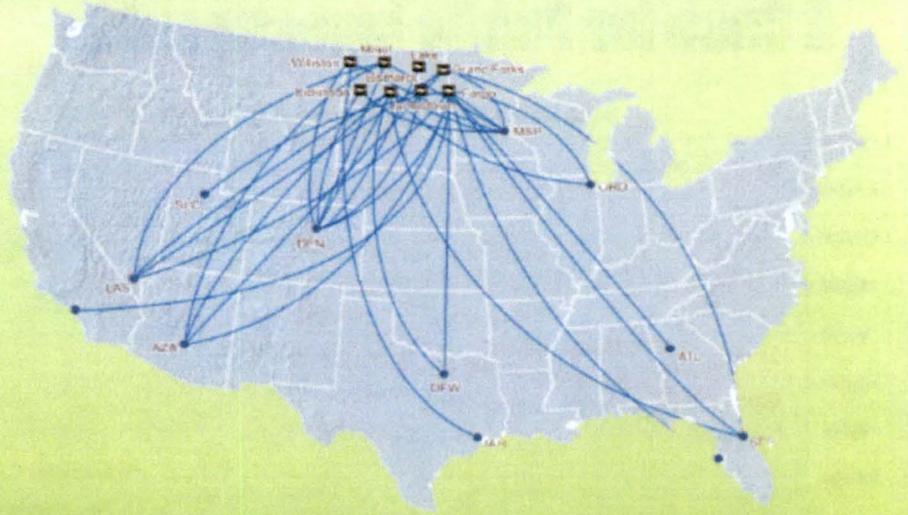


1/15/2015 Tower view of new Terminal.

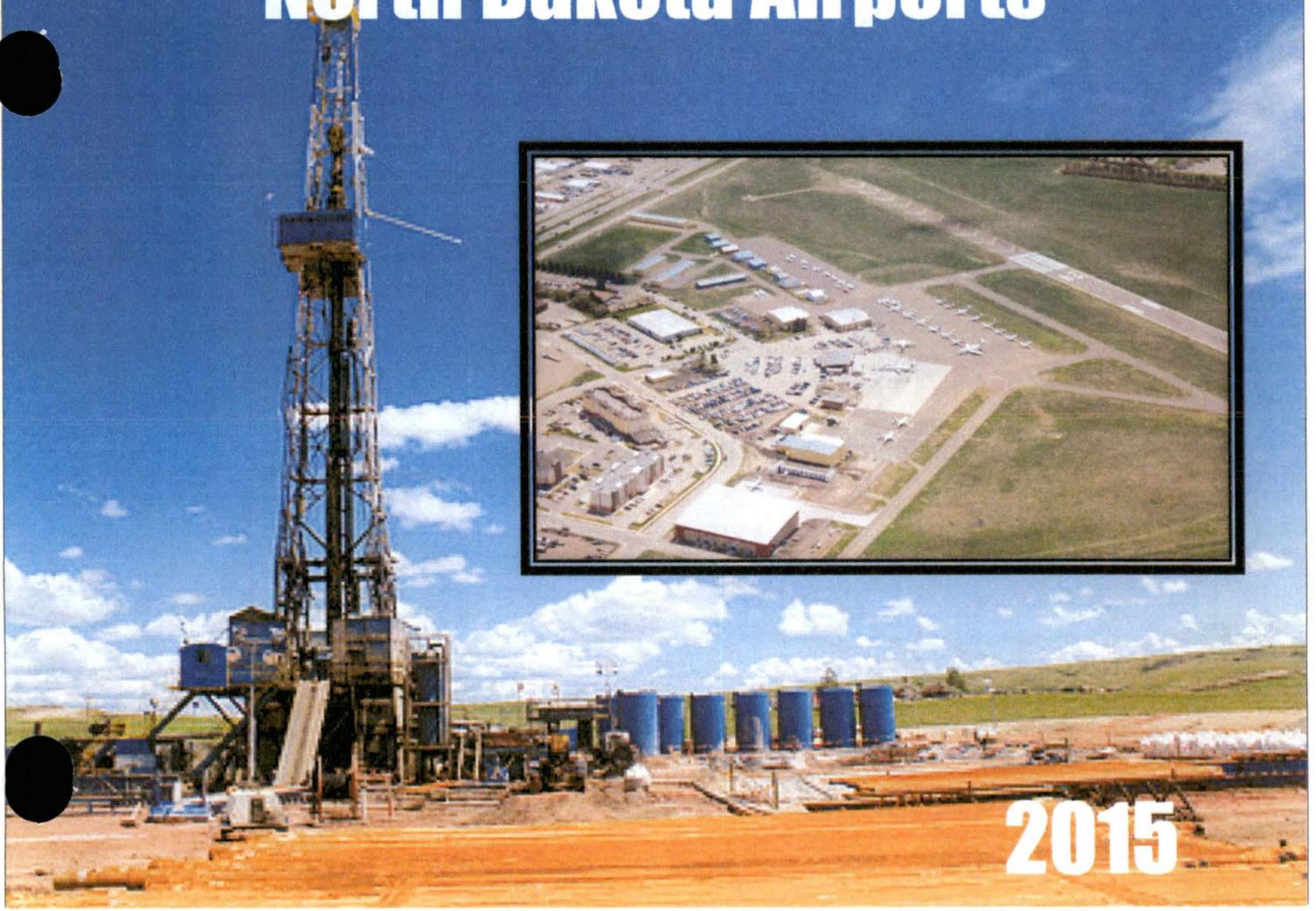
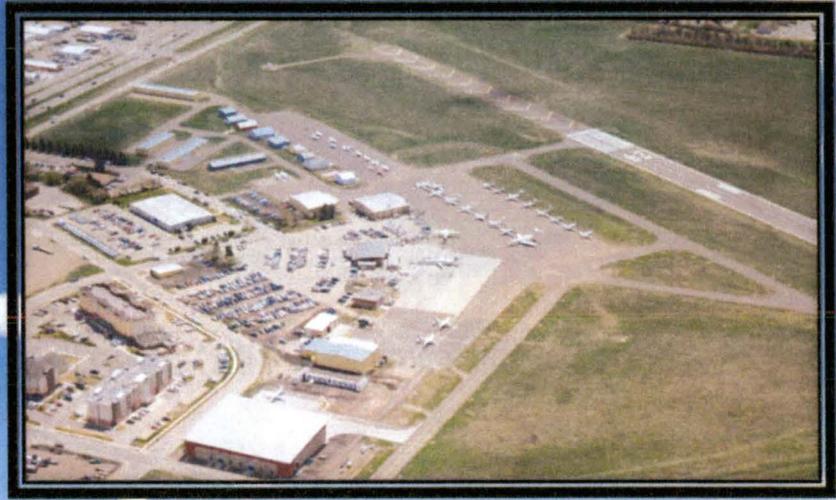


1/15/2015 FedEx Cargo apron. Building expected to more than double in size this summer. Larger aircraft being used with expectation of increased activity. Asphalt will need replacement.

NDSU UPPER GREAT PLAINS TRANSPORTATION INSTITUTE



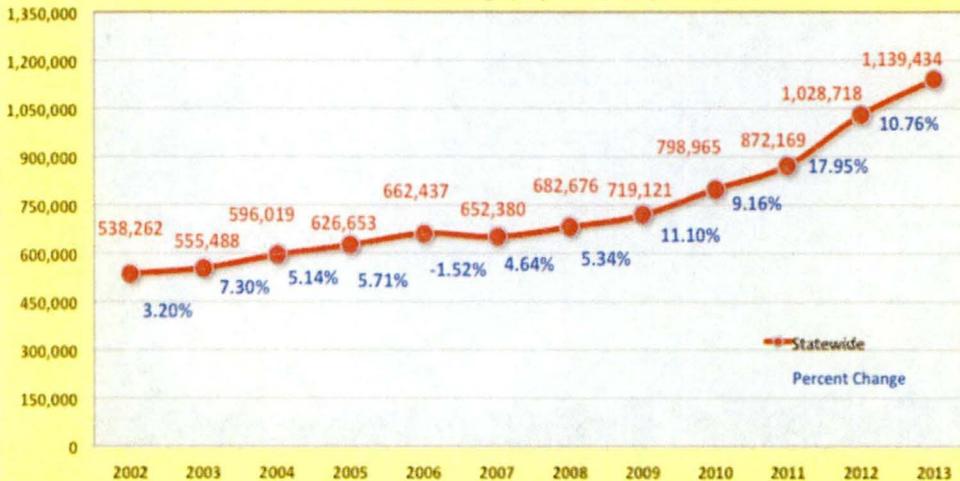
A Case for Public Investment in North Dakota Airports



2015

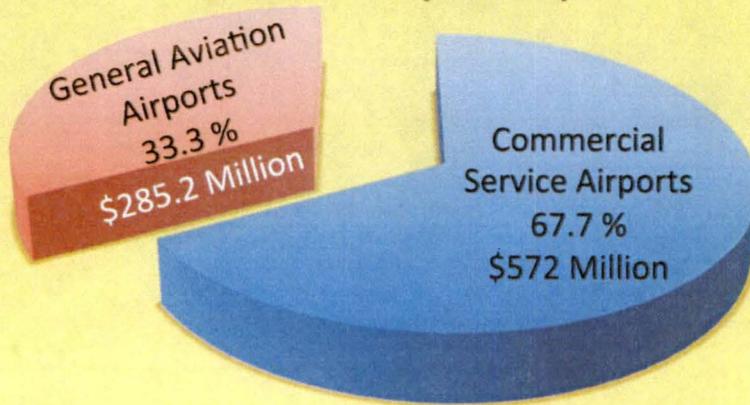
A Case for Public Investment in North Dakota Airports

North Dakota Boardings (Enplanements) Statewide



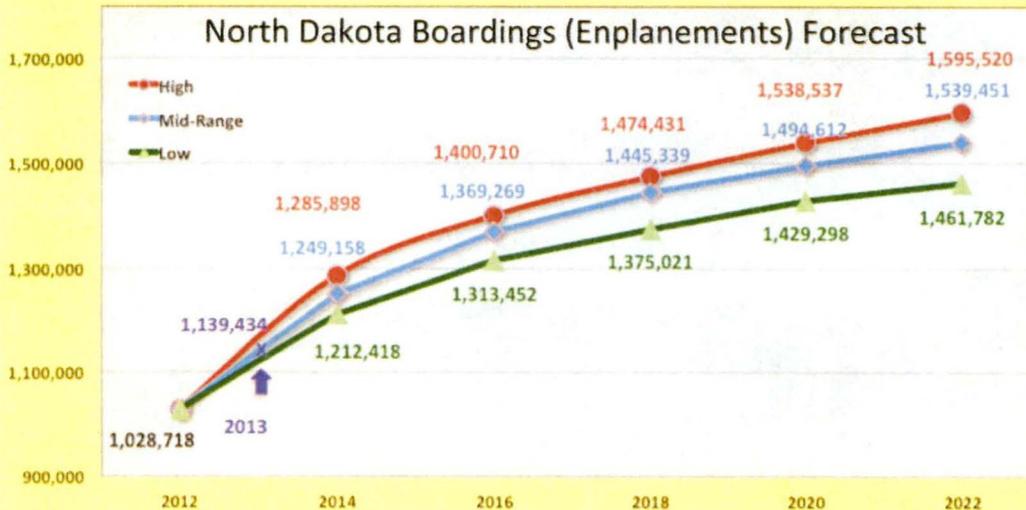
Airports across the state report increased passenger and cargo traffic. Increased activity diminishes the life cycle of capital assets, including runways, taxiways, terminals, parking, and related infrastructures.

North Dakota Airport Capital Expenditure Needs 2013-2022
\$857.2 Million (Estimate)



Capital expenditure needs include construction and expansion of terminals; reconstruction and rehabilitation of runways, taxiways, and aprons; acquisition of land and equipment; and the installation of safety and security measures including removing obstructions and installing lights for runways, taxiways, and aprons.

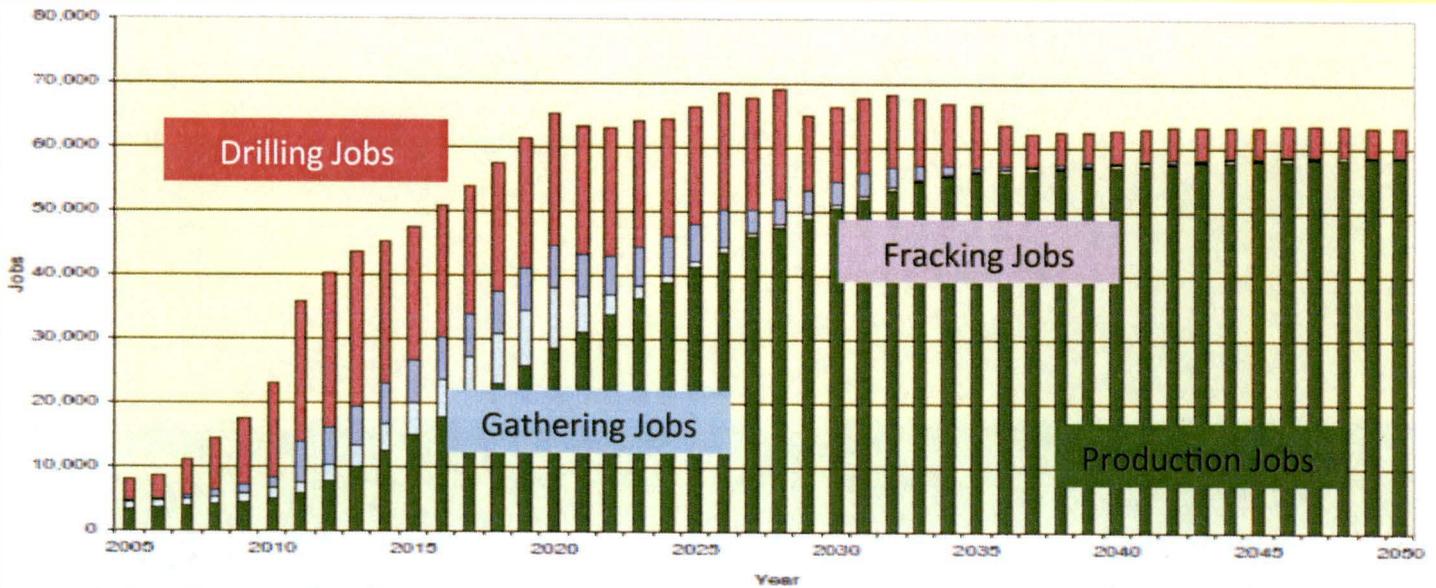
North Dakota Boardings (Enplanements) Forecast



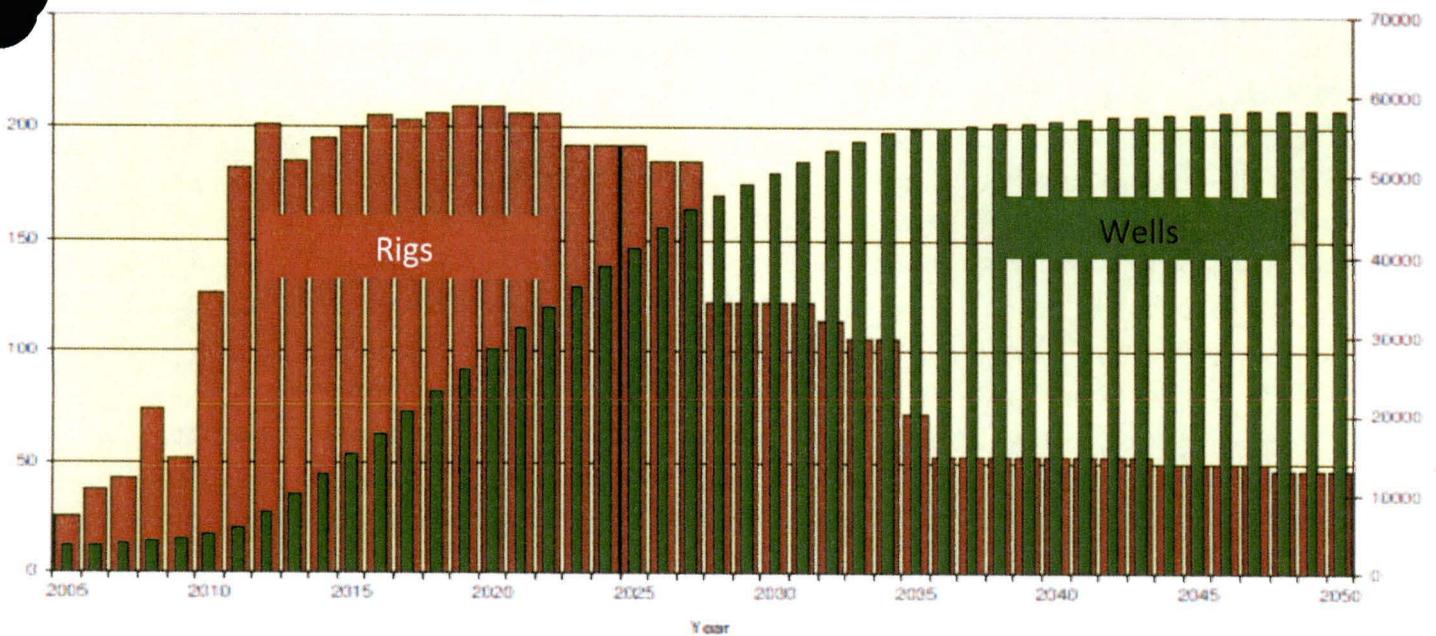
Between 2012 and 2022, enplanements at North Dakota Airports are forecasted to increase between 42% (on the low estimate) to 55.1% (on the high estimate).

2015

A Case for Public Investment in North Dakota Airports



North Dakota Department of Mineral Resources estimates the petroleum sector employed over 10,000 workers in 2007 and is projecting that the industry will employ nearly 70,000 by 2028



North Dakota Department of Mineral Resources estimates the petroleum sector operated less than 50 rigs and 400 wells in 2007 and is projecting that the industry will operate 125 rigs and 6,000 wells by 2028. Between 2034 and 2050, the industry is expected to operate nearly 6,000 wells in the state.

2015

A Case for Public Investment in North Dakota Airports

- Aviation is a vital part of North Dakota's economy, providing passenger air service, air charter, airfreight, flight training, and agricultural services.
 - Airports facilitate emergency medical transport, search and rescue operations, staging areas for community events such as air shows, and support military operations.
 - The industry generates in excess of \$1.1 billion in economic activity at the state's 89 public-use airports and an additional \$560 million in off-airport activity.
 - Combined, the industry supports over 15,000 jobs and generates an annual payroll of \$590 million.
- At the 63rd North Dakota Legislative Assembly, the Governor and the Legislature supported aviation needs in North Dakota by providing "one-time" \$60 million dollar funding for capital infrastructure projects in the oil and gas producing sectors of the state.
 - The Legislature also provided "one-time" \$6 million dollar funding in the form of grants for commercial and general aviation airports in need of financial assistance.

BEST RETURN ON INVESTMENT

- It is estimated that the 89 public service airports in North Dakota will need \$857.2 million dollars in infrastructure investments over the next ten years.
- Over the last three years, the Federal Aviation Administration (FAA) has provided a record level of funding for airport projects in North Dakota. The average annual funding level that the FAA provided for North Dakota airports in the years 2012-2014 was 45 million dollars. Prior to 2012, the five year annual average of federal funding for North Dakota airport projects was 26.5 million. The recent higher level of federal funding can be attributed to the state's ability to leverage the funding with the additional state dollars as well as the ability to provide good justification for needed infrastructure improvements.
- To ensure that airports in the state continue to provide safe and efficient transportation capabilities, and provide the tax payers of North Dakota with an adequate return on their investment, UGPTI recommends the allocation of \$50 million dollars annually in state funds in addition to the federal and local investments.
- An additional \$5 million dollars in state funding is recommended to be available for airport infrastructure projects for the airports that need matching dollar assistance in order to secure federal investments.

For additional information, contact Riaz A. Aziz at North Dakota State University, Upper Great Plains Transportation Institute. Email: riaz.aziz@ndsu.edu or Phone: 701-231-5607.

HB1006 January 16, 2015 Attachment 4

2014 NORTH DAKOTA STATE
AVIATION SYSTEM PLAN
EXECUTIVE SUMMARY



TABLE OF CONTENTS

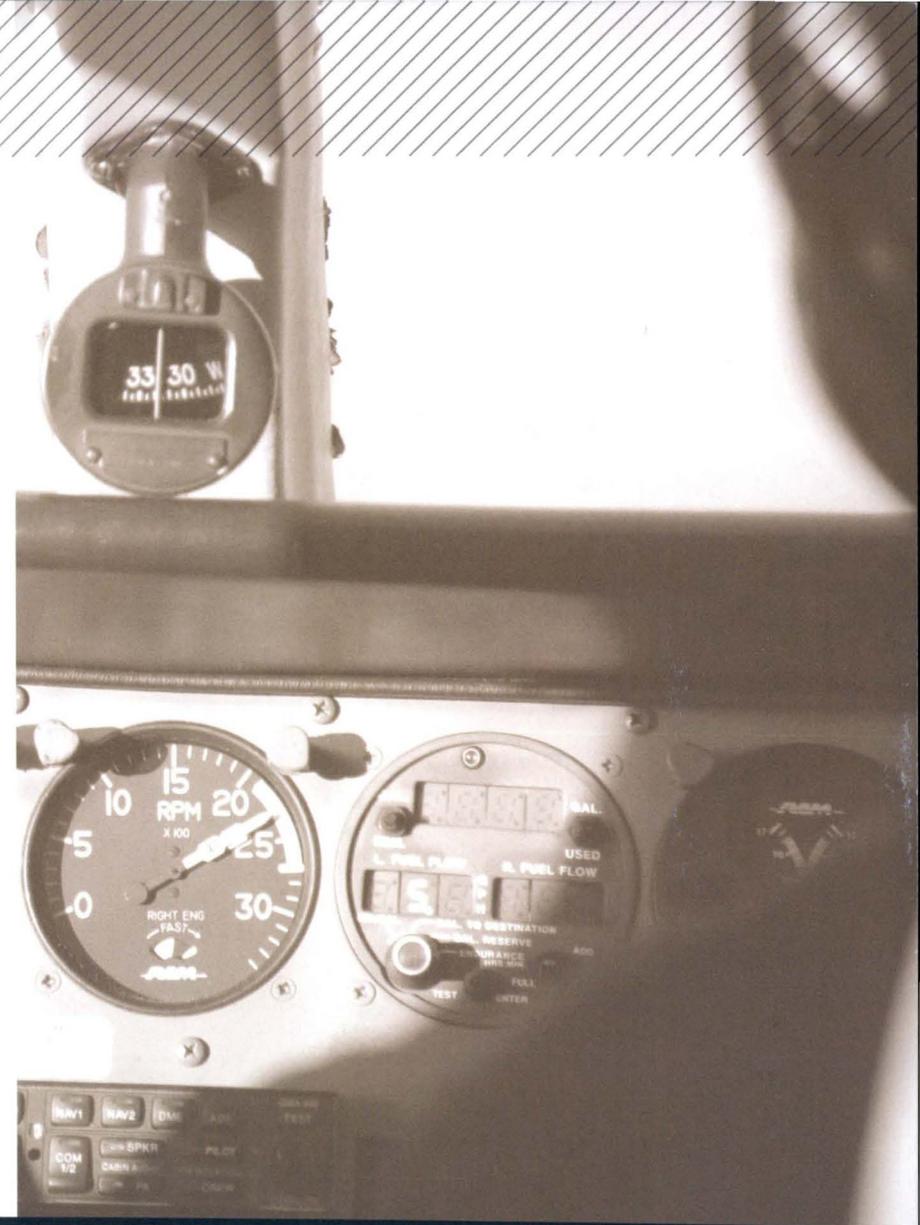
| | |
|---|----|
| Introduction | 3 |
| System Airports | 4 |
| Purpose of Airport System Planning | 6 |
| Importance of Aviation to the State of North Dakota | 7 |
| Airport Classifications | 8 |
| Facility and Service Objectives | 10 |
| Forecasts | 12 |
| System Growth | 14 |
| System Goals and Performance Measures | 18 |
| Funding | 28 |
| Trends and Technology | 32 |
| Recommendations | 35 |

The preparation of this document was financed in part through an Airport Improvement Program grant from the Federal Aviation Administration (Project Number 3-19-0000-15-2009) as provided under Section 505 of the Airport and Airway Improvement Act of 1982, as amended. The contents do not necessarily reflect official views or the policy of the NDAC or the FAA. Acceptance of this report by the FAA does not in any way constitute a commitment on the part of the United States to participate in any development depicted therein nor does it indicate the proposed development is environmentally acceptable in accordance with appropriate public laws.

INTRODUCTION

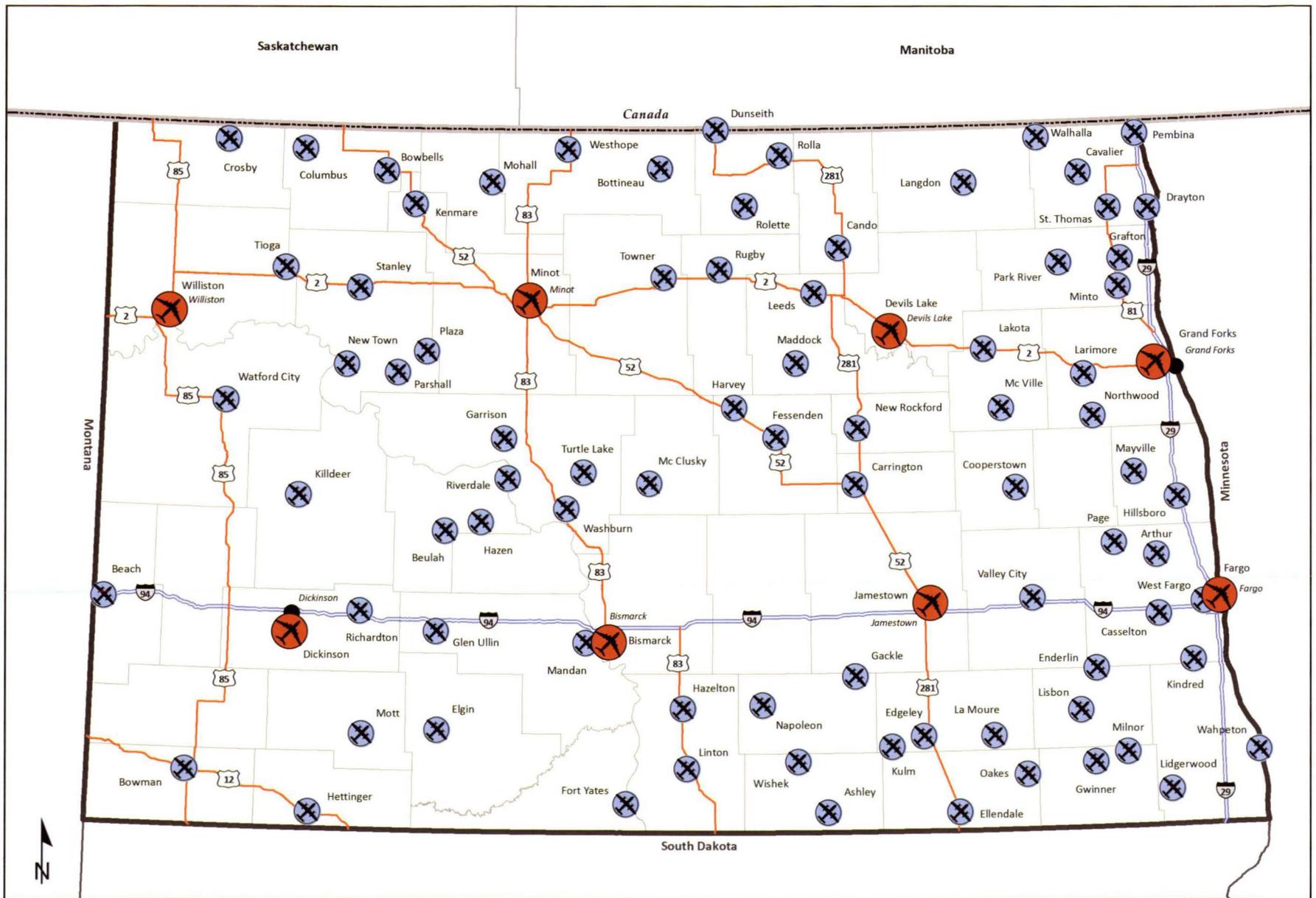
North Dakota's aviation system of 89 public use airports has proven to be a vital resource to what is currently the most prolific state economy in the nation. No other region has recently seen such a jump in economic standing, like these communities within the 70,000 square miles that make up the Peace Garden State. North Dakota's long-time staple exports, such as sunflowers, wheat, soybeans, corn, livestock, heavy mechanical equipment, and transmission of electricity by coal-fired lignite, have now been joined by petroleum products, such as crude oil, biodiesel, natural gas and ethanol. The demand for infrastructure from these industries is exponential. Airports are no exception to these demands.

The goal of the 2014 North Dakota State Aviation System Plan (NDSASP) is to provide the necessary guidance to manage this growth and to provide the safest operating atmosphere, while prioritizing development and preserving the rich heritage of aviation in North Dakota.



NDAC Mission

The North Dakota Aeronautics Commission (NDAC) was established by the State Legislature in 1947 to serve the public by providing economic and technical assistance for the aviation community while ensuring the safe and cost effective advancement of aviation in North Dakota.



Legend

-  Commercial Airport (Primary and Non-Primary) (8)
-  General Aviation Airport (81)
-  Major City
-  County Boundary

89 Public Airports in North Dakota's Aviation System

89 SYSTEM AIRPORTS in Alphabetical Order by City

| Airport | Associated City | Airport | Associated City | Airport | Associated City |
|----------------------------------|-----------------|----------------------------|-----------------|-----------------------------------|-----------------|
| Arthur Airport | Arthur | Grand Forks International | Grand Forks | Napoleon Municipal | Napoleon |
| Ashley Municipal | Ashley | Gwinner-Roger Melroe Field | Gwinner | Tomlinson Field | New Rockford |
| Beach | Beach | Harvey Municipal | Harvey | New Town Municipal | New Town |
| Beulah Municipal Airport | Beulah | Hazleton Municipal | Hazleton | Northwood Muni-Vince Field | Northwood |
| Bismarck Municipal | Bismarck | Mercer County Regional | Hazen | Oakes Municipal | Oakes |
| Bottineau Municipal | Bottineau | Hettinger Municipal | Hettinger | Page Regional | Page |
| Bowbells Municipal | Bowbells | Hillsboro Municipal | Hillsboro | Park River - W C Skjerven Field | Park River |
| Bowman Municipal | Bowman | Jamestown Regional | Jamestown | Parshall-Hankins | Parshall |
| Cando Municipal | Cando | Kenmare Municipal | Kenmare | Pembina Municipal | Pembina |
| Carrington Municipal | Carrington | Weydahl Field | Killdeer | Trulson Field Airport | Plaza |
| Casselton Robert Miller Regional | Casselton | Robert Odegaard Field | Kindred | Richardton Airport | Richardton |
| Cavalier Municipal | Cavalier | Pruetz Municipal | Kulm | Garrison Dam Recreational Airpark | Riverdale |
| Columbus Municipal | Columbus | LaMoure Rott Municipal | LaMoure | Rolette Airport | Rolette |
| Cooperstown Municipal | Cooperstown | Lakota Municipal | Lakota | Rolla Municipal | Rolla |
| Crosby Municipal | Crosby | Robertson Field | Langdon | Rugby Municipal | Rugby |
| Devils Lake Regional | Devils Lake | Larimore Municipal | Larimore | St. Thomas Municipal | St. Thomas |
| Dickinson-Roosevelt Regional | Dickinson | Leeds Municipal | Leeds | Stanley Municipal | Stanley |
| Drayton Municipal | Drayton | Lidgerwood Municipal | Lidgerwood | Tioga Municipal | Tioga |
| Intl Peace Garden | Dunseith | Linton Municipal | Linton | Towner Municipal | Towner |
| Edgeley Municipal | Edgeley | Lisbon Municipal | Lisbon | Turtle Lake Municipal | Turtle Lake |
| Elgin Municipal | Elgin | Maddock Municipal | Maddock | Barnes County Municipal | Valley City |
| Ellendale Municipal | Ellendale | Mandan Municipal | Mandan | Harry Stern | Wahpeton |
| Sky Haven Airport | Enderlin | Mayville Municipal | Mayville | Walhalla Municipal | Walhalla |
| Hector International | Fargo | McClusky Municipal | McClusky | Washburn Municipal | Washburn |
| Fessenden-Streibel Municipal | Fessenden | McVille Municipal | McVille | Watford City Municipal | Watford City |
| Standing Rock | Fort Yates | Milnor Municipal | Milnor | West Fargo Municipal | West Fargo |
| Gackle Municipal | Gackle | Minot International | Minot | Westhope Municipal | Westhope |
| Garrison Municipal | Garrison | Minto Municipal | Minto | Sloulin Field International | Williston |
| Glen Ullin Regional | Glen Ullin | Mohall Municipal | Mohall | Wishek Municipal | Wishek |
| Hutson Field | Grafton | Mott Municipal | Mott | | |

PURPOSE OF AIRPORT SYSTEM PLANNING

The North Dakota Aeronautics Commission (NDAC) has undertaken an update to the previous North Dakota State Aviation System Plan (2007 NDSASP) due to changing aeronautical conditions and the rapid growth the state's aviation system is experiencing. The 2014 NDSASP (this document) takes a renewed look at the needs of the state as a whole. This plan provides a tool to assess, manage, and develop the state's aviation system, while providing an added resource to assist with planning for the Federal Aviation Administration (FAA), NDAC, the State Legislature, the North Dakota Aviation Council, local agencies, and 89 airport sponsors. The goal of system planning is to identify the needs of the state as a whole, and develop a roadmap for the allocation of available local, state, and federal resources to meet these needs in a responsible manner. Typically, a system plan will cover a time frame of 20 years; however, it is common for plans to be updated more frequently due to changing conditions and system development.

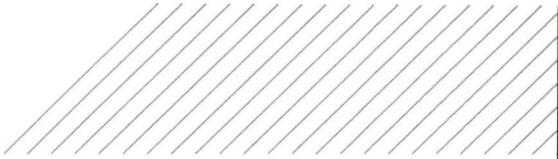
The FAA requires all states to produce a state system plan that addresses their aviation needs to obtain federal dollars to meet these needs. *Advisory Circular (AC) 150/5070-7, The Airport System Planning Process*, outlines the FAA-required content of system plans. This AC has been followed throughout the development of the 2014 NDSASP.

The FAA is responsible for overseeing the development of the aviation system in the United States. The National Plan of Integrated Airport Systems (NPIAS) is the program through which the FAA conducts national planning efforts and produces an annual plan for more than 3,300 airports included in the system. To be included in the NPIAS, an airport must meet certain criteria. Only those airports that are included in the NPIAS are eligible for federal funding through a program called the Airport Improvement Program (AIP). Of the 89 public-use airports

in North Dakota (eight commercial service and 81 general aviation [GA]), 53 (60 percent) are included in the NPIAS.

The 36 remaining airports are still included in North Dakota's aviation system; however, they do not qualify for federal AIP aid. These non-NPIAS airports are often municipally-owned and receive some support from their local community. Regardless of the inclusion in the NPIAS, all 89 airports in North Dakota's aviation system constitute an important air transportation resource that should be protected.





IMPORTANCE OF AVIATION TO THE STATE OF NORTH DAKOTA

Due to the vast size of the state and limited rural transit options to move people and goods around, aviation continues to be a critical method of transportation in North Dakota. Many industries rely on air transportation in the state, whether for the transport of employees and materials for businesses, the transport of patients and medical supplies for life-saving operations, the spraying of crops to yield large harvests, flight training, weather research and modification, just-in-time air cargo deliveries of parts for oil drilling machinery, the protection of our country's northern border, or testing of state-of-the-art unmanned aerial vehicles (UAVs). The University of North Dakota (UND), located in Grand Forks, is the state's premier aviation school that has the largest civilian fleet in the world. In 2010, North Dakota's aviation system generated \$1.1 billion of economic activity and supported 9,792 jobs according to the North

Dakota Economic Impact of Aviation 2010. With the continued robust development in the state, these figures are expected to have increased since 2010.

The commercial service and general aviation airports located throughout the state offer various levels of service and facilities. Some of the smaller airfields in the state, however, are host to some of the most important operations such as agricultural spraying, medical flights, and border surveillance. As such, airports of all sizes and types need to be maintained in a similar manner to continue safe, modern, and efficient operations.



AIRPORT CLASSIFICATIONS

No two airports within North Dakota's aviation system are the same, and as a result, it is important to classify airports according to their role within the overall system. For this 2014 update of the NDSASP, the NDAC elected to use the same classifications and criteria used in FAA's study General Aviation Airports: A National Asset (known as the ASSET Study) to classify North Dakota's GA airports at the state level. Classification of airports serving commercial air service is based upon their categorization in the National Plan of Integrated Airport Systems (NPIAS) as Primary or Non-Primary, while classification of GA airports in the system is based upon ASSET criteria (shown in **Table 1**). The integration of the ASSET and NPIAS classifications and criteria into the NDSASP allows for consistency at the federal and state level.

For the 36 airports in North Dakota's aviation system that are not included in the NPIAS, the same criteria was applied to classify them into one of the four ASSET classifications – National, Regional, Local, or Basic. Airports that did not meet the criteria for inclusion in these classifications were categorized into one of two additional classifications developed by NDAC – Community Paved (for airports with paved runways) and Community Turf (for airports with turf/gravel runways). A total of eight classifications are used in this NDSASP update.

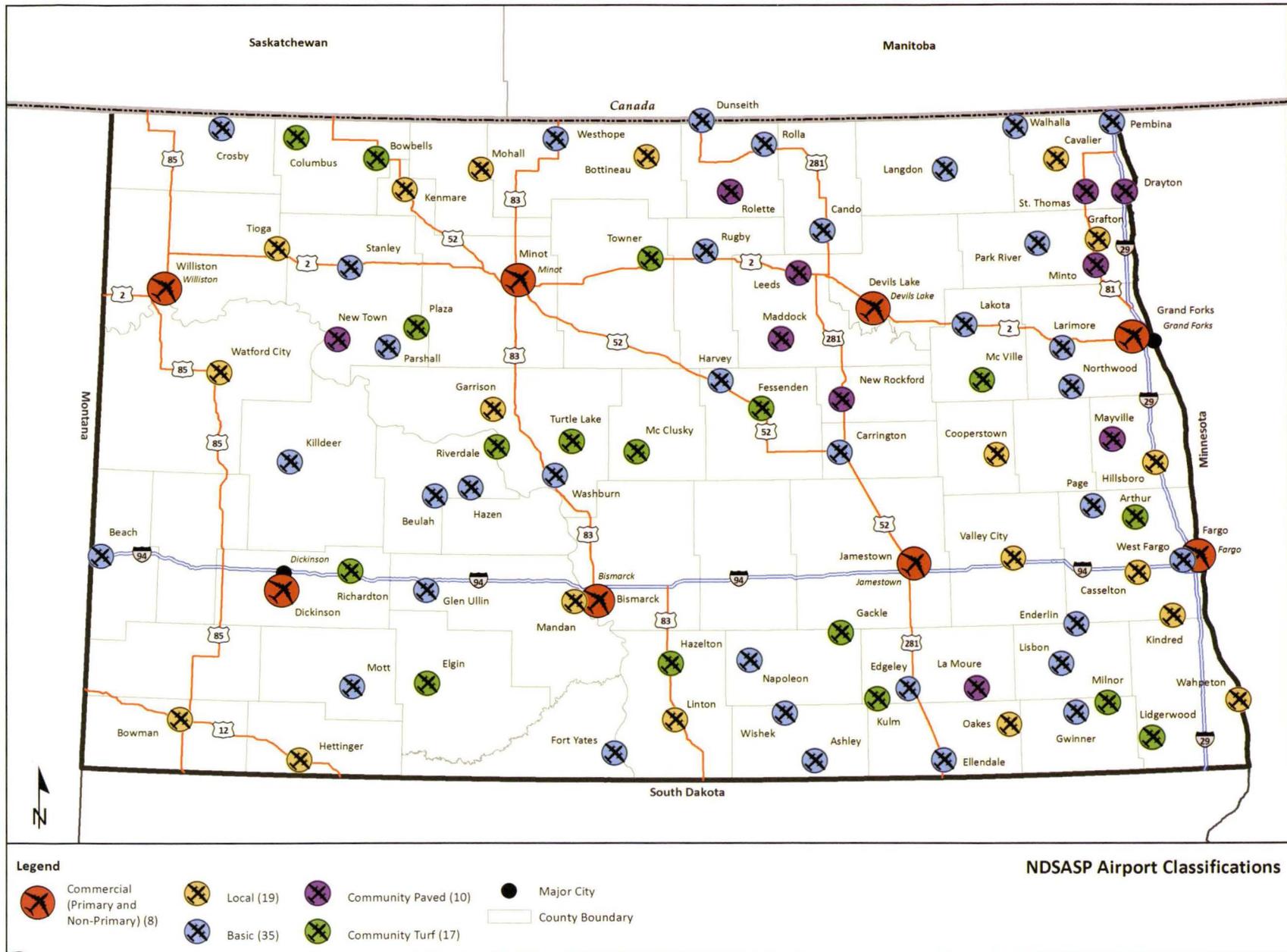
Figure 1 illustrates the classification of system airports.

Table 1 – ASSET Classifications and Criteria

| National | Regional | Local | Basic |
|---|---|---|---|
| <ul style="list-style-type: none"> • 5,000+ instrument operations, 11+ based jets, 20+ international flights, or 500+ interstate departures; or • 10,000+ enplanements and at least 1 charter enplanement by a large certificated air carrier, or • 500+ million pounds of landed cargo weight | <ul style="list-style-type: none"> • Metropolitan Statistical Area (Metro or Micro) and 10+ domestic flights over 500 miles, 1,000+ instrument operations, 1+ based jet, or 100+ based aircraft; or • The airport is located in a metropolitan or micropolitan statistical area, and the airport meets the definition of commercial service | <ul style="list-style-type: none"> • 10+ instrument operations and 15+ based aircraft; or • 2,500+ passenger enplanements | <ul style="list-style-type: none"> • 10+ based aircraft; or • 4+ based helicopters; or • The airport is located 30+ miles from the nearest NPIAS airport; or • The airport is identified and used by the U.S. Forest Service, or U.S. Marshals, or U.S. Customs and Border Protection (designated, international, or landing rights), or U.S. Postal Service (air stops), or has Essential Air Service; or • The airport is a new or replacement facility activated after January 1, 2001; and • Publicly owned or privately owned and designated as a reliever with a minimum of 90 based aircraft |

Source: FAA General Aviation Airports: A National Asset, 2012.

Figure 1 – System of 89 Public Airports by Classification



AIRPORT CLASSIFICATION FACILITY AND SERVICE OBJECTIVES

In addition to the performance measures and benchmarks established system-wide, the NDAC has developed a set of facility and service objectives for each GA airport classification in the NDSASP (National, Regional, Local, Basic, Community Paved, and Community Turf). These objectives are tailored toward the various roles that airports in each classification fill.

The facility and service objectives shown in **Table 2** and **Table 3** are targets that each airport should work toward as the system evolves. These objectives are not required for inclusion in any airport classification, but serve as targets for each airport to meet as they are able. NDAC will use these objectives, in addition to the system performance measures and benchmarks, to assist airports in planning site-specific improvements in the future.

Table 2 – NDSASP Airport Objectives - Airside

| | National* | Regional* | Local | Basic | Community (Paved/Turf) |
|------------------------------|---|---|--|---|---|
| Airside Facilities | | | | | |
| Primary Runway Length | 5,000 feet or greater | 3,800 feet or greater | 3,300 feet or greater | 3,000 feet or greater | 2,500 feet or longer (paved) or Turf – Maintain existing length |
| Primary Runway Width | 75 feet | 75 feet | 60 feet | NPIAS – 60 feet; on-NPIAS - Maintain existing | NPIAS - 120 feet; Non-NPIAS - Maintain existing 80 feet |
| Taxiway Type | Full Parallel | Partial Parallel | Connecting Taxiways | Connecting Taxiways | Connecting Taxiways |
| Approach Type | Non-Precision with Vertical Guidance (LPV) | Non-Precision with Vertical Guidance (LPV) | Non-Precision (GPS) | Non-Precision (GPS) | Visual |
| Lighting | MIRL and MITL | MIRL and MITL | MIRL | LIRL | LIRL (for paved) |
| Visual Aids | Rotating Beacon, Lighted Wind Indicator, Segmented Circle | Rotating Beacon, Lighted Wind Indicator, Segmented Circle | Lighted Wind Indicator, Segmented Circle | Wind Indicator | Wind Indicator |
| NAVAIDS | REILs, ODALs, VGSI (VASIs/PAPIs) | REILs, VGSI (VASIs/PAPIs) | VGSI (VASIs/PAPIs) if GPS IFR procedures | Non Required | Not an Objective |
| Weather | ASOS or AWOS | ASOS or AWOS | ASOS or AWOS | Not an Objective | Not an Objective |
| Perimeter Fencing | Full Perimeter Fencing | Full Perimeter Fencing | Partial Perimeter Fencing | Partial Perimeter Fencing | Partial Perimeter Fencing |

*As of 2014 no airports are classified in this category.
 *As of 2014 no airports are classified in this category.
 MIRL = Medium Intensity Runway Lighting
 LIRL = Low Intensity Runway Lighting

MITL = Medium Intensity Taxiway Lighting
 ASOS = Automated Surface Observing Systems
 AWOS = Automated Weather Observing Systems
 REILs = Runway End Identifier Lights

ODALs = Omni-Directional Approach Lights
 VGSI = Visual Guidance Slope Indicators
 VASIs = Visual Approach Slope Indicators
 PAPIs = Precision Approach Path Indicators

Table 3 – NDSASP Airport Objectives - Landside

| | National* | Regional* | Local | Basic | Community (Paved/Turf) |
|---------------------------------------|---|---|---|---|---------------------------------|
| Landside Facilities | | | | | |
| Hangar Spaces | 75% of based aircraft | 75% of based aircraft | 75% of based aircraft | 50% of based aircraft | 50% of based aircraft |
| Hangars for Transient Aircraft | Yes | Yes | Yes | Yes | Not an Objective |
| Terminal/ Administration Bldg | 1,000 square feet | 750 square feet | 500 square feet | 500 square feet | 400 square feet |
| Aircraft Maintenance Facility | Yes | Yes | Not an Objective | Not an Objective | Not an Objective |
| Landside Services | | | | | |
| FBO Office | Yes | Yes | Yes | Not an Objective | Not an Objective |
| Agricultural Spraying | Yes | Yes | Yes | Yes | Yes |
| Aircraft Maintenance Staff | Based | Based | On-Call | Not an Objective | Not an Objective |
| Fuel | Jet A and 100LL (both credit card) | 100LL, Jet A as needed (both credit card) | 100LL (credit card) | 100LL | Private emergency sales |
| Terminal/Pilot's Lounge | Phone, Restrooms, Flight Planning/Lounge | Phone, Restrooms, Flight Planning/Lounge | Phone and Restrooms | Phone and Restrooms (desired) | Phone and Restrooms (desired) |
| Ground Transportation Services | Yes | Yes | Yes | Not an Objective | Not an Objective |
| Security | Terminal and Ramp Lighting, Controlled Airfield Access, and Police Patrol | Terminal and Ramp Lighting, Controlled Airfield Access, and Police Patrol | Terminal and Ramp Lighting, Controlled Airfield Access, and Police Patrol | Appropriate Access Restrictions | Appropriate Access Restrictions |
| Signage | Adequate signage to locate airport from access road & welcoming signage | Adequate signage to locate airport from access road & welcoming signage | Adequate signage to locate airport from access road & welcoming signage | Adequate signage to locate airport from access road & welcoming signage | Not an Objective |
| Snow Removal Equipment | Yes | Yes | Yes | Yes | Not an Objective |

* As of 2014 no airports are classified in this category.

* As of 2014 no airports are classified in this category.

FORECASTS

North Dakota is experiencing a growing economy in agriculture, tourism, small business, and an “oil boom” which is driving economic and population growth. An analysis of statewide socioeconomic trends (including employment, income per capita, total retail sales, and population) identified unique growth patterns around oil production areas in the west and larger metropolitan areas on the State’s east side. As a result, aviation forecasts for operations, based aircraft, and enplanements were developed based on county-level growth rates

using a combination of Woods & Poole economic data and a population forecast done for the North Dakota Statewide Housing Assessment Resource Project (SHARP).

Table 4 provides a summary of the system forecasts for based aircraft and operations, while **Table 5** summarizes projected enplanements at the eight commercial service airports. Overall, operations are anticipated to increase by nearly 30% by 2035 and based aircraft are forecasted to increase by nearly 35% by 2035.

Table 4 – NDSASP Forecasts for Based Aircraft and Operations

| Category | Base Year Operations | Forecast of Operations | | | | | Based Aircraft | | |
|--|----------------------|------------------------|-----------|-----------|-----------|--------------------|----------------|-------|--------------------|
| | 2013 | 2018 | 2025 | 2030 | 2035 | % Growth 2013-2035 | 2013 | 2035 | % Growth 2013-2035 |
| ND Commercial Service Airports* | 622,317 | 665,729 | 726,746 | 769,244 | 813,406 | 30.7% | 749 | 1,090 | 45.5% |
| ND General Aviation Airports** | 302,335 | 307,090 | 340,774 | 359,067 | 378,802 | 25.3% | 1,092 | 1,391 | 27.4% |
| TOTAL All North Dakota Airports | 924,652 | 972,819 | 1,067,520 | 1,128,311 | 1,192,208 | 28.9% | 1,841 | 2,481 | 34.8% |

* Source FAA’s Terminal Area Forecast (TAF) and/or Mead & Hunt methodology, or airport master plans

**Source: 2013 Base Year Operations and 2013 Based Aircraft numbers were taken from the FAA 5010 forms for each airport unless otherwise noted. For all GA airports, Forecast of Operations and 2035 Based Aircraft numbers were developed using the Mead & Hunt methodology.



Table 5 – NDSASP Forecasts for Enplanements

| Passenger Enplanements for Commercial Service Airports | | | | | | |
|---|-----------|-----------|-----------|-----------|-----------|-----------------------|
| COMMERCIAL SERVICE AIRPORTS | Base Year | Forecast | | | | |
| | 2013 | 2018 | 2025 | 2030 | 2035 | % Growth 2013-2035 |
| Bismarck, Bismarck Municipal Airport | 246,435 | 298,274 | 356,101 | 402,141 | 456,532 | 85.3% |
| Devils Lake, Devils Lake Regional Airport # | 4,224 | 4,326 | 4,472 | 4,580 | 4,690 | 11% |
| Dickinson, Dickinson Theodore Roosevelt Regional Airport** | 35,082 | 82,992 | 136,989 | 169,589 | 176,164 | 402.1% |
| Fargo, Hector International Airport*** | 398,677 | 481,639 | 530,038 | 582,029 | 638,353 | 60.1% |
| Grand Forks, Grand Forks International Airport | 144,836 | 160,509 | 185,366 | 205,454 | 227,731 | 57.2% |
| Jamestown, Jamestown Regional Airport # | 5,664 | 5,931 | 6,325 | 6,623 | 6,934 | 22.4% |
| Minot, Minot International Airport | 222,056 | 299,236 | 413,868 | 479,580 | 539,763 | 143% |
| Williston, Sloulin Field International Airport* | 81,108 | 156,037 | 314,926 | 334,189 | 334,189 | 312% |
| TOTAL ENPLANEMENTS | 1,138,082 | 1,488,943 | 1,948,085 | 2,184,184 | 2,384,356 | 109.5% |

Source: TAF Enplanement Forecasts from FAA TAF, Aug 9, 2013 except as noted

#Source: 2013 base year number was calculated based on the June 2014 – October 2014 enplanement average from the North Dakota Aeronautics Commission averaged out amongst 12 months. Forecast years were calculated using the CAGR rate from the Mead & Hunt methodology applied to the base year.

*Source: TAF Enplanement Forecasts from FAA TAF, March 20, 2014

**Source: Airport Master Plan Update (Chapter 3 – Aviation Forecasts), May 2014, Trillion Aviation and KLJ

***Source: Master Plan Update (Forecast Chapter), Mead & Hunt, 2014

SYSTEM GROWTH

The eight commercial service airports in the state have seen tremendous growth. Since the last system plan was completed in 2007, the number of enplanements in North Dakota has nearly doubled from 652,380 to over 1.1 million in 2013 (see **Table 5**). Average daily airline departures in North Dakota have increased from 52 to 75, and the number of non-stop destinations has grown from 5 to 12 (shown in **Figure 2**). Only two of the commercial service airports (Devils Lake

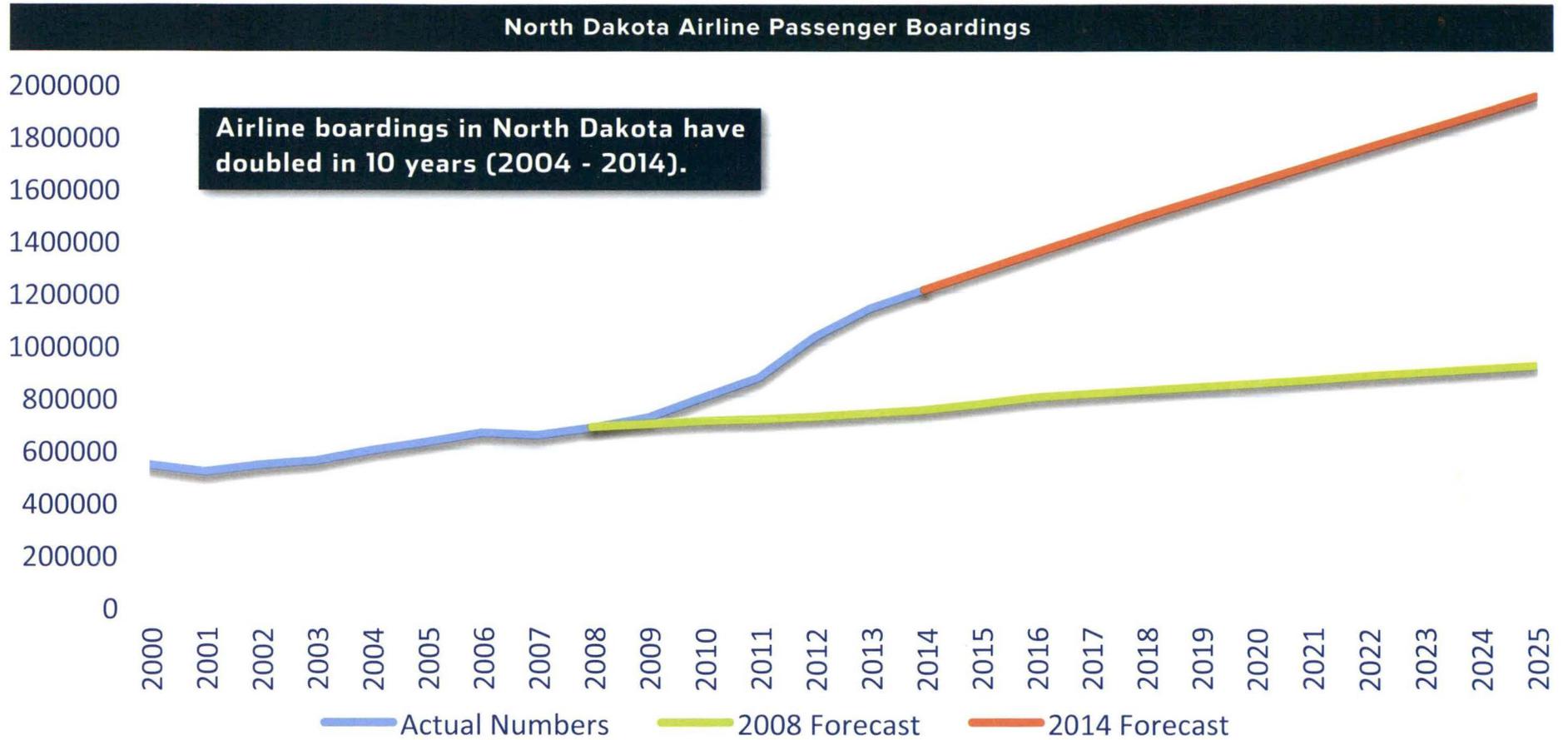
and Jamestown) are supported through the Essential Air Service (EAS) program, and all eight airports now have jet service.

Enplanement forecasts from the 2007 system plan have been exceeded significantly, shown in **Table 6**. The largest increase was seen in Minot with an enplanement total in 2007 of 70,554, jumping to 224,421 in 2013 (an increase of more than 150,000 enplanements).

Figure 2 – Non-Stop Commercial Service Destinations from North Dakota Airports in 2014



Table 6 – Historic and Forecasted Annual Enplanements



SYSTEM GROWTH *(continued)*

Table 7 – Percent Change in Reported Outbound Onboard Passengers

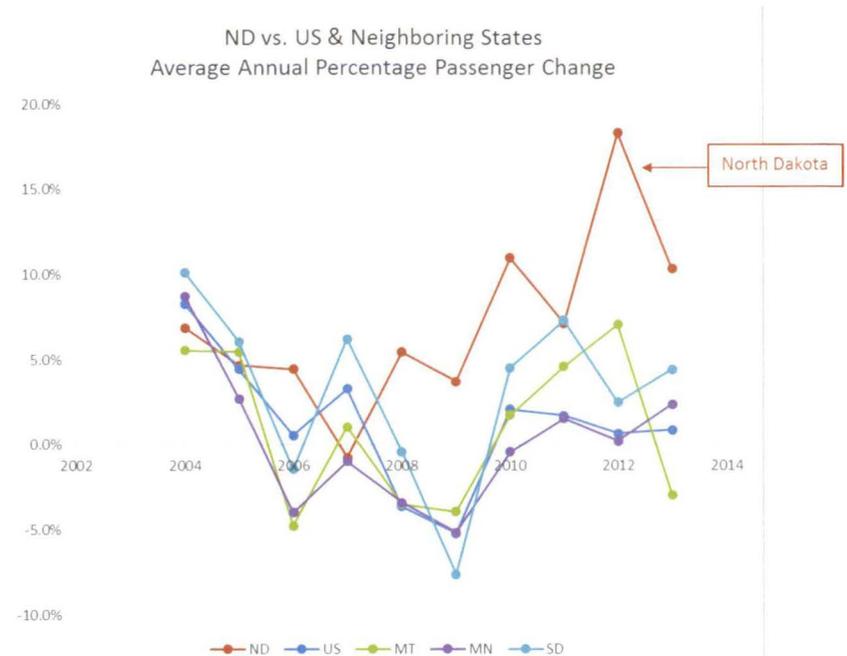
| | US | MT | MN | SD | ND |
|-------------|-------|-------|-------|-------|-------|
| 2013 | 0.8% | -3.0% | 2.4% | 4.4% | 10.3% |
| 2012 | 0.6% | 7.1% | 0.2% | 2.5% | 18.3% |
| 2011 | 1.7% | 4.6% | 1.5% | 7.3% | 7.1% |
| 2010 | 2.1% | 1.7% | -0.4% | 4.5% | 11.0% |
| 2009 | -5.2% | -3.9% | -5.2% | -7.6% | 3.7% |
| 2008 | -3.6% | -3.5% | -3.4% | -0.4% | 5.5% |
| 2007 | 3.3% | 1.0% | -1.0% | 6.2% | -0.7% |
| 2006 | 0.6% | -4.8% | -4.0% | -1.4% | 4.4% |
| 2005 | 4.5% | 5.5% | 2.7% | 6.1% | 4.7% |
| 2004 | 8.3% | 5.5% | 8.7% | 10.1% | 6.9% |

Source: US DOT T-100 Outbound Onboard Passengers Note: 2014 YTD through May vs. 2013 YTD through May

When compared to the surrounding states of South Dakota (SD), Minnesota (MN), and Montana (MT) as shown in **Table 7** and **Figure 3**, a remarkable increase in passenger growth rates is isolated to the state of North Dakota (ND).

While the neighboring states have generally followed the U.S. trend, North Dakota's passenger enplanements have far exceeded this pattern since 2007.

Figure 3 – ND Compared to US and Regional Average Annual Passenger Change

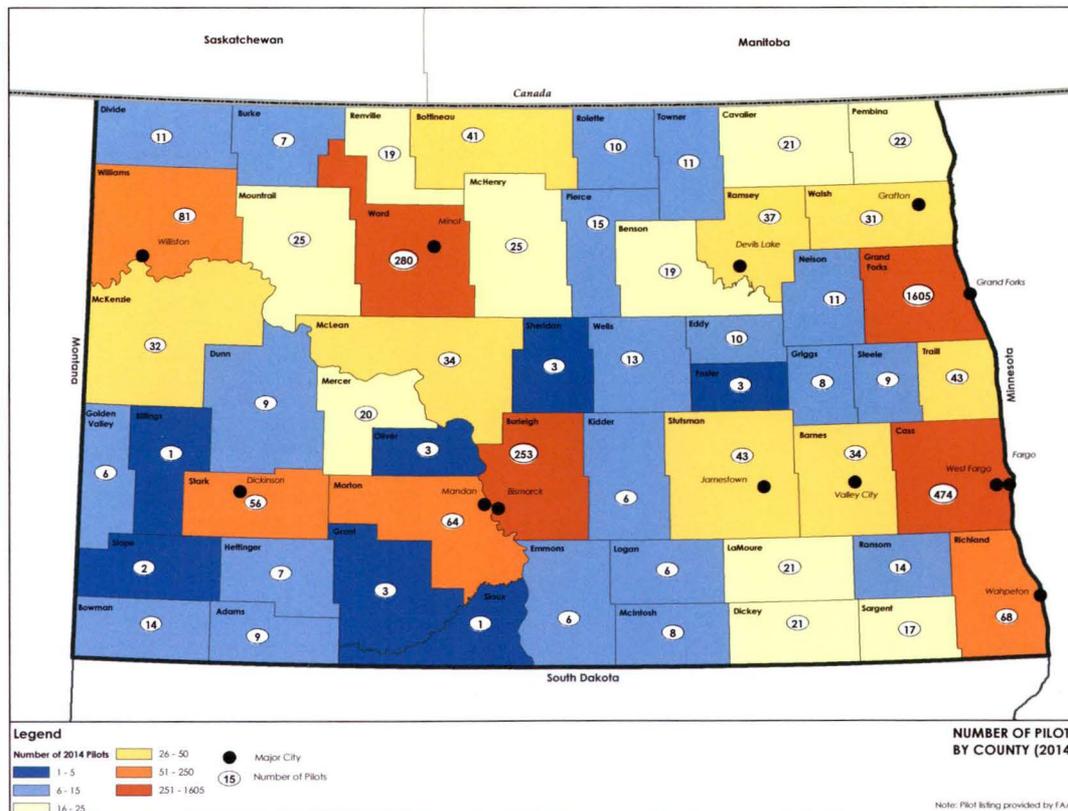


SYSTEM GROWTH (continued)

Aircraft registrations and pilot licensure is on the rise in the state. Since the last system plan update in 2007, an additional 380 aircraft have been registered in the state (an increase of 23 percent) according to the North Dakota Aeronautics Commission's (NDAC's) official record. Additionally, the total number of licensed pilots in North Dakota has increased from approximately 2,400 to nearly 3,600 total (an increase of 48 percent) according to the Federal Aviation Administration's (FAA's) official record. Although the overall pilot increase is around 1,200, a cross-reference

between the official pilot listing from 2007 and 2014 identified the true number of new pilots to be more than 2,400. This indicates that between 2007 and 2014, about 2,400 new pilots were registered in the state, while 1,200 pilots left or stopped flying. **Figure 4** shows the number of pilots by county as of 2014. Grand Forks is home to UND's aviation school, therefore, a large number of pilots are shown in Grand Forks County.

Figure 4 – Pilots by County 2014



Source: FAA Pilot Listing, mapped by Mead & Hunt, Inc.



SYSTEM GOALS AND PERFORMANCE MEASURES

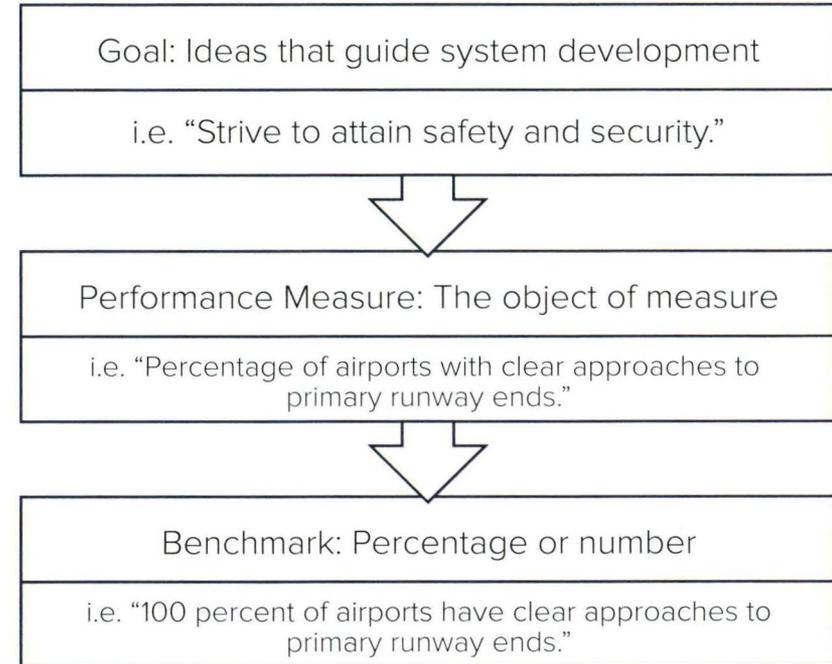
A critical step in the system planning process is the development of goals and performance measures upon which the plan will be built and success, measured. System goals and performance measures establish a guide for future system development and progress. Typically, several performance measures developed for each goal provide narrower areas of focus and can be evaluated.

The goals established for this system plan update are directly related to the mission of the NDAC, and include the following:

- Strive to attain safety and security
- Accommodate accessibility needs
- Enhance air access to airports
- Support North Dakota's economy
- Enhance quality of life
- Preserve North Dakota airport assets

All map images on pages 21-25 are available in larger, more detailed formats in the full technical report.

2014



GOAL: STRIVE TO ATTAIN SAFETY AND SECURITY

Maintain Clear Approaches

Maintaining clear approaches to all runway ends is critically important to preserve the safety of operations at an airport. An approach is defined as a three dimensional surface extending from the end of a runway which is used by aircraft taking off and landing at an airport. When obstructions exist (such as trees and other structures) that penetrate this three dimensional surface, approach minimums can be raised which limits the usability of an airport in times of reduced visibility. A sample 20:1 approach is shown in **Figure 5**.

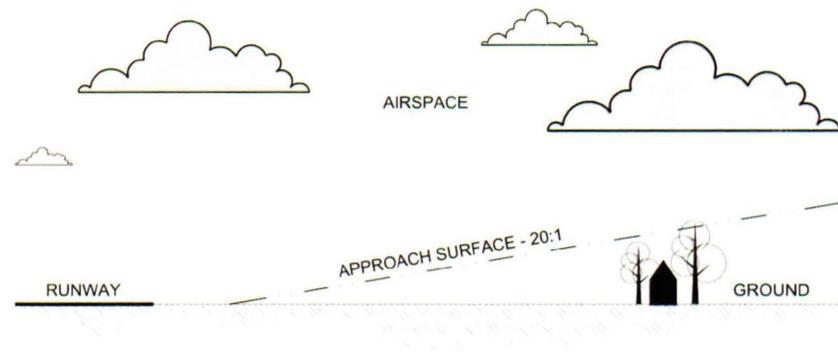
The approach size reflects the recent effort of the FAA to mitigate obstructions to the 20:1 approaches at airports. On November 15th, 2013 the FAA issued a Memorandum titled Mitigation of Obstructions Within the 20:1 Visual Area Surface. This memo outlined procedures for identifying, verifying, and mitigating approach obstructions at all airports in order to maintain safe operations. If obstructions to the 20:1 surface are not addressed at an airport, the FAA can restrict operations resulting in loss of airport access. Solutions to clear approaches of obstructions include relocating or displacing thresholds (which reduces the usable length of a runway), removing the obstruction, and others.

This performance measure is aimed at providing clear 20:1 approaches at system airports, and achieving system compliance with the regulations established in the recently released FAA memo. In order to achieve this benchmark, the 20:1 approach to both ends of an airport's primary runway must be clear.

Benchmark: 100% of Airports have Clear Approaches to their Primary Runway Ends

Performance: 65% of Airports have Clear Approaches to their Primary Runway Ends

Figure 5 – Profile View of a 20:1 Runway Approach



GOAL: STRIVE TO ATTAIN SAFETY AND SECURITY *(continued)*

Maintain Clear Runway Protection Zones

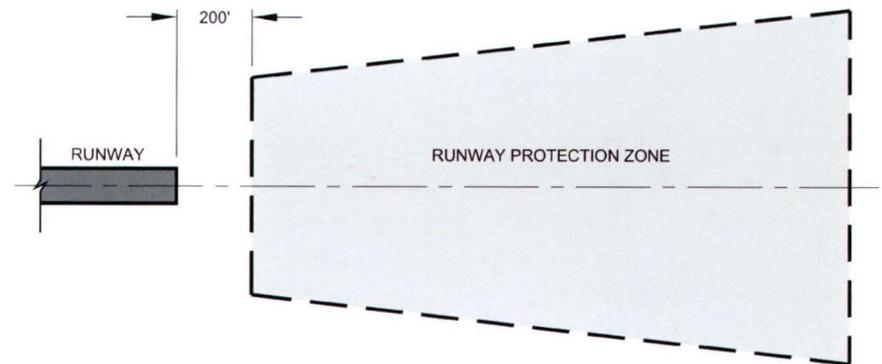
This performance measure is related to the two-dimensional surface underneath a runway's approach, known as the Runway Protection Zone (RPZ). This area is trapezoidal in shape, and is intended to protect people and property on the ground in the event of an aircraft overrun or undershoot. The RPZ begins 200 feet from the end of the runway, and its size is dependent upon the design of the associated runway, as shown in **Figure 6**. Structures and wetlands within the RPZ have always been discouraged; however, recently the FAA has also ruled roads to be an incompatible use within this zone. Since roads have historically been a compatible use within this zone, a number of airports have roads within their RPZs, hence most of the system airports have one or more incompatible uses within their RPZs (the majority are roads).

Mitigating incompatible uses within airport-owned RPZs can be accomplished by filling wetlands (and creating them elsewhere), removing structures, and re-locating roads. If an airport does not own the land within their RPZs, acquisition of an aviation easement (purchase of the air rights above a property), or purchase of the property in its entirety will be required.

Benchmark: 100% of Airports with No Wetlands,
Roads and/or Structures in their RPZs

Performance: 4.5% of Airports with No Wetlands,
Roads and/or Structures in their RPZs

Figure 6 – Plan View of a Sample RPZ



GOAL: ACCOMMODATE ACCESSIBILITY NEEDS

Provide Access to Commercial Service Airports

Providing reasonable access to the state's eight commercial service airports is critical for business, medical, and leisure travelers. A drive time of 60 minutes was considered reasonable to reach these airports, shown in **Figure 7**.

Benchmark: 50% of Area and 90% of Population within 60 Minutes of a Commercial Service Airport

Performance: 40% of Area and 80% of Population within 60 Minutes of a Commercial Service Airport

Provide Access to NPIAS Airports

An airport must be included in the NPIAS to be eligible for federal AIP funding. Airports that are included in the NPIAS must meet certain criteria and be located at least a 30 minute drive time from the nearest NPIAS airport. North Dakota's aviation system has 53 airports that are included in the NPIAS.

Benchmark: 90% of Population within 30 Minutes of a NPIAS Airport
Performance: 89% of Population within 30 Minutes of a NPIAS Airport

Provide Access to Public Use Airports

Providing access for airport users to all 89 airports is important. A drive time of 30 minutes was considered reasonable to each of the 89 system airports, shown in **Figure 8**.

Benchmark: 95% of Population within 30 Minutes of Any Public Airport
Performance: 93% of Population within 30 Minutes of Any Public Airport

Provide Access to Airports Serving Aerial Applicators

Many of the airports support operations by aerial applicators who utilize special aircraft to apply fertilizers, pesticides, and other products to crops. Agricultural spraying helps meet production needs that ground-only operations are not able to meet. Annually, 4-5 million acres in North Dakota have aerial applicator services.

Benchmark: 80% of Area within 30 Minutes of an Airport Serving an Aerial Applicator
Performance: 52% of Area within 30 Minutes of an Airport Serving an Aerial Applicator

Figure 7 – 60 Minute Drive Time to Commercial Service Airports

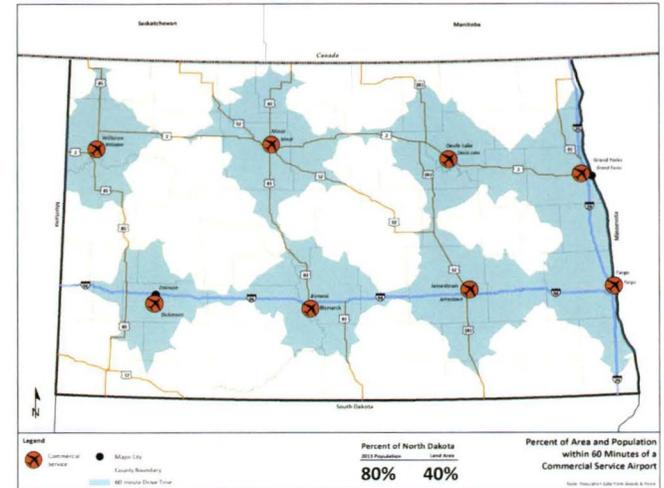
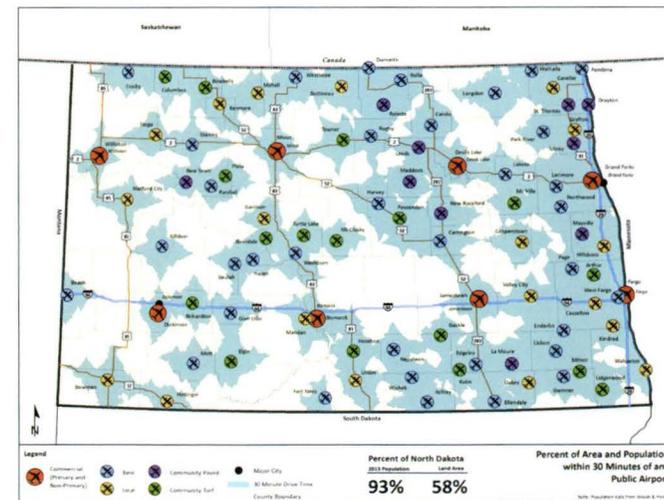


Figure 8 – 30 Minute Drive Time to all Public Use Airports



GOAL: ENHANCE AIR ACCESS TO AIRPORTS

Provide Access to Airports with On-Site Weather Reporting

Weather reporting systems provide critical information to pilots when preparing for flight and traveling en route about on-site airfield conditions such as visibility, ceiling height, atmospheric conditions, wind speed and direction, and barometric pressure. Airports that have weather reporting systems, Automated Surface Observing Systems (ASOS) or Automated Weather Observing Systems (AWOS), can be more attractive to pilots, especially when operating during times of inclement weather. A distance of 30 nautical miles was considered reasonable for pilot access to airports with weather reporting, shown in **Figure 9**.

Benchmark: 80% of Area and 90% of Population within 30 Nautical Miles of an Airport with On-Site Weather Reporting

Performance: 87% of Area and 97% of Population within 30 Nautical Miles of an Airport with On-Site Weather Reporting

Provide Access to Airports with Non-Precision Approaches

Non-precision approaches provide pilots with horizontal (lateral) guidance when landing at an airport. This type of approach helps pilots align with the center of the runway upon approach and landing. This guidance is especially helpful when trying to land in times of inclement weather, crosswinds, and reduced visibility. It is important that pilots have access to land at airports with this type of approach when needed, and that non-precision approaches are offered at many of the system airports. A distance of 30 nautical miles was considered reasonable for pilot access to airports with non-precision approaches, shown in **Figure 10**.

Benchmark: 90% of Area and 100% of Population within 30 Nautical Miles of an Airport with a Non-Precision Approach

Performance: 88% of Area and 98% of Population within 30 Nautical Miles of an Airport with a Non-Precision Approach

Figure 9 – 30 Nautical Mile Coverage of Airports with On-Site Weather Reporting

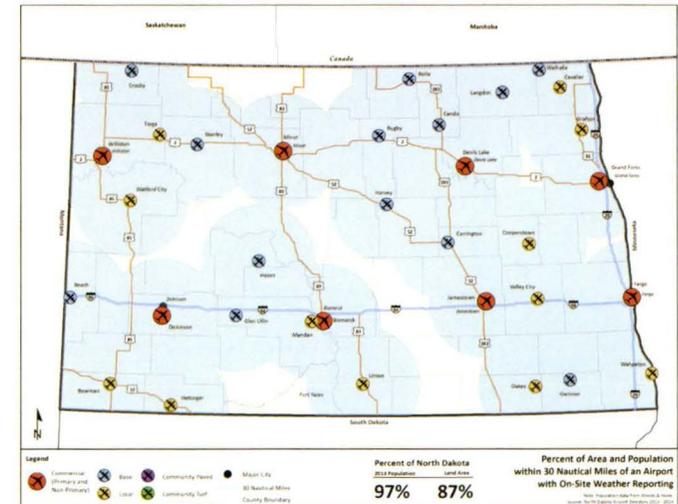
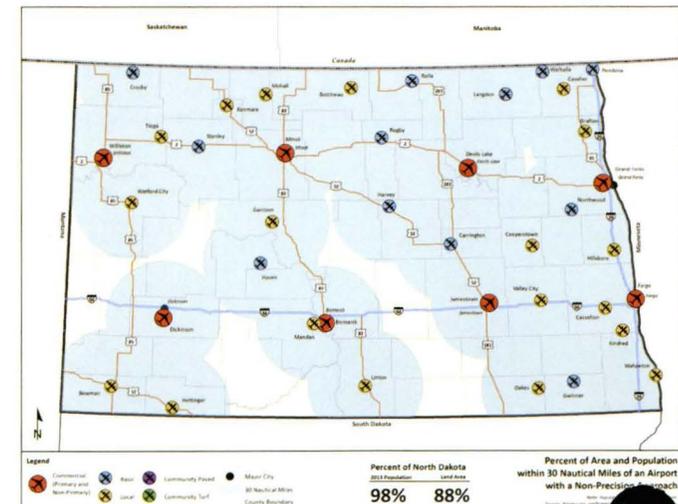


Figure 10 – 30 Nautical Mile Coverage of Airports with Non-Precision Approaches



Provide Access to Airports with Vertically-Guided Approaches

Two types of runway approaches have vertical guidance – precision approaches and non-precision approaches with vertical guidance. As the name indicates, these types of enhanced approaches provide pilots with vertical guidance (as well as horizontal guidance) when landing at an airport. This guidance is helpful when landing in times of inclement weather or reduced visibility.

Benchmark: 80% of Area and 90% of Population within 30 Nautical Miles of an Airport with a Vertically-Guided Approach

Performance: 70% of Area and 92% of Population within 30 Nautical Miles of an Airport with a Vertically-Guided Approach

GOAL: SUPPORT NORTH DAKOTA'S ECONOMY

Provide Access to Airports with Jet A Fuel

The provision of aircraft fuel throughout the aviation system is critical for the operation of aircraft to and from system airports. Jet A fuel is designed for use in aircraft powered by turbine engines.

Benchmark: 30% of Area and 75% of Population within 30 Minutes of an Airport with Jet A Fuel

Performance: 24% of Area and 77% of Population within 30 Minutes of an Airport with Jet A Fuel

Provide Access to Airports with 100LL Fuel

100 low lead (LL) fuel is designed for use in aircraft with piston engines. This fuel is the most commonly used fuel in the general aviation community. A drive time of 30 minutes or less was considered reasonable to airports with 100LL fuel, shown in **Figure 12**.

Benchmark: 60% of Area and 90% of Population within 30 Minutes of an Airport with 100LL Fuel

Performance: 42% of Area and 88% of Population within 30 Minutes of an Airport with 100LL Fuel

Figure 11 – Airports with Jet A Fuel

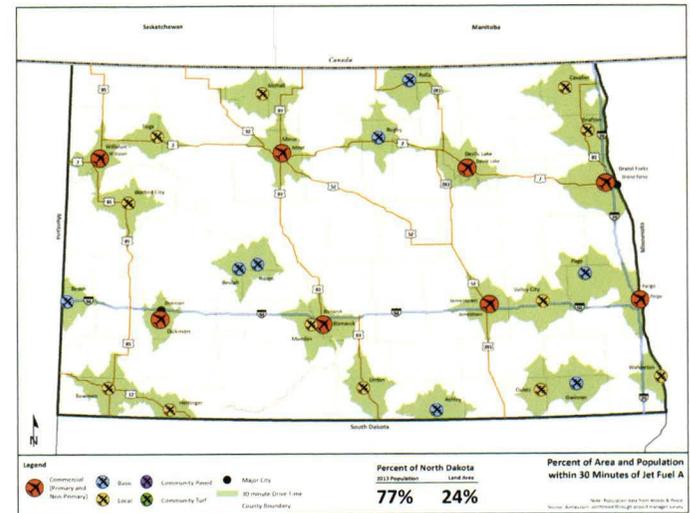
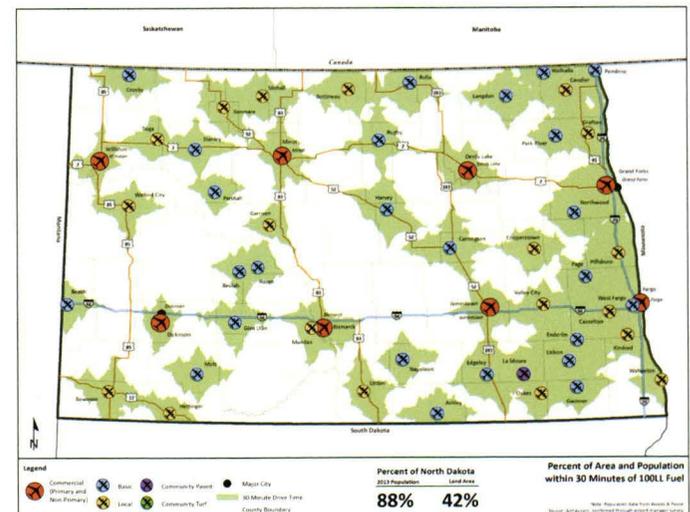


Figure 12 – 30 Minute Drive Time to Airports with 100LL Fuel



Provide Access to Airports with Large Runways

Airports that have runways of 5,000 feet or longer are often capable of supporting use by larger aircraft, such as corporate jets. By providing runways that can handle this type of use, North Dakota's aviation system supports a variety of aviation users from small recreational aircraft to cargo aircraft, charters, and corporate aircraft.

Benchmark: 75% of Population within 30 Minutes of a Large Aircraft Runway

Performance: 68% of Population within 30 Minutes of a Large Aircraft Runway

Provide Access to Airports that Support use by King Air Aircraft

Beechcraft King Air aircraft are considered to be representative of typical business aircraft and are classified with an Airport Reference Code (ARC) of B-II. Airports that can support use by this type of aircraft often support their area's business community which benefits the local, regional, and state economy. In order to support use by this aircraft (or similar aircraft), an airport needs approximately 3,800 feet or more of runway length and an ARC of B-II or greater. A 30 minute drive time was considered reasonable to airports that are able to support the use of King Air aircraft, shown in **Figure 14**.

Benchmark: 90% of Population within 30 Minutes of an Airport able to Support the use of King Air Aircraft

Performance: 76% of Population within 30 Minutes of an Airport able to Support the use of King Air Aircraft

Figure 13 – Large Aircraft Runways

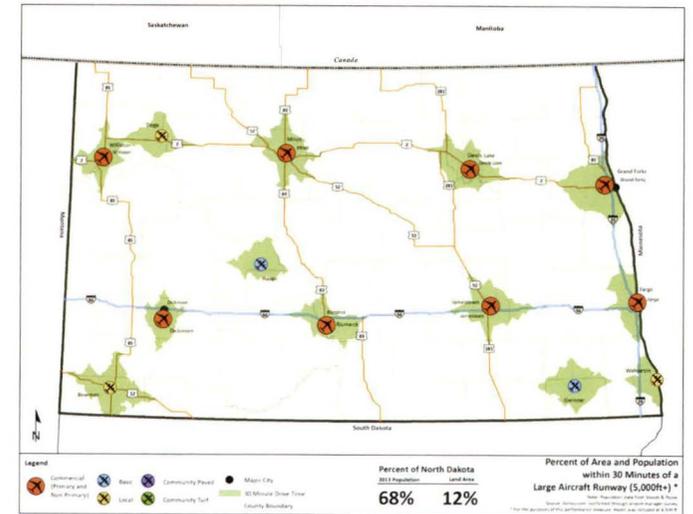
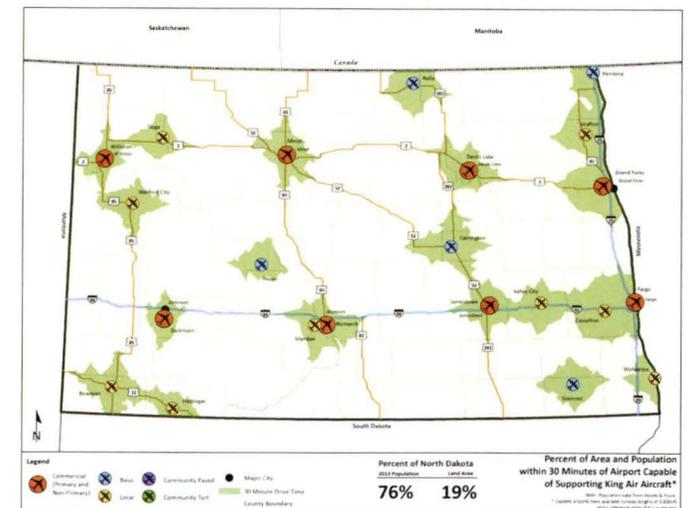


Figure 14 – 30 Minute Drive Time to Airports Able to Support King Air Aircraft



GOAL: ENHANCE QUALITY OF LIFE

Provide Airport Access for Hospitals and Clinics

It is critical that hospitals and clinics are within a reasonable distance of a local airport in the event that air transportation is needed (for passengers, supplies, medical staff, etc.). A 30 minute drive time was considered reasonable to GA airports, while a 60 minute drive time was considered reasonable to commercial service airports. In order to meet this benchmark, all hospitals and clinics must be within either a 30 minute drive time to a GA airport or 60 minute drive time to a commercial service airport, shown in **Figure 15**.

Benchmark: 100% of Communities with a Hospital and/or Clinic should be served by an Airport

Performance: 94% of Communities with a Hospital and/or Clinic within Service Area of a Public-Use Airport

Provide Access to Airports that Support use by Fixed-Wing Emergency Aircraft

Providing air access is critical during emergencies. As such, it is important for system airports to be able to support the use of fixed-wing aircraft that are used for emergency transportation (such as Pilatus and King Air aircraft). In order to serve these types of operations, a runway length of 3,500+ feet and a non-precision approach is often needed. A drive time of 30 minutes was considered reasonable to airports that can support fixed-wing emergency operations, shown in **Figure 16**.

Benchmark: 90% of Population within 30 Minutes of an Airport Capable of Supporting Fixed-Wing Emergency Aircraft

Performance: 81% of Population within 30 Minutes of an Airport Capable of Supporting Fixed-Wing Emergency Aircraft

Figure 15 – Airport Coverage of Hospitals and Clinics

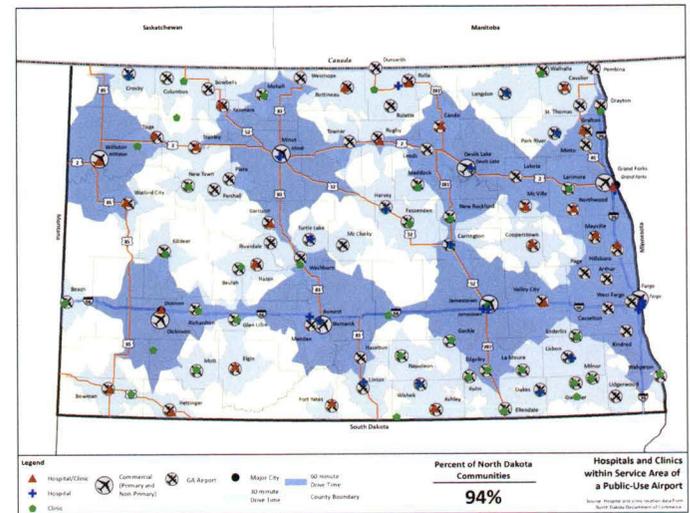
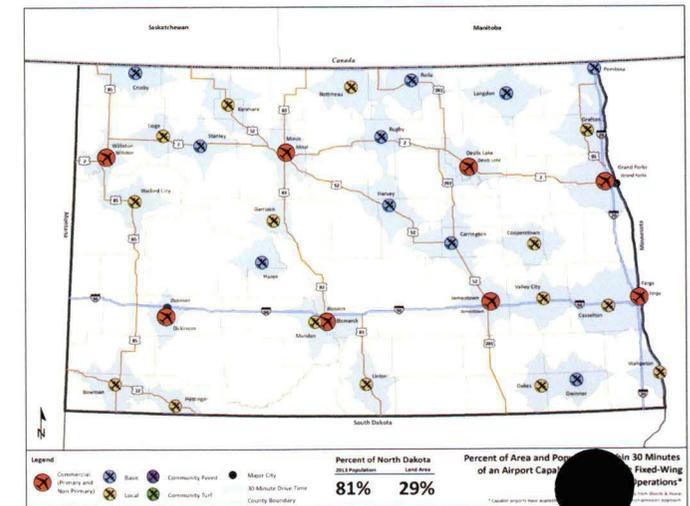


Figure 16 – 30 Minute Drive Time to Airports Capable of Supporting Fixed-Wing Emergency Aircraft



GOAL: PRESERVE NORTH DAKOTA AIRPORT ASSETS

Meet State Pavement Condition Index Thresholds

The Pavement Condition Index (PCI) rating system is used to assess the condition of pavement surfaces at airports, and assigns a score ranging from zero to 100. Pavements with higher PCIs are in better condition than those with lower PCIs (an example of pavement in need of repair is shown in **Figure 17**). To maintain system pavements in good condition, NDAC has set a primary runway PCI threshold of 60 or greater for paved GA airports and 65 or greater for commercial service airports. System-wide, North Dakota has over 25 million square feet of runway pavement which has to be maintained. When other airport pavements are included (taxiways, aprons, etc.), the system has a total of nearly 52 million square feet of pavement.

Benchmark: 100% of Airports Should Meet the State PCI Threshold (60 for Paved GA, 65 for Commercial Service)

Performance: 73% of Airports Meet the State PCI Threshold

Keep Updated Airport Layout Plans

Airport Layout Plans (ALPs) depict existing, future and ultimate development (a sample ALP is shown in **Figure 18**). They are used to coordinate land use, acquisition or release of land and communicate with federal and local decision-makers regarding development needs. Having an updated ALP is beneficial for all airports and mandatory for those included in the NPIAS as their projects must be shown on an approved ALP.

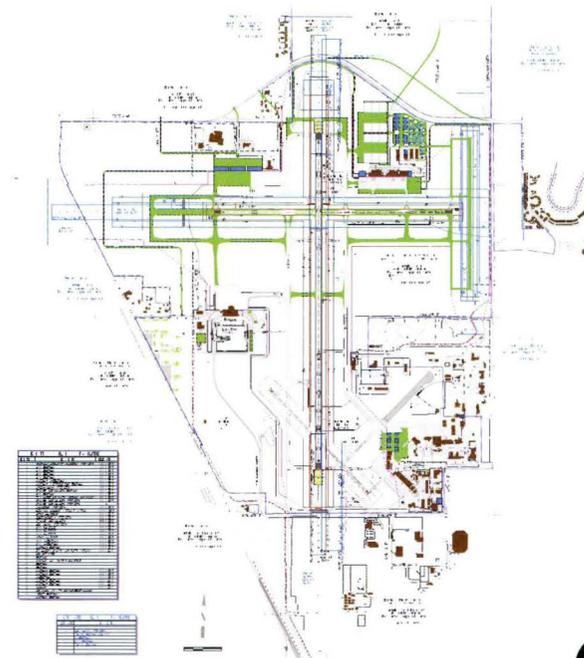
Benchmark: 100% of NPIAS Airports should have an Approved ALP within the Last 10 Years

Performance: 66% of NPIAS Airports have an Approved ALP within the Last 10 Years

Figure 17 – Example of Pavement with a Low PCI



Figure 18 – Sample ALP Sheet in North Dakota



Airport Pavement Conditions

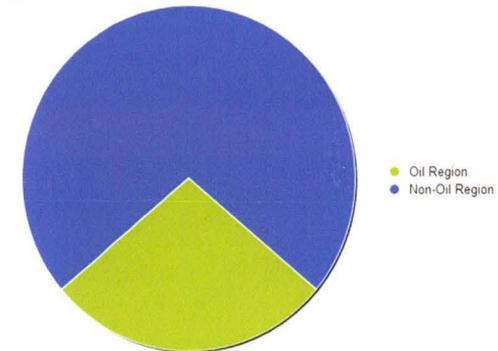
The North Dakota Aeronautics Commission completes a Pavement Condition Index Study every three years. This study allows for a visual inspection and inventory of all of the pavement at the North Dakota airports and helps to provide information on where dollars are recommended to be appropriated to provide the most cost beneficial result. The last study was completed in 2012 and the results can be found on the Aeronautics Commission website at: <http://www.nd.gov/ndaero/airport/idea/index.html>

Fact - How much pavement is there? Approximately 52 million square feet of pavement exists on our airports.

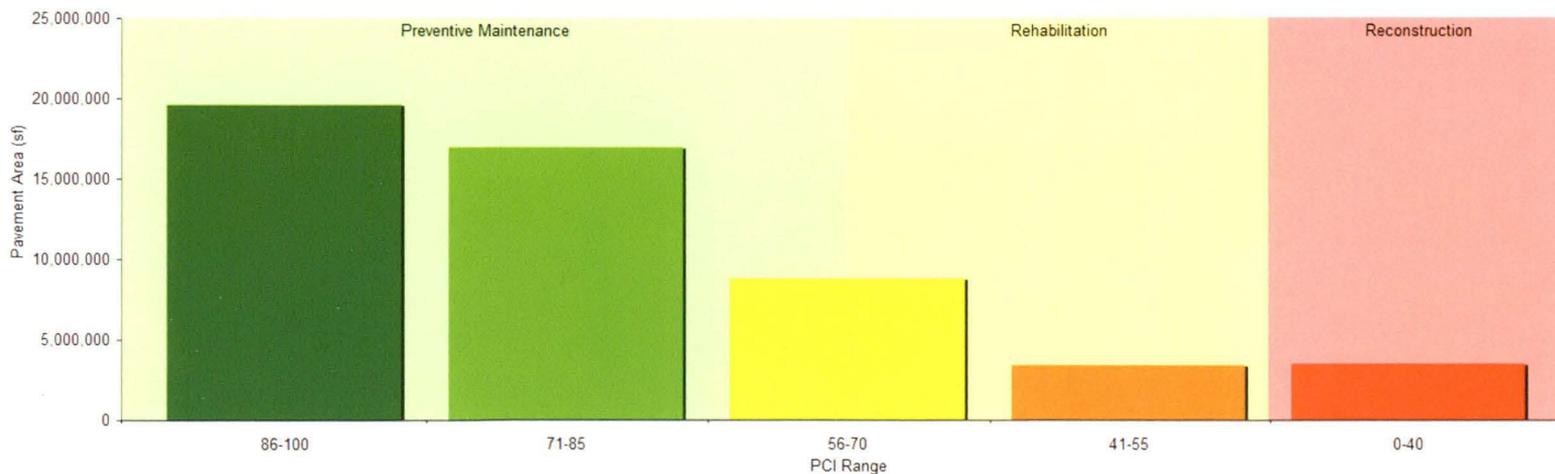
Where is the pavement? 72% of the pavement exists at the airports outside of the oil producing counties and 28% exists within the oil producing counties.

In general terms, pavements above a PCI of 70 that are not exhibiting significant load-related distress will benefit from preventive maintenance actions, such as crack sealing and surface treatments. Pavements with a PCI of 40 to 70 may require major rehabilitation, such as an overlay. Often, when the PCI is less than 40, reconstruction is the only viable alternative due to the substantial damage to the pavement structure.

Summary of Total Statewide Pavement Area by Oil Region



Summary of Total Statewide Pavement Area by PCI Range (All Airports)



FUNDING

The availability of funding is essential to the continued operation of North Dakota's aviation system. Of the 89 airports in the system, 53 (60 percent) of them are eligible for federal funding from the FAA to assist with the costs of eligible projects. In order to be eligible for FAA funding, an airport must be included in the NPIAS. An airport must meet specific criteria to be included in the NPIAS. The remaining 36 airports in the system that are non-NPIAS rely solely on funding assistance from other federal agencies, the state, local municipalities, and private entities.

This summary provides a snapshot of the 2015 Capital Improvement Plan (CIP) program for the 56 public airports in North Dakota that participated (as of May 2014). Airport CIP data changes continually as projects come under contract, change scope, or are abandoned.

2015-2016 Major Projects

In the next legislative biennium (2015-2016), a total of nearly \$360 million has been shown by North Dakota's airports on their CIPs. This funding is requested from a variety of sources at the federal, state, and local levels. When historical and anticipated funding levels are considered (about \$150M for this timeframe), a shortfall of nearly \$210 million exists between what is requested and what is anticipated. A breakdown of funding requests by major project type is shown in **Figure 19**.

2015-2024 Major Projects

Between 2015 and 2024, a total of nearly \$850 million in project requests has been planned by North Dakota's airports on their CIPs. This funding is anticipated from a variety of sources at the federal, state, and local levels. A breakdown of funding requests by major project type is shown in **Figure 20**.

Figure 19 – 2015-2016 Total Funding Requests: \$358.44M

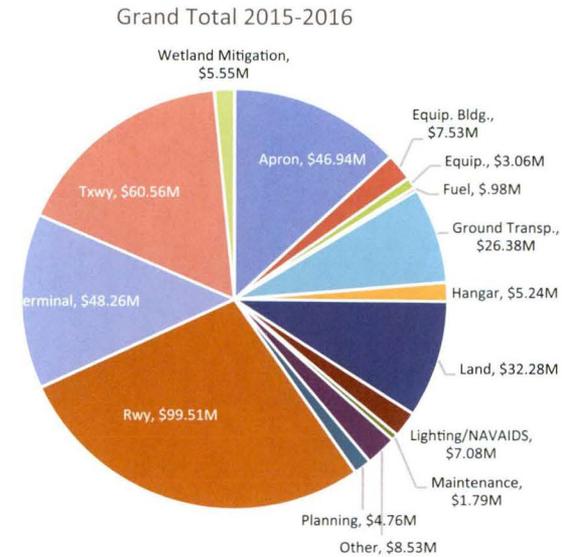
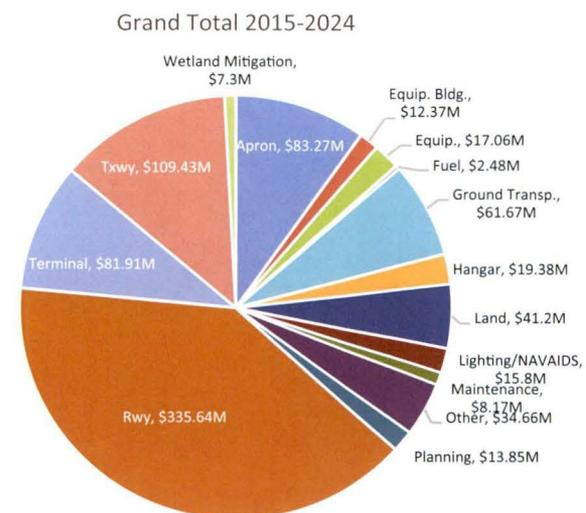
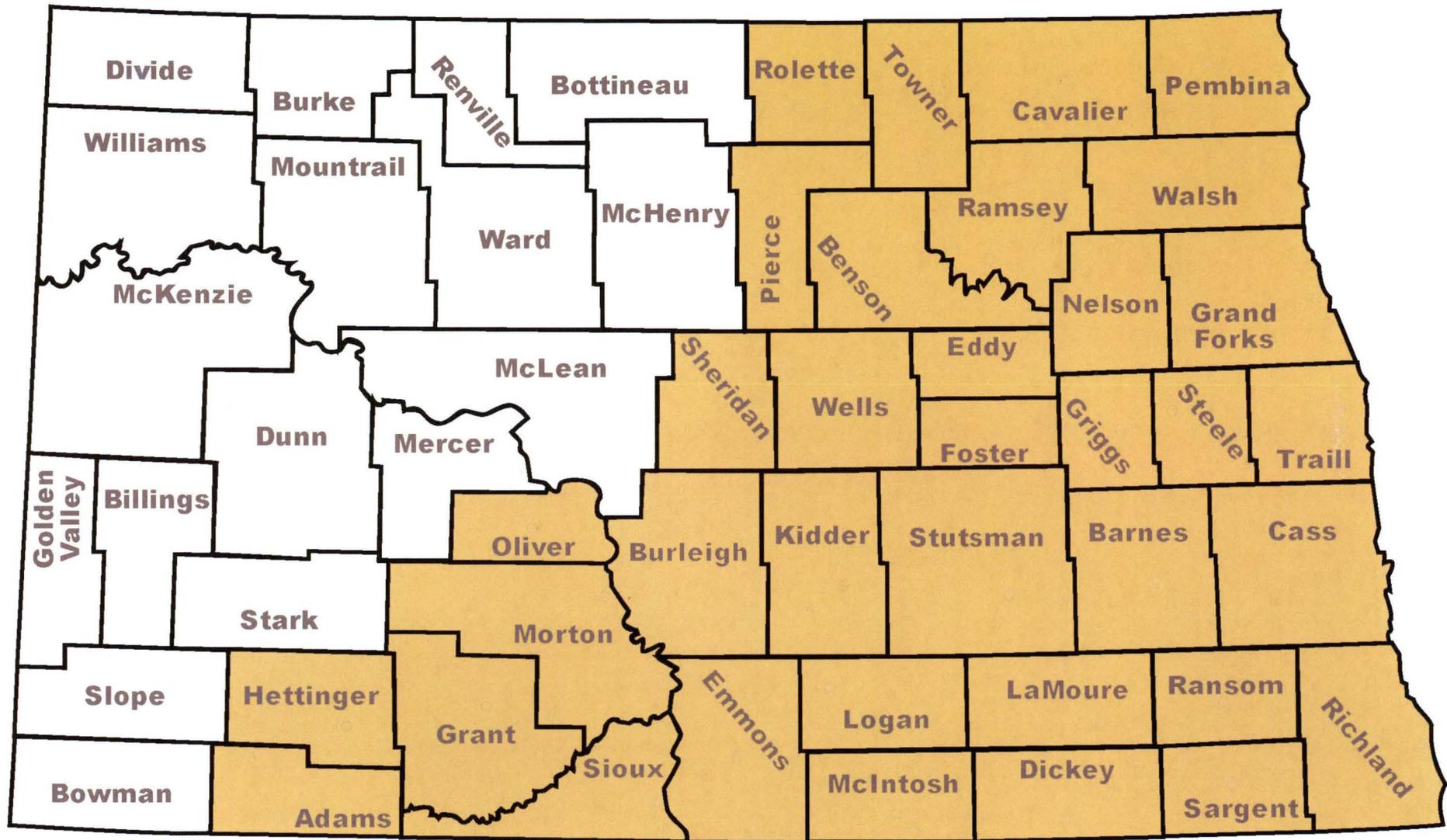


Figure 20 – 2015-2024 Total Funding Requests: \$844.36M



FUNDING (continued)



□ White: Oil Producing Counties

■ Yellow: Eastern Counties

FUNDING (Oil Producing Counties)

General Aviation

The 24 GA airports that are within the oil producing counties are experiencing great pressure from increased operations in the western region of the state. As a result, numerous projects are included on the CIPs of these impacted airports that are a direct result of increased traffic.

Commercial Service

The three commercial service airports in the oil producing counties (Dickinson, Minot, and Williston) are also feeling the pressure of increased operations. At these three airports, there has been a significant increase in GA operations, as well as commercial service operations. Enplanements recorded at these airports are exponential and the level of activity is far exceeding the capacity of current infrastructure. Numerous projects are listed on these airport's CIPs that once completed, will increase the capacity at each. The requested funding for these three airports alone, far exceeds the funding requested by the other five commercial service airports in the central and eastern regions of the state.

Key Findings:

- Pavement projects are being requested at a number of airports to increase operational capacity (runways, taxiways, etc.). Apron projects are also common to support an increase in transient (visitor) traffic.
 - ▶ Nearly \$240 million is requested for pavement-related projects (runways, taxiways, and aprons) over the ten-year period.
- Terminal capacity is an issue at the three commercial service airports in western North Dakota. Each of these airports has requested funding for terminal expansion or new terminals.
 - ▶ Terminal projects make up the second most expensive category, with funding requests of nearly \$70 million over the ten-year period.

Figure 21 – 2015-2016 Oil Producing Requests: \$251.1M

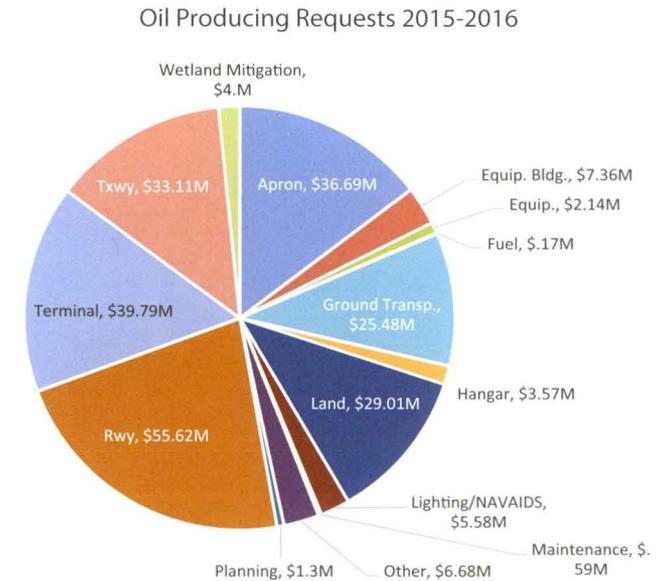
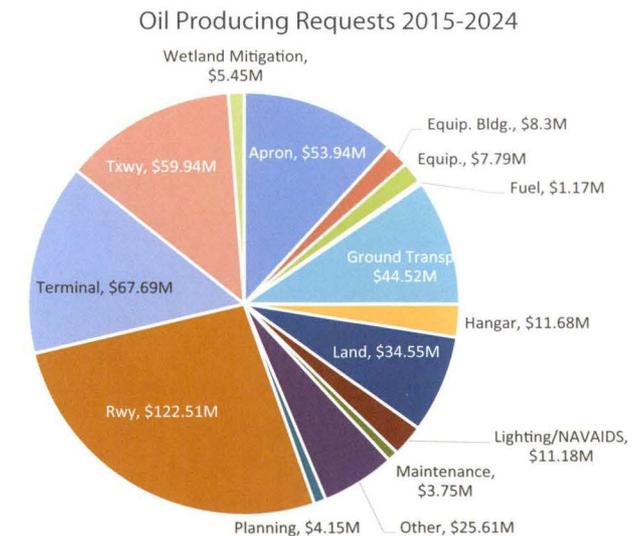


Figure 22 – 2015-2024 Oil Producing Requests: \$462.22M



FUNDING (Eastern Counties)

General Aviation

Although the 57 GA airports located in the eastern counties are not located within what are considered the oil producing counties, they are still experiencing continued growth by existing users as well as new users (some of which are related to the oil boom).

Commercial Service

Five of North Dakota's eight commercial service airports are located in the eastern counties (Bismarck, Devils Lake, Fargo, Grand Forks, and Jamestown). These airports are still experiencing an increase in use despite their location outside of the oil producing counties. With an increase in both GA and commercial service traffic, these airports have included both airside (runways, taxiways, etc.) and landside (terminals, parking lots, etc.) projects on their CIPs.

Key Findings:

- Although there are more GA and commercial service airports in the eastern counties, funding requests for airports in the eastern counties is less than half of what is requested by airports in the oil producing counties for the 2015-2016 time period, and in the ten-year period, requests are \$80 million less.
- Funding requests by GA airports are generally focused on the maintenance of existing pavements, rather than the construction or extension of new.
- Both maintenance projects and new construction projects are requested by the five commercial service airports in the eastern counties. Most of the major projects planned are pavement rehabilitation projects.
- Over \$290 million is requested for pavement-related projects (runways, taxiways, and aprons) over the ten-year period.
- Over the ten-year period, the funding requested for runway projects makes up over half of the total funding requested between 2015 and 2024.

Figure 23 – 2015-2016 Eastern Requests: \$107.36M

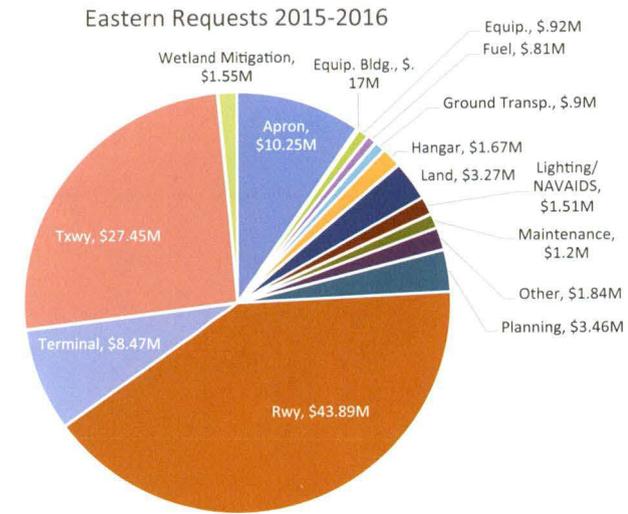
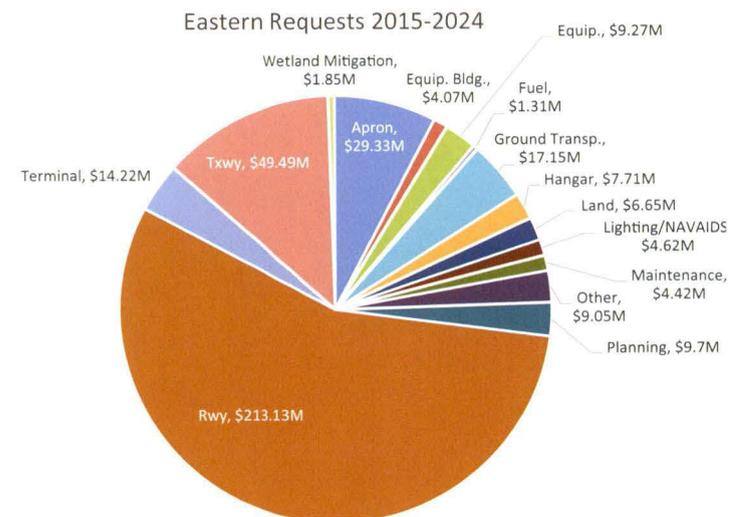


Figure 24 – 2015-2024 Eastern Requests: \$381.97M



TRENDS & TECHNOLOGY

Economic Impacts

North Dakota's "oil boom" is driving economic and population growth. North Dakota now ranks 2nd (behind Texas) in the most oil-rich states, according to *USA Today*. In 2013, the state accounted for over 11.5% of total U.S. crude oil production; a 177% increase in production from 2010 to 2013. Proven oil reserves in the state have more than doubled in the last few years and during the ten-year period between 2003 and 2013, oil production in North Dakota increased by almost 1,000 percent.

As a result of the oil boom in North Dakota, the number of oil-related jobs (production, gathering, fracking, drilling) continues to rise year after year and the state has consistently had the lowest unemployment rate in the US since 2009.

The demand for air access to North Dakota has been boosted by oil-related businesses and employees, new residents, and visitors. North Dakota's aviation industry has seen tremendous growth in the number of licensed pilots, registered aircraft, based aircraft, operations, and enplanements. Commercial air service in North Dakota has expanded at all eight commercial service airports in the system. All eight airports now have jet service by mainline air carriers.

Unlike the national trends of fewer flights but with larger airplanes, North Dakota has experienced a continued increase in the number of flights from 2010 – 2014 as airlines began responding to the increase in demand as a result of economic and population growth.

Researchers studying the economic impact of oil and gas extraction and its potential impact on employment and population have forecast that the industry will continue to expand exploration and extraction activity well into the middle 2030s. With oil activity expected to continue for several years, it is anticipated that the demand for expanded air service in the State will continue as well.

Pilot Shortage

The US is experiencing a shortage in airline pilots which is impacting regional as well as mainline carriers. Impacts from this shortage are being seen in North Dakota, most notably the discontinuation of regional service in North Dakota by Great Lakes Airlines. The airline discontinued service to Devils Lake and Jamestown in January 2014, and service to Dickinson and Williston in March 2014, due to a lack of pilots.

This pilot shortage is occurring for several reasons, including a long-anticipated wave of pilot retirements, recent changes in training



requirements for new pilots (1,500 hours of flight experience instead of 250), rest requirements, and minimal compensation that regional airlines are able to offer new pilots.

Reduction in new-pilot availability has impacted mainline carriers who are recalling furloughed pilots in an effort to replace those who are retiring. The rate of retirement is only expected to increase over the next several years as thousands of senior pilots at major airlines hit the mandatory retirement age of 65. Schools like UND are helping to solve this issue by training new pilots.

Reduction in route frequency and financial hardship for smaller carriers could result across the US as a result of this industry wide pilot shortage.

Demand for commercial air travel to North Dakota's airports is strong and mainline air carriers have added new regional 50-100 seat aircraft service to the airports that were previously served by Great Lakes.

TRENDS & TECHNOLOGY *(continued)*

Aircraft Related Topics

Unmanned Aerial Vehicles (UAVs): UAVs are becoming a larger player in the aviation industry as civilian use increases. UAVs are aircraft that are operated remotely. In addition to military applications, UAVs can perform a wide variety of tasks in civilian environments including remote sensing, transport, scientific research, and search and rescue operations. Local and state agencies can use UAVs to monitor engineering sites, waterways, pipelines, high crime areas, crowded settings, traffic, security situations, pollution levels, forest fire movement and crop surveillance, among many other applications. Given the increased interest in utilizing these aircraft for civilian purposes, it is anticipated that UAV use will become more prevalent in North Dakota, as well as nationwide. The state was recently chosen as one of six FAA Unmanned Aircraft Systems (UAS) test sites, where research will be conducted to identify how to best integrate UAS into the national airspace system. The Northern Plains UAS Test Site is headquartered in Grand Forks.



Light Sport Aircraft (LSA): In July 2004, the FAA issued the light sport aircraft/sport pilot (LSA/SP) rule that opened the door for growth in the general aviation market. Aircraft can be certified as light sport aircraft if they fall within the weight specifications and other guidelines defined by the FAA. Such aircraft include powered and glider airplanes, gyroplanes, powered parachutes, weight-shift control trikes, free balloons, and airships. These aircraft are designed to reduce the costs associated with maintaining and operating a traditional recreational airplane, which in turn has the potential to benefit recreational aviation in North Dakota. Growth forecasted in this segment of general aviation has the potential to increase aviation activity levels even further throughout the state.

Airline Fleet Changes: Unlike the national trends of fewer flights but with larger airplanes, North Dakota experienced a continued increase in the number of flights from 2010 – 2014 as airlines began responding to the increase in demand as a result of economic and population growth. Whereas, the US has been experiencing a steady increase in the number of seats per flight flown, North Dakota experienced a slight decline – from 64 to 57 seats per departure – between January 2010 and April 2011. This reflects the use of smaller, regional aircraft for

many of these flights. In 2014, the number of flights has leveled off and even declined slightly. At the same time, the number of seats per operation is climbing back up – indicating a shift by commercial carriers to larger gauge aircraft that are now making their way into the state's commercial aviation system.

NextGen

NextGen is the transformation of the National Airspace System (NAS) from a ground-based system of air traffic control to a satellite-based system of traffic management. When NextGen becomes fully developed, the system will allow a larger number of aircraft to safely fly closer together on more direct routes, resulting in reduced delays and unprecedented benefits for both the economy and the environment through reduced carbon emissions and



TRENDS & TECHNOLOGY *(continued)*

fuel consumption.

One of the technologies supporting the NextGen system includes Automatic Dependent Surveillance – Broadcast (ADS-B). ADS-B allows pilots in the cockpit and air traffic controllers on the ground to track aircraft traffic with more accuracy than other systems, specifically radar. ADS-B relies on the Global Navigation Satellite System to determine an aircraft's precise location. The position data is combined with other information such as aircraft type, speed, altitude, and flight number. The information is converted into a digital message and broadcasted via a radio transmitter.

The airspace in North Dakota is used for commercial, private, and military aviation on a daily basis. Specific sections of the airspace (known as "classes") are reserved for various types of operations in order to accommodate use by a variety of aircraft at any given time. In some instances, sections of the airspace can be reserved for use by the military, often for training operations. Operations by non-military aircraft in these reserved areas are restricted in order to provide a clear area for military activity.

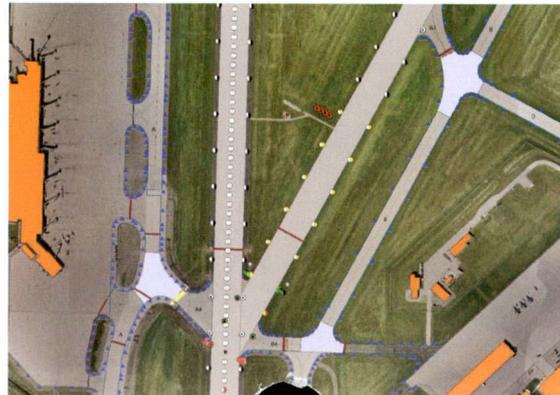
A proposal to expand one of these training areas known as the Powder River Training Complex is being reviewed by the U.S. Air

Force (USAF) and the FAA. If expanded, the training area would reach into the southwestern portion of North Dakota and could interrupt the increased traffic around several GA airports (including the new Bowman Regional Airport) as well as the traffic in and out of Dickinson. The expanded training area could be used three to six hours a day, 240 days a year, which would restrict numerous operations.

Should this area be implemented as proposed, there may be impacts on the airspace in southwestern North Dakota. NDAC is providing the USAF and FAA with comments regarding their concerns on these possible impacts.

Airports GIS

In response to Executive Order 12906, the FAA implemented the Airports Geographic Information System (Airports GIS) Program in 2010 which is aimed at creating standard



formats for the collection and input of aviation data. The standardization and centralization of data into a shared electronic environment is expected to improve the FAA's overall operational efficiency and provide enhanced access to data for analysis and decision-making. It is expected to enhance communication and collaboration between the FAA and airport sponsors on airport planning and development projects, support NextGen initiatives, and streamline data sharing among agencies within the industry.

The Airports GIS is a web-based information repository for survey data, which is managed jointly by the FAA and the airport sponsor.

This system will be used for the development of electronic Airport Layout Plans (eALPs) and will serve as a platform to enable data sharing for both the planning and engineering required by NextGen.

The end result will be a standardized GIS presentation of the ALP drawing set, a query-driven airport database, and an active archiving of previous ALP data sets.

RECOMMENDATIONS

With aviation use at an all-time high in North Dakota, it is critical that the system be maintained and developed in a way that supports continued use by existing and new users. When reviewing current system performance to meet system goals, three primary areas of recommended improvement were identified:

1. Land Use and Safety
2. Airport Services and Facilities
3. Airport Planning

Land Use and Zoning

As development continues to encroach upon airports across the country, appropriate land use planning efforts are more critical than ever before. Since development near airports can impact aircraft operations and vice versa, it is advantageous to plan appropriately to encourage compatible development near airports:

- Clear approaches to primary runway ends
- Mitigate incompatible land uses within Runway Protection Zones (RPZs)
- Gain control of land within RPZs
- Adopt local height zoning that aligns with Federal Aviation Regulation (FAR) Part 77

Airport Services and Facilities

The services and facilities that an airport offers can often be a deciding factor in whether a user will use a particular airport. With an increase in GA traffic, it is important that airports in the system have the core services that will attract and support these users. Many of the services and facilities are currently found at system airports, however they should be maintained and in some instances, a few of them could be offered at additional airports in order to meet system benchmarks:

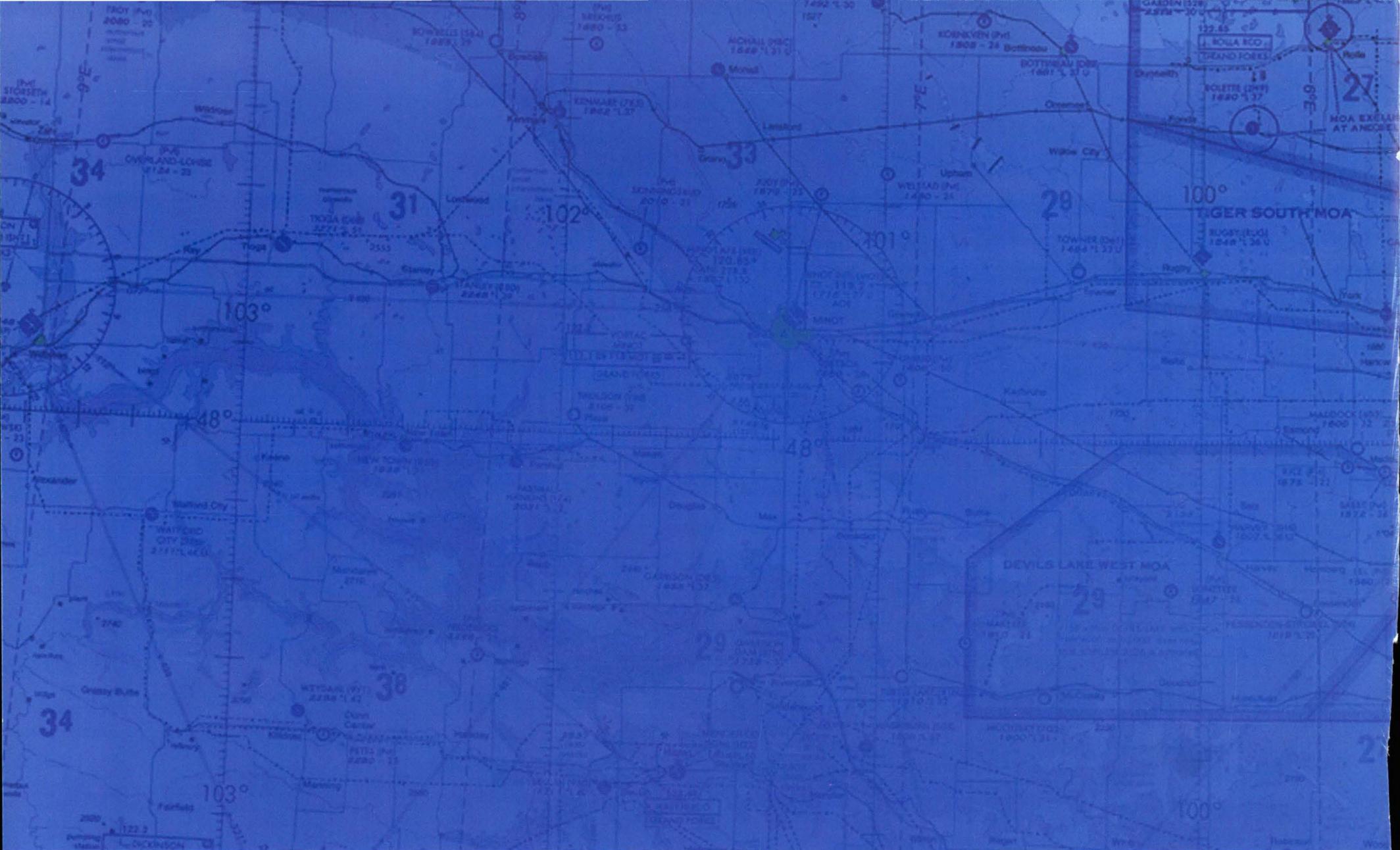
- 100LL fuel
- Ground transportation
- GA and commercial service terminals with adequate capacity to support passenger demand
- Facilities to support use by King Air aircraft (or other corporate aircraft such as a Cessna Conquest, Cessna Citations, and Dassault Falcons)
- Facilities and space needed to serve aerial applicators

Airport Planning

Planning for safe aircraft and airport operations and the future development of aviation facilities is necessary to maintain these valuable transportation assets and investments. Two specific planning efforts are recommended for airports to meet system goals and benchmarks:

- Wildlife Management Plans
- Airport Layout Plans (ALPs)

Wildlife Management Plans are recommended for airports classified as Local or above, and updated ALPs are recommended for all airports included in the NPIAS.



North Dakota Aeronautics Commission
www.nd.gov/ndaero



Investing in North Dakota's AVIATION FUTURE

North Dakota's Aviation Industry generates more than \$2 billion annually in economic benefit and employs more than 19,000 people. Aviation is a vital link to all of North Dakota's major economic drivers such as agriculture, energy, manufacturing, tourism, technology and healthcare. In order to connect communities and businesses on a state, regional and national scale, the Aviation Industry needs continued support from the State of North Dakota.

2015 Legislative Request

Support Governor's budgeted \$50 million oil impact funds for western ND airports.

Support AAND's request allocating \$10 million permanently each biennium to the Aeronautics Commission's General Fund.

Support AAND's one-time request allocating \$9 million for statewide needs.

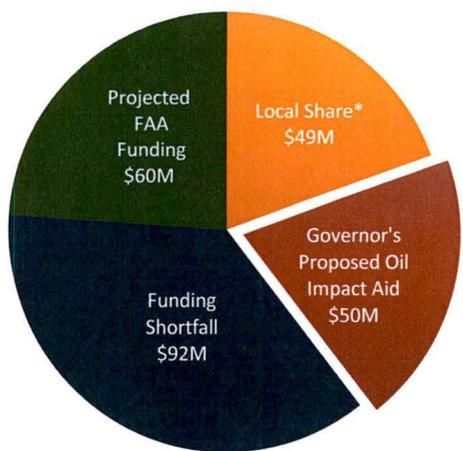
Funding Overview

The proposed Governor's Budget and additional AAND requested funding will address and maintain existing infrastructure.

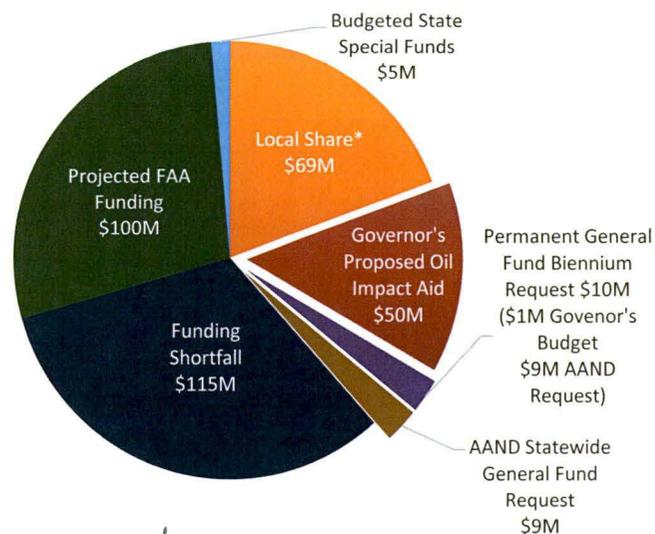
- Two independent professional studies have recently been completed that show similar needs being present in North Dakota's airport infrastructure system.
 - Upper Great Plains Transportation Institute's Study on Airport Infrastructure
 - North Dakota's 2014 State Aviation System Plan
- Historical federal funding levels are currently not sufficient to meet the airport funding needs.
- The Aeronautics Commission administers state grants to airports based on a priority system that takes into account safety, maintaining existing infrastructure, and accommodating growth.
- The 2013 Legislative Session allocated a total of \$74 million to support airport infrastructure needs.
 - AAND is requesting that the current legislative body allocate at least the same amount of funding support for the 2015 -2017 biennium.

North Dakota's Aviation Estimated Development Costs 2015-2017 Biennium

Western Funding - \$251 M
(Oil Impacted Counties)



Statewide Funding - \$358 M



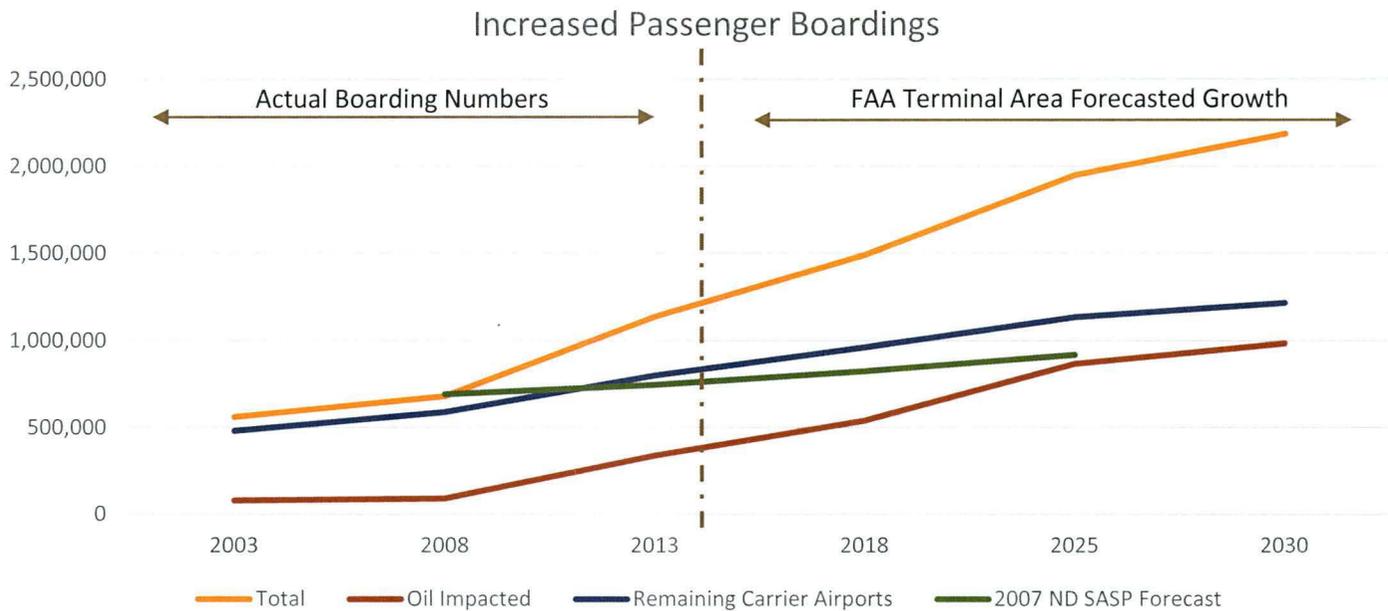
*Includes an estimated \$25 million from Williston Airport land sale

Forecasted Growth

Unprecedented growth can be seen in the aviation industry throughout the state. Increases in the amount of based aircraft, aviation fuel sales, airport parking, airline departures, aviation fuel sales, pilot numbers, and aircraft operations are exciting to showcase, but come with tremendous infrastructure challenges as well.

Airline passenger boardings are forecasted to increase across the state through 2030 by an additional 91.9 percent, ensuring a sound investment in economic development.

- All commercial airports document passenger boardings monthly.
- Over the past decade (2003-2013) boardings increased 102.7 percent.



SOURCE: ND STATE AVIATION SYSTEM PLAN- ND AERONAUTICS COMMISSION

Consequences of Not Supporting North Dakota's Aviation Industry

Airports across the state were built to handle light aircraft and commuter airlines. Both commercial and general aviation airports are experiencing detrimental impacts due to increased traffic, larger, heavier planes and limited resources.

Unmet financial needs will prevent the Aviation Industry from:

- Maintaining existing aviation infrastructure.
- Accommodating continued growth.
- Enhancing airports consistent with FAA design standards.

Without adequate funding, North Dakota risks losing a vital transportation link, economic development driver and conduit to emergency services.

For More Information Contact

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Airport Association of North Dakota, President
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E: thorsen@bis.midco.net

2

2013-2014 North Dakota Airport Funding Breakdown

| | Airport | Oil Impacted | Project | State Aeronautics | State Oil Impact | Federal | Estimated Local | Total Project |
|----|-------------|--------------|---|----------------------|---------------------|--------------|--------------------|------------------|
| 1 | Arthur | | N/A | \$0 | \$0 | \$0 | \$0 | \$0 |
| 2 | Ashley | | Pavement Microsurfacing | \$220,150 | \$0 | \$0 | \$27,300 | \$247,450 |
| 3 | Beach | Yes | Snow Removal/Terminal Building | \$26,650 | \$0 | \$303,776 | \$26,650 | \$357,076 |
| 4 | Beulah | Yes | Taxilane Extension | \$17,552 | \$0 | \$0 | \$10,625 | \$28,177 |
| 5 | Bismarck | | General Aviation Apron Expansion | \$1,258,956 | \$0 | \$6,651,000 | \$1,110,410 | \$9,020,366 |
| 6 | Bottineau | Yes | Pavement Rejuvenator | \$8,521 | \$0 | \$131,667 | \$8,521 | \$148,709 |
| 7 | Bowbells | Yes | Mowing Equipment | \$15,000 | \$0 | \$0 | \$5,000 | \$20,000 |
| 8 | Bowman | Yes | Construct New Airport | \$5,957 | \$2,936,774 | \$7,955,148 | \$1,581,492 | \$12,479,371 |
| 9 | Cando | | Construct Taxilane | \$52,845 | \$0 | \$1,016,695 | \$47,845 | \$1,117,385 |
| 10 | Carrington | | Crosswind Runway Land Acquisition | \$186,550 | \$0 | \$495,900 | \$181,550 | \$864,000 |
| 11 | Casselton | | Pavement Maintenance | \$174,897 | \$0 | \$465,432 | \$69,430 | \$709,759 |
| 12 | Cavalier | | Pavement Rejuvenator | \$34,572 | \$0 | \$157,931 | \$12,172 | \$204,675 |
| 13 | Columbus | Yes | N/A | \$0 | \$0 | \$0 | \$0 | \$0 |
| 14 | Cooperstown | | Runway Protection Zone Land Acquisition | \$39,518 | \$0 | \$83,925 | \$39,518 | \$162,961 |
| 15 | Crosby | Yes | Construct Apron and Rehabilitate Lights | \$3,295 | \$1,286,000 | \$702,947 | \$124,795 | \$2,117,037 |
| 16 | Devils Lake | | Primary Runway Extension | \$443,322 | \$0 | \$667,767 | \$443,322 | \$1,554,411 |
| 17 | Dickinson | Yes | Expand GA and Commercial Apron | \$110,542 | \$1,410,525 | \$3,871,944 | \$1,188,258 | \$6,581,269 |
| 18 | Drayton | | N/A | \$0 | \$0 | \$0 | \$0 | \$0 |
| 19 | Dunseith | | N/A | \$0 | \$0 | \$85,999 | \$9,555 | \$95,554 |
| 20 | Edgeley | | Pavement Maintenance, Hangar Construction | \$10,621 | \$0 | \$491,580 | \$10,621 | \$512,822 |
| 21 | Elgin | | N/A | \$0 | \$0 | \$0 | \$0 | \$0 |
| 22 | Ellendale | | Runway and Apron Reconstruction | \$475,999 | \$0 | \$921,600 | \$98,400 | \$1,495,999 |
| 23 | Enderlin | | Fuels Station and Concrete Fueling Pad | \$50,762 | \$0 | \$0 | \$138,935 | \$189,697 |
| 24 | Fargo | | General Aviation Apron Expansion | \$1,083,611 | \$0 | \$9,097,328 | \$1,083,611 | \$11,264,550 |
| 25 | Fessenden | | N/A | \$0 | \$0 | \$0 | \$0 | \$0 |
| 26 | Fort Yates | | N/A | \$0 | \$0 | \$0 | \$0 | \$0 |
| 27 | Gackle | | Level, Blade, and Reseed Primary Runway | \$8,060 | \$0 | \$0 | \$5,200 | \$13,260 |
| 28 | Garrison | Yes | Apron Rehabilitation | \$11,250 | \$0 | \$462,969 | \$11,250 | \$485,469 |
| 29 | Glen Ullin | | Pavement Rejuvenator | \$24,200 | \$0 | \$438,750 | \$24,200 | \$487,150 |
| 30 | Grafton | | Mowing Equipment | \$7,975 | \$0 | \$0 | \$7,975 | \$15,950 |
| 31 | Grand Forks | | Construct Aircraft Rescue and Fire Fighting Bldg. | \$1,905,738 | \$0 | \$11,114,262 | \$1,905,738 | \$14,925,738 |
| 32 | Gwinner | | Runway and Apron Reconstruction | \$271,077 | \$0 | \$203,400 | \$271,077 | \$745,554 |
| 33 | Harvey | | Pavement Maintenance | \$10,544 | \$0 | \$135,338 | \$10,544 | \$156,426 |
| 34 | Hazelton | | N/A | \$0 | \$0 | \$0 | \$0 | \$0 |
| 35 | Hazen | Yes | Pavement Maintenance | \$27,850 | \$0 | \$48,600 | \$27,850 | \$104,300 |

| | Airport | Oil Impacted | Project | Aeronautics | Oil Impact | Federal | Local | Project |
|----|--------------|--------------|--|-------------|--------------|--------------|--------------|--------------|
| 36 | Hettinger | | Pavement Maintenance | \$49,448 | \$0 | \$216,000 | \$15,500 | \$280,948 |
| 37 | Hillsboro | | Pavement Maintenance | \$47,625 | \$0 | \$0 | \$47,625 | \$95,250 |
| 38 | Jamestown | | Taxilane and Apron Construction | \$899,115 | \$0 | \$1,201,500 | \$233,600 | \$2,334,215 |
| 39 | Kenmare | Yes | Rehabilitate Runway | \$2,419 | \$233,058 | \$1,097,794 | \$75,226 | \$1,408,497 |
| 40 | Killdeer | Yes | Reconstruct Airport | \$59,979 | \$4,664,274 | \$0 | \$1,178,000 | \$5,902,253 |
| 41 | Kindred | | Airfield Drainage Improvements | \$14,573 | \$0 | \$30,456 | \$14,573 | \$59,602 |
| 42 | Kulm | | General Aviation Terminal Building | \$75,455 | \$0 | \$0 | \$148,555 | \$224,010 |
| 43 | La Moure | | Pavement Maintenance | \$4,172 | \$0 | \$0 | \$4,172 | \$8,344 |
| 44 | Lakota | | Pavement Maintenance | \$5,543 | \$0 | \$256,968 | \$5,543 | \$268,054 |
| 45 | Langdon | | Apron Reconstruction | \$44,424 | \$0 | \$615,245 | \$44,424 | \$704,093 |
| 46 | Larimore | | Primary Runway Reconstruction | \$364,553 | \$0 | \$0 | \$62,000 | \$426,553 |
| 47 | Leeds | | Pavement Maintenance | \$14,006 | \$0 | \$0 | \$4,700 | \$18,706 |
| 48 | Lidgerwood | | Widen Primary Runway | \$19,328 | \$0 | \$0 | \$2,150 | \$21,478 |
| 49 | Linton | | Pavement Maintenance | \$7,559 | \$0 | \$74,660 | \$7,559 | \$89,778 |
| 50 | Lisbon | | Pavement Maintenance | \$28,365 | \$0 | \$515,895 | \$28,365 | \$572,625 |
| 51 | Maddock | | Primary Runway Construction | \$553,933 | \$0 | \$0 | \$480,000 | \$1,033,933 |
| 52 | Mandan | | Primary Runway Reconstruction | \$434,136 | \$0 | \$126,000 | \$434,136 | \$994,272 |
| 53 | Mayville | | Airport Reconstruction | \$2,263,196 | \$0 | \$0 | \$500,000 | \$2,763,196 |
| 54 | McClusky | | N/A | \$0 | \$0 | \$0 | \$0 | \$0 |
| 55 | McVile | | N/A | \$0 | \$0 | \$0 | \$0 | \$0 |
| 56 | Milnor | | General Aviation Terminal Building | \$29,745 | \$0 | \$0 | \$29,745 | \$59,490 |
| 57 | Minot | Yes | Terminal, Commercial Apron Construction | \$123,000 | \$23,279,650 | \$23,003,991 | \$24,000,000 | \$70,406,641 |
| 58 | Minto | | N/A | \$0 | \$0 | \$0 | \$0 | \$0 |
| 59 | Mohall | Yes | Construct Taxiway | \$30,338 | \$623,406 | \$707,854 | \$217,514 | \$1,579,112 |
| 60 | Mott | | Pavement Maintenance | \$1,900 | \$0 | \$33,750 | \$1,900 | \$37,550 |
| 61 | Napoleon | | N/A | \$0 | \$0 | \$0 | \$0 | \$0 |
| 62 | New Rockford | | Pavement Maintenance | \$21,985 | \$0 | \$0 | \$4,000 | \$25,985 |
| 63 | New Town | Yes | Reconstruct Airport | \$11,593 | \$2,590,838 | \$0 | \$400,000 | \$3,002,431 |
| 64 | Northwood | | Environmental Assessment | \$7,282 | \$0 | \$208,995 | \$7,282 | \$223,559 |
| 65 | Oakes | | Primary Runway, Taxiway, and Apron Overlay | \$170,621 | \$0 | \$1,540,118 | \$85,310 | \$1,796,049 |
| 66 | Page | | Pavement Maintenance | \$3,750 | \$0 | \$0 | \$3,750 | \$7,500 |
| 67 | Park River | | Runway Obstruction Removal | \$72,025 | \$0 | \$0 | \$11,225 | \$83,250 |
| 68 | Parshall | Yes | Primary Runway and Taxiway Overlay | \$75,492 | \$141,668 | \$1,185,749 | \$82,353 | \$1,485,262 |
| 69 | Pembina | | Pavement Maintenance | \$31,064 | \$0 | \$269,057 | \$31,064 | \$331,185 |
| 70 | Plaza | Yes | N/A | \$0 | \$0 | \$0 | \$0 | \$0 |
| 71 | Richardton | Yes | Mowing Equipment | \$9,500 | \$0 | \$0 | \$4,075 | \$13,575 |
| 72 | Riverdale | | N/A | \$0 | \$0 | \$0 | \$0 | \$0 |
| 73 | Rolette | | Primary Runway Overlay | \$529,000 | \$0 | \$0 | \$90,000 | \$619,000 |
| 74 | Rolla | | Primary Runway, Taxiway, and Apron Overlay | \$87,536 | \$0 | \$1,298,690 | \$87,536 | \$1,473,762 |
| 75 | Rugby | | Apron Reconstruction | \$67,853 | \$0 | \$787,000 | \$67,853 | \$922,706 |

| | Airport | Oil Impacted | Project | Aeronautics | Oil Impact | Federal | Local | Project |
|---------------|--------------|--------------|---|---------------------|---------------------|---------------------|---------------------|----------------------|
| 76 | St. Thomas | | Pavement Maintenance | \$16,906 | \$0 | \$0 | \$10,600 | \$27,506 |
| 77 | Stanley | Yes | Construct Apron | \$119,975 | \$242,550 | \$373,650 | \$97,000 | \$833,175 |
| 78 | Tioga | Yes | Update Airport Master Plan, Fuel System | \$23,990 | \$450,705 | \$376,558 | \$113,650 | \$964,903 |
| 79 | Towner | Yes | N/A | \$0 | \$0 | \$0 | \$0 | \$0 |
| 80 | Turtle Lake | | Mowing Equipment | \$44,550 | \$31,252 | \$0 | \$6,600 | \$82,402 |
| 81 | Valley City | | Apron Reconstruction | \$344,600 | \$0 | \$450,000 | \$101,000 | \$895,600 |
| 82 | Wahpeton | | Construct Taxilane | \$41,584 | \$0 | \$134,992 | \$41,584 | \$218,160 |
| 83 | Walhalla | | Primary Runway, Taxiway, and Apron Overlay | \$87,981 | \$0 | \$1,134,491 | \$87,981 | \$1,310,453 |
| 84 | Washburn | Yes | Apron Expansion Design | \$31,290 | \$0 | \$53,100 | \$31,290 | \$115,680 |
| 85 | Watford City | Yes | Rehabilitate and Expand Apron | \$118,970 | \$2,109,300 | \$528,309 | \$1,000,000 | \$3,756,579 |
| 86 | West Fargo | | Construct Taxilane | \$76,890 | \$0 | \$0 | \$76,890 | \$153,780 |
| 87 | Westhope | Yes | Pavement Maintenance | \$7,031 | \$0 | \$0 | \$3,750 | \$10,781 |
| 88 | Williston | Yes | Taxiway Overlay, Environmental and Planning | \$136,890 | \$968,882 | \$1,932,945 | \$1,725,000 | \$4,763,717 |
| 89 | Wishek | | Update Airport Master Plan | \$60,967 | \$0 | \$0 | \$20,000 | \$80,967 |
| TOTALS | | | | \$13,758,151 | \$40,968,882 | \$83,657,725 | \$40,206,924 | \$178,591,682 |

* The projects listed above were only one of the projects for each airport that the state allocated funding. Multiple airports received grants for more than one project

*The above list does not account for airport operating expenses or projects that were completed with local dollars only

*The Aeronautics Commission also received \$765,472 in federal grants to conduct statewide studies

Breakdown of State Aeronautics Commission 2013-2014 Funding Sources

| | |
|--|---------------------|
| Special Funds: | \$7,208,151 |
| General Fund One Time Appropriation: | \$6,000,000 |
| General Funds: | \$550,000 |
| Grand Total of Airport Grant Allocation: | <u>\$13,758,151</u> |

*93% of the state aeronautics funding went to airports located outside of oil producing counties

2015 - 2017 CIP / NPIAS PLANNING REPORT
 FAA / State General Aviation and Commercial Service Program

\$ 2,400,000 - Apportionment - (A)
 \$ 16,000,000 - Entitlements - (E)
 \$ 18,400,000 - Total
 Discretionary Priority (D)
 NPIAS Planning Program - (N)



Note: Only entitlements may be carried forward or back years.
 Entitlements (E) are funds FAA may provide if annual airport program is approved at \$3.35 billion nationwide. State apportionment (A) is based on the state's population and geographic area. Dollars in CIP are FAA 90% share in thousands.

Discretionary (D) funds are nationally competitive funds based on FAA priorities.

Prepared by North Dakota Aeronautics Commission Staff
 January 2, 2015 - Version 1

| | | |
|--------------------------------|--|--|
| RTA - Runway / taxiway / apron | RCF - Rubber crack filling | GA Airport DBE Goals FAA FY 2014-2016 |
| Carryover Entitlements → | EA - Enviro / assessment | Overall Goal = 1.82% |
| SRE - Snow removal equipment | SREB - Snow removal equipment building | RC - Race Conscious = 0.62% |
| T - Transfer | TO - Transfer Out | WHA - Wildlife Hazzard Assessment |
| | | RN - Race Neutral = 1.2% |
| | | P - Past Discretionary Grant (Needs State Matching Grant Supplement) |
| co - Carryover Entitlements | NN - Non-NPIAS Airport | |
| D - Discretionary Need | NC - Not Classified | |

PCI: 100-85 excellent, 85-70 good, 70-55 fair, 55-40 poor, 40 < failing (Pavement Condition, 2012 Study)

| AIRPORT | BASED ARCFT | ENTL \$ | PROJECT | PCI | NDAC Priority | FAA Priority | CIP (Thousands) | | | | | | | | | NPIAS (Thousands) | | |
|--|----------------|-----------|---|-----|------------------|-----------------|--------------------|---|------|------|------|------|-------|------|------|----------------------|---------|-------|
| | | | | | | | 2015 | | | 2016 | | | 2017 | | | 1 to 5 | 6 to 10 | |
| | | | | | | | E | A | D | E | A | D | E | A | D | Yrs. | Yrs. | |
| 1 Fargo FAR ENG FALL 2013 DBE FY 2015-2017 Overall = 2.4% RC = 1.1% RN = 1.3% | 180 | 2,700,000 | Wildlife Hazard Assessment | | 31 | 66 | | | | | | | | | | | 75 | |
| | | | Pavement Rehabilitation | | 56 | 66 | | | | | | | | | | | 250 | 250 |
| | | | Taxiway D Reconstruction | | 55 | 68 | | | | | | | | | | | | 3500 |
| | | | Taxiway A Reconstruction | 22 | 55 | 68 | 2700 | | 6000 | 2700 | | 6000 | 2700 | | 5400 | 35000 | | |
| | | | Rwy 18L-36R & Rwy 9-27 Extension EA | | 46 | 66 | | | | | | | | | | | | 700 |
| | | | Runway 9-27 Extension/Parallel Txy | | 46 | 54 | | | | | | | | | | | | 21000 |
| | | | Runway 18L-36R Construction | | 46 | 63 | | | | | | | | | | | | 8000 |
| | | | | | | | | | | | | | | | | | | |
| 2 Bismarck BIS ENG FALL 2013 DBE FY 2013-2015 Overall = 1.2% RC = 1.2% RN = 0% | 114 | 2,000,000 | Wetland Mitigation - Phase 4 - 6 | | 31 | 59 | 1150 | | | 1600 | | | | | | 6000 | 3000 | |
| | | | Master Plan/ALP/AGIS Update | | 41 | 59 | 700 | | | | | | | | | 700 | | |
| | | | GA Apron Expansion | | 44 | 64 | | | | | | | | | | 2000 | 2000 | |
| | | | Rehabilitate Rwy 13/31 / EA 15', Design 16' | 42 | 56 | 70 | 150 | | | 2000 | | | 2000 | | 5000 | 60000 | | |
| | | | Rehabilitate Rwy 03/21 | | 56 | 66 | | | | | | | | | | 5000 | | |
| | | | Rehabilitate Taxiway D | | 56 | 64 | | | | | | | | | | 4000 | | |
| | | | Relocate Yegen Road | | 32 | 50 | | | | | | | | | | | 5000 | |
| | | | EA / RPZ Land Purchase | | 41 | 44 | | | | | | | | | | 2000 | | |
| | | | Expand SRE & ARFF Building | | 31 | 46 | | | | | | | | | | 3000 | | |
| | | | Commercial Terminal Building Update/Expansion | | 31 | 93 | | | | | | | | | | 1500 | 4000 | |
| Snow Removal / ARFF Equipment | | 32 | 70 | | | | | | | | | | 2000 | 1000 | | | | |
| 3 Grand Forks GFK DBE FY 2013-2015 Overall = 1.79% RC = 1.79% RN = 0% | 158 | 1,500,000 | Master Plan/ eALP/Lighting Rehab/East GA | | 54 | 66 | 1625 | | | | | | | | | 3200 | | |
| | | | Wildlife Assessment | | 31 | 66 | | | | | | | | | | | 100 | |
| | | | EA/Design/Rehab Runway 17R/35L | 70 | 56 | 70 | | | | | | | | | | | 55000 | |
| | | | ARFF Truck | | 52 | 95 | | | | | | | | | | 900 | | |
| | | | Expand Terminal Apron | | 44 | 47 | | | 1625 | | 2000 | 1625 | | | | 7000 | | |
| | | | Expand Terminal | | 33 | 40 | | | | | | | | | | | 10000 | |
| | | | Rehabilitate Taxiways | | 55 | 59 | | | | | | | | | | 2500 | | |
| | | | Construct Access Road North of Terminal | | 22 | 22 | | | | | | | | | | 1100 | | |
| | | | Snow Removal Equipment | | 32 | 48 | | | | | | | | | | 500 | 500 | |
| | | | Rehabilitate Aprons | 3 | 54 | 62 | | | | | | | | | | 10000 | 10000 | |
| | | | Cargo Apron Expansion | | 44 | 47 | | | | | | | | | | | 1500 | |
| EA/Design/Construct Runway 9L-27R Extension | 82 | 46 | 54 | | | | | | | | | | 40000 | | | | | |

2015 - 2017 CIP / NPIAS PLANNING REPORT

FAA / State General Aviation and Commercial Service Program

\$ 2,400,000 - Apportionment - (A)
 \$ 16,000,000 - Entitlements - (E)
 \$ 18,400,000 - Total
 Discretionary Priority (D)
 NPIAS Planning Program - (N)



Note: Only entitlements may be carried forward or back years.
 Entitlements (E) are funds FAA may provide if annual airport program is approved at \$3.35 billion nationwide. State apportionment (A) is based on the state's population and geographic area. Dollars in CIP are FAA 90% share in thousands.

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| | | |
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| AIRPORT | BASED ARCT | ENTL \$ | PROJECT | PCI | NDAC Priority | FAA Priority | CIP (Thousands) | | | | | | | | | NPIAS (Thousands) | | | | | |
|--|---------------|-----------------------|---|-----|------------------|-----------------|--------------------|----|----|-----------|------|---|------|------|------|----------------------|---------|------|------|-------|-------|
| | | | | | | | 2015 | | | 2016 | | | 2017 | | | 1 to 5 | 6 to 10 | | | | |
| | | | | | | | E | A | D | E | A | D | E | A | D | Yrs. | Yrs. | | | | |
| 4 Minot MOT ENG FALL 2012 DBE FY 2013-2015 Overall = 4.0% RC = 0.3% RN = 3.7% | 112 | 2,000,000 | Land Purchase - East Perimeter | | 55 | 61 | | | | | | | | | | | | 4000 | | | |
| | | | Construct Taxiway G | | 45 | 61 | | | | | | | | | | | | | 2000 | | |
| | | | ARFF Truck | | 33 | 40 | | | | | | | | | | | | | 800 | | |
| | | | 8-26 Threshold Shift | | 56 | 93 | | | | | 500 | | | | | | | | | | |
| | | | Detention Pond Design and Construct | | 52 | 59 | | | | | 1500 | | | | 2000 | | 4500 | | | | |
| | | | Wildlife Hazard Assessment | | 31 | 24 | | | | | | | | | | | | | | 75 | |
| | | | SRE | | 32 | 48 | | | | 150 | | | | | | | | | | 2500 | |
| | | | RTA Rehabilitation | | 56 | 68 | | | | | | | | | | | | | | 1500 | |
| | | | Airport Master Plan/AGIS | | 31 | 66 | | | | 1400 | | | | | | | | | | | 5000 |
| | | | Remodel Existing Terminal | | 33 | - | | | | | | | | | | | | | | | 1500 |
| | | | General Aviation Ramp Rehab/Expansion | | 44 | 47 | | | | | | | | | | | 4100 | | | | 10000 |
| | | | Pavement Maintenance | | 56 | 68 | | | | 450 | | | | | | | | | | | 800 |
| | | | Air Cargo Apron | | 36 | 44 | 62 | | | | | | | | | | | | | | 800 |
| | | | | | | | | | | | | | | | | | | | | | 1500 |
| 5 Jamestown JMS ENG FALL 2011 CATEX DBE FY 2014-2016 Overall = 2.29% RC = 2.29% RN = 0% | 51 | 150,000 | Snow Removal Equipment | | 32 | 47 | | | | | | | | | | | | | 300 | | |
| | | | RCF/Pavement Markings | | 46 | 44 | | | | | | | | | | | | | | 250 | |
| | | | Wetlands Mitigation, design 15' / WHA | | 31 | 59 | | | | 90 | | | 50 | | | 1000 | | | | 1100 | |
| | | | West Taxilane Rehabilitation | | 47 | 61 | 47 | 55 | 61 | 60 | | | | | | | | | | 300 | |
| | | | ALP and Master Plan Update | | 31 | 66 | | | | | | | | | | | | | | 200 | |
| | | | Terminal / Access roads/Parking lot | | 20 | 33 | 31 | | | | | | | | | | | | | | 600 |
| | | | Rehab Rwy 4/22 & txys A to E | | 64 | 56 | 70 | | | | | | | | 150 | | | 3500 | | | 3500 |
| | | | Entitlement Transfer from Pembina | | | | | | | 100 | | | | | | | | | | | 100T |
| 6 Williston ISN ENG FALL 2011 DBE FY 2013-2015 Overall = 1.79% RC = 1.79% RN = 0% | 48 | 1,000,000 67,264co | Master Plan Phase II/Benefit Cost Analysis/EA | | 57 | 90 | | | | | | | | | | | | | 2000 | | |
| | | | Land Acquisition | | 31 | 64 | | | | 1000+67co | | | | | | | | | | 28000 | |
| | | | Construct Site Grading | | 56 | 65 | | | | | | | | | | | | | | 15000 | |
| | | | Design Airport Infrastructure | | 41 | 52 | | | | | | | | | | | | | | 15000 | |
| | | | Construct Terminal Building | | 33 | 40 | | | | | | | | | | | | | | 60000 | |
| | | | Construct SRE/ARFF/Parking Lot/Access Rd | | 32 | 48 | | | | | | | | | | | | | | 30000 | |
| | | | EA / AGIS Survey / WHA / ILS | | 41 | 64 | | | | | | | | | | | | | | 3000 | |
| | | | Construct Security Fence | | 31 | 57 | | | | | | | | | | | | | | 2000 | |
| | | | Construct Airport Pavement, Lighting | | 56 | 65 | | | | | | | | | | | | | | | 90000 |
| | | | Construct Roadway/Infrastructure to Airport | | 31 | 23 | | | | | | | | 1000 | | | 25000 | 1000 | | | 10000 |
| | | | Construct Airport Security System | | 31 | 31 | | | | | | | | | | | | | | | 1000 |
| | | | SRE | | 32 | 45 | | | | | | | | | | | | | | | 1200 |
| | | | FBO & Hangars/Fuel Facilities | | 33 | 21 | | | | | | | | | | | | | | | 1000 |
| | | | | | | | | | | | | | | | | | | | | | 2000 |

2015 - 2017 CIP / NPIAS PLANNING REPORT

FAA / State General Aviation and Commercial Service Program

\$ 2,400,000 - Apportionment - (A)
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 Discretionary Priority (D)
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| AIRPORT | BASED ARCFT | ENTL \$ | PROJECT | PCI | NDAC Priority | FAA Priority | CIP (Thousands) | | | | | | | | | NPIAS (Thousands) | | | | |
|---|----------------|-----------|--|-----|------------------|-----------------|--------------------|---|-------|-------|---|-------|-------|------|-------|----------------------|---------|-------|------|------|
| | | | | | | | 2015 | | | 2016 | | | 2017 | | | 1 to 5 | 6 to 10 | | | |
| | | | | | | | E | A | D | E | A | D | E | A | D | Yrs. | Yrs. | | | |
| 7 Devils Lake DVL ENG FALL 2012 DBE FY 2014-2016 Overall = 5.08% RC = 5.08% RN = 0% | 32 | 150,000 | Rehab Runway 3/21 and GA Apron, design 16' | 54 | 56 | 66 | | | | 150 | | | | | 150 | | 3000 | 3000 | | |
| | | | Construct RSA Grading | | 54 | 56 | 150 | | | | | | | | | | | 500 | | |
| | | | Land Acquisition/Easement | | 35 | 45 | | | 400 | | | | | | | | | | 300 | |
| | | | RCF/Pavement Markings | | 46 | 44 | | | | | | | | | | | | 200 | 200 | |
| | | | ALP / AGIS | | 31 | 64 | | | | | | | | | | | | | 250 | |
| | | | General Aviation Hangar | | 12 | 29 | | | | | | | | | | | | | | 500 |
| | | | Wildlife Hazard Assessment | | 31 | 66 | | | | | | | | | | | | | 100 | |
| | | | Security Access/Apron Lighting | | 34 | 31 | | | | | | | | | | | | | | 600 |
| | | | SRE - High Speed Broom /Plow | | 32 | 45 | | | | | | | | | | | | | | 1100 |
| | | | | | | | | | | | | | | | | | | | | |
| 8 Dickinson DIK ENG FALL 2010 EA 2014 DBE 2014-2016 Overall = 1.69% RC = 0% RN = 1.69% | 21 | 1,000,000 | Terminal Design and Construction | | 33 | 45 | | | | | | | | | | | | 25000 | 2000 | |
| | | | Land Acq./Design/Reconstruct Runway 14/32 | 75 | 56 | 68 | | | | 1000 | | | 2000 | 1000 | | | 20000 | 45000 | | |
| | | | Runway 32 RSA Grading | | 57 | 94 | 1000 | | 2000 | | | | | | | | | 3000 | | |
| | | | Rehabilitate Taxiway B,C, & D | | 44 | 66 | | | 4000 | | | | | | | | | 5000 | | |
| | | | Terminal Access and Parking Lot | | 31 | 40 | | | | | | | | | | | | 9000 | | |
| | | | Install Wildlife Fence | | 31 | 57 | | | | | | | | | | | | 600 | | |
| | | | Construct Parallel Taxiway, MIRL | | 45 | 61 | | | | | | | | | | | | 17000 | | |
| | | | ARFF Truck / ARFF Building Expansion | | 32 | 41 | | | | | | | | | | | | 800 | 2500 | |
| | | | Aero Survey for Rwy Approaches | | 41 | 64 | | | | | | | | | | | | 700 | | |
| | | | Construct Commercial Service Apron | | 44 | 47 | | | | | | | | | | | | 9000 | | |
| | | | Construct bxy for hangars / Access Road | | 55 | 66 | | | | | | | | | | | | | | 5000 |
| | | | Crosswind Parallel Taxiway | | 45 | 61 | | | | | | | | | | | | | | 3000 |
| | | | Onsite Water Tank and Sanitary System | | 31 | - | | | | | | | | | | | | | 3000 | |
| SRE/SRE Building Expansion | | 32 | 45 | | | | | | | | | | | | | 1000 | 3000 | | | |
| | | | | | | | 10792 | 0 | 39000 | 10525 | 0 | 36000 | 10625 | 0 | 70500 | 605000 | 166375 | | | |

2015 - 2017 CIP / NPIAS PLANNING REPORT

FAA / State General Aviation and Commercial Service Program

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\$ 16,000,000 - Entitlements - (E)

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Discretionary Priority (D)

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| AIRPORT | BASED ARCFT | ENTL \$ | PROJECT | PCI | NDAC Priority | FAA Priority | CIP (Thousands) | | | | | | | | | NPIAS (Thousands) | |
|---------------------------|----------------|----------------------|---|-----|------------------|-----------------|--------------------|---|-----------|------|-----------|---|------|-------|--------|----------------------|---------|
| | | | | | | | 2015 | | | 2016 | | | 2017 | | | 1 to 5 | 6 to 10 |
| | | | | | | | E | A | D | E | A | D | E | A | D | Yrs. | Yrs. |
| 9 Ashley ASY (pending) | 12 | | Hangar | | 12 | 29 | | | | | | | | | | 500NN | |
| | | | Runway Safety Area Grading | | 56 | 66 | | | | | | | | | | 200NN | |
| | | | Environmental Assessment for Land Acquisition | | 32 | 42 | | | | | | | | | | 100NN | |
| | | | Install MIRL's | | 56 | 45 | | | | | | | | | | 300NN | |
| | | | ALP Update | | 31 | 42 | | | | | | | | | | 150NN | |
| | | | Land Acquisition | | 32 | 42 | | | | | | | | | | 200NN | |
| | | | Construct/Relocate Runway 8/26 | | 56 | 66 | | | | | | | | | | 700NN | |
| RTA Rehabilitation/RCF | | 30 | 46 | 59 | | | | | | | | | | 100NN | 1000NN | | |
| 10 Beach 2OU | BASIC 8 | 150,000 39,963co | Pave SRE / Terminal Access Road and Apron | | 33 | 50 | 135 | | | | | | | | 150 | | |
| | | | RCF, Seal | 59 | 56 | 66 | 19co | | | | | | | | 100 | | |
| | | | ALP Update | | 31 | 42 | 20co | | | | | | | | 20 | 150 | |
| | | | Construct Taxilane | | 45 | 47 | 15 | → | 150+15co | → | 150+165co | | | | 300 | | |
| | | | Hangar (Design and Construction) | | 12 | 29 | | | | | | | | | 500 | | |
| | | | Rwy 12-30, Txyw and Apron Overlay | 80 | 46 | 66 | | | | | | | | | | 3000 | |
| | | | Construct Crosswind Rwy / Fencing | | 46 | 59 | | | | | | | | | | 1000 | |
| | | | Construct Parallel Txy | | 45 | 46 | | | | | | | | | | 700 | |
| | | | Apron Expansion | | 54 | 38 | | | | | | | | | | 300 | |
| | | | SRE Equipment | | 32 | 45 | 150co | | | | | | | | 150 | | |
| 11 Bottineau DO9 | LOCAL 20 | 150,000 388,431co | Rwy 13/31 Extension | | 46 | 47 | 150+38co | → | 150+188co | → | 150+88co | → | | 3500 | | | |
| | | | EA for Runway Extension 15'/Land Acq. 17' | | 46 | 47 | 200co | | | | 250co | | | 500 | | | |
| | | | Construct Txyw | | 56 | 68 | | | | | | | | 150 | | | |
| | | | Construct X-Wind RWY | | 45 | 46 | | | | | | | | 500 | | | |
| | | | Rehab RTA, RCF, Seal | | 56 | 68 | | | | | | | | 100 | 100 | | |
| | | | Install Fuel System | | 12 | 17 | | | | | | | | | 300 | | |
| | | | Hangar | | 12 | 29 | | | | | | | | | 500 | | |
| | | | AWOS / Fencing | | 31 | 44 | | | | | | | | | 400 | | |
| | | | Update ALP/AGIS | | 31 | 64 | | | | | | | | | 250 | | |
| | | | Airport Reclamation | | 11 | 49 | | | | | | | | | 220 | | |
| 12 Bowman BWW / BPP | LOCAL 16 | 150,000 | Wetland Mitigation | | 56 | 70 | | | | | | | 90 | | | | |
| | | | SRE Equipment | | 32 | 44 | | | | | | | 250 | | | | |
| | | | Parallel Txyw Construction (Design - 2017) | | 45 | 46 | 150 | → | 150+150co | → | 150+300co | → | 3500 | | | | |
| | | | Perpendicular Txyw Construction | | 45 | 46 | | | | | | | | 1000 | | | |
| | | | Construct X-Wind Rwy | | 46 | 59 | | | | | | | | 8300 | | | |
| | | | Hangar | 100 | 12 | 36 | | | | | | | | 1200 | | | |
| | | | RCF, Rehab | | 56 | 66 | | | | | | | 100 | 200 | | | |

2015 - 2017 CIP / NPIAS PLANNING REPORT
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| AIRPORT | BASED ARCFT | ENTL \$ | PROJECT | PCI | NDAC Priority | FAA Priority | CIP (Thousands) | | | | | | | | | NPIAS (Thousands) | | | |
|---|----------------|----------------------|--|-----|------------------|-----------------|--------------------|---|---|------|-----------|---|------|-----------|-----------|----------------------|---------|------|-----|
| | | | | | | | 2015 | | | 2016 | | | 2017 | | | 1 to 5 | 6 to 10 | | |
| | | | | | | | E | A | D | E | A | D | E | A | D | Yrs. | Yrs. | | |
| 13 Cando 9D7 ENG FALL 2010 CATEX | BASIC 6 | 150,000 | Construct Taxiway/Partial Parallel | | 55 | 46 | | | | | | | | | | | 400 | | |
| | | | Construct crosswind rwy | | 46 | 49 | | | | | | | | | | | | 500 | |
| | | | Fencing / Signage | | 31 | 38 | | | | | | | | | | | | | 400 |
| | | | Fueling System | | 12 | 17 | | | | | | | | | | | | | 250 |
| | | | Apron / Taxilane Expansion | 61 | 45 | 38 | | | | | | | | | | | | | 400 |
| | | | Hangar (multi-year 14') | | 12 | 29 | 150 | | | | | | | | | | | 600 | |
| | | | Rehab RTA, seal & RCF | 78 | 56 | 66 | | | | 150 | → | | | 150co+150 | → | | | 1100 | 100 |
| 14 Carrington 46D ENG FALL 2011 | LOCAL 18 | 150,000 124,698co | SRE & SRE Bldg. | | 32 | 44 | | | | | | | | | | | 150 | | |
| | | | Pavement Rejuvenator 16', RCF | | 56 | 66 | 124co+150 | → | | | 150co | | | | | | 200 | 100 | |
| | | | Crosswind Runway Land/Construction | | 46 | 52 | | | | | | | | | | | 600 | 700 | |
| | | | Parallel Taxiway | | 45 | 46 | | | | | | | | | | | | 1000 | |
| | | | AWOS Road | | 33 | 35 | | | | | | | | | | | 250 | | |
| | | | Perimeter Fence / signage | | 31 | 38 | | | | | | | | | | | | 500 | |
| | | | ALP update | | 31 | 42 | | | | | | | | | | | | 250 | |
| | | | Rehab Runway and Taxiway Lights | 76 | 46 | 50 | | | | | | | | | | | | 3000 | |
| Hangars | | 12 | 29 | | | | 124co+150 | → | | | 274co+150 | → | | | 700 | 700 | | | |
| 15 Casselton 5N8 ENG FALL 2014 CATEX | LOCAL 41 | 150,000 | T-Hangars | | 12 | 29 | | | | | | | 150 | → | | | 1000 | 1000 | |
| | | | Construct Crosswind Runway, EA, land acq. | | 46 | 50 | | | | | | | | | | | | 1000 | |
| | | | Taxiway & Apron Lighting | | 55 | 45 | | | | | | | | | | | | 200 | |
| | | | Land acq., RPZ | | 41 | 42 | | | | | | | | | | | 500 | | |
| | | | Update ALP, AGIS, & Enviro. Inventory | | 31 | 42 | 102 | → | | | 150+102co | | | | | | 300 | | |
| | | | AWOS | | 31 | 44 | | | | | | | | | | | 150 | | |
| | | | Construct Txy for hangars | | 45 | 47 | | | | | | | | | | | 200 | 200 | |
| | | | SRE | | 32 | 45 | | | | | | | | | | | 200 | 200 | |
| | | | Airfield Pavement Maintenance (multi-year 14') | | 56 | 64 | 48 | | | | | | | | | | 300 | 300 | |
| Reconstruct RTA | 60 | 54 | 58 | | | | | | | | | | | | 8000 | | | | |
| 16 Cavalier 2C8 ENG FALL 2012 CATEX | LOCAL 25 | 150,000 137,826co | Rehab RTA, RCF | 74 | 56 | 66 | | | | | | | | | | 100 | 1500 | | |
| | | | Land acq., RPZ, powerlines | | 41 | 41 | | | | | | | | | | | 300 | | |
| | | | Construct Hangar Taxilanes | | 46 | 54 | | | | | | | | | | | 500 | | |
| | | | SRE | | 32 | 44 | | | | | | | | | | | | 200 | |
| | | | Construct Hangar | | 12 | 29 | | | | | | | | | | | 500 | 500 | |
| | | | Construct parallel bxy | | 45 | 46 | 150+137co | → | | | 150+287co | → | | | 150+437co | | | 900 | |
| | | | Wildlife Fence / signage | | 31 | 38 | | | | | | | | | | | | 700 | |

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|--------------------------|----------------|----------------------|---|-----|------------------|-----------------|--------------------|----|----|-----------|----------|-----|-----------|-----|-----|----------------------|---------|--|
| | | | | | | | 2015 | | | 2016 | | | 2017 | | | 1 to 5 | 6 to 10 | |
| | | | | | | | E | A | D | E | A | D | E | A | D | Yrs. | Yrs. | |
| 17 Cooperstown S32 | LOCAL 14 | 150,000 450,000co | RPZ Land Acquisition | | 41 | 51 | 140co+150 | → | | | 290co+80 | | | | | 400 | | |
| | | | Pavement Maintenance, seal 15' | 53 | 56 | 66 | 310co | | | 70 | → | | 150+70co | → | | 400 | 100 | |
| | | | Construct crosswind rwy., turf | | 46 | 59 | | | | | | | | | | | 900 | |
| | | | ALP Update/AGIS | | 31 | 42 | | | | | | | | | | | 250 | |
| | | | Apron Expansion | | 44 | 46 | | | | | | | | | | | 500 | |
| | | | Rehabilitate Runway 13/31 | | 33 | 20 | | | | | | | | | | | 1100 | |
| | | | Construct parallel by | | 45 | 46 | | | | | | | | | | | 500 | |
| ENG FALL 2012 EA 2011 | | | Fence/signs | | 31 | 38 | | | | | | | | | 400 | | | |
| 18 Crosby D50 | BASIC 14 | 150,000 150,000co | Apron Reconstruction (14 Chg Ord) | 52 | 56 | 56 | 60 | | | | | | | | | 60 | | |
| | | | RPZ Land Acquisition | | 31 | 41 | 150+90co | → | | 180co | | | | | | 200 | | |
| | | | Hangar, design 17' | | 12 | 29 | | | | 150+60co | → | | 150+210co | → | | 700 | 700 | |
| | | | Pavement Maintenance | | 56 | 66 | | | | | | | | | | 100 | 100 | |
| | | | Runway Rehabilitation | | 56 | 66 | | | | | | | | | | 3100 | | |
| | | | Wildlife Hazard Site Visit | | 31 | 62 | | | | | | | | | | | 50 | |
| | | | Fence / Signage | | 31 | 38 | | | | | | | | | | | 700 | |
| | | | SRE Bldg Construction / SRE Equip | | 32 | 32 | | | | | | | | | | | 500 | |
| | | | Southwest Taxilane Expansion | | 45 | 52 | | | | | | | | | | | 500 | |
| | | | ENG FALL 2010 CATX | | | Jet A Fuel | | 12 | 17 | | | | | | | | 150 | |
| 19 Dunseith - IPG S28 | BASIC 0 | 150,000 214,001co | Fence, signage, apron access | | 31 | 38 | 214co+150 | → | | 364co+150 | → | | 514co | | | 500 | | |
| | | | Rehab RTA | | 56 | 66 | | | | | | | | | | 1000 | | |
| | | | RCF, Seal, Painting | 77 | 56 | 66 | | | | | | | | | | 100 | 100 | |
| | | | PAPI's | | 31 | 45 | | | | | | | | | | | 150 | |
| | | | Update ALP, AGIS | | 31 | 42 | | | | | | | | | | 75 | 250 | |
| | | | GA Terminal | | 23 | 32 | | | | | | | | | | | 150 | |
| | | | AWOS | | 31 | 42 | | | | | | | | | | | 150 | |
| | | | Land acquisition -Rwy 28, clear zones | | 41 | 41 | | | | | | | 150 | → | | 600 | | |
| 20 Edgeley 51D | BASIC 12 | 150,000 133,828co | Rehabilitate RTA Design | | 46 | 45 | 50co | | | | | | | | 50 | | | |
| | | | Pavement Maintenance | | 56 | 66 | | | | | | | | | | 100 | 100 | |
| | | | AWOS | | 31 | 42 | | | | | | | | | | | 150 | |
| | | | SRE Equipment | | 32 | 36 | | | | | | | | | | | 200 | |
| | | | Rehabilitate Runway 14/32 / Taxiway/Apron | 58 | 56 | 66 | 150+83co | → | | 233co+150 | 750 | | | | | 1500 | | |
| | | | Fence / signage | | 31 | 38 | | | | | | | | | | | 400 | |
| | | | Construct Parallel Taxiway | | 45 | 50 | | | | | | | | | | | 1000 | |
| | | | ENG FALL 2010 CATX | | 12 | 29 | | | | | | 150 | → | | | 300 | | |
| | | 31 | 42 | | | | | | | | | | | 250 | | | | |

2015 - 2017 CIP / NPIAS PLANNING REPORT

FAA / State General Aviation and Commercial Service Program

\$ 2,400,000 - Apportionment - (A)

\$ 16,000,000 - Entitlements - (E)

\$ 18,400,000 - Total

Discretionary Priority (D)
NPIAS Planning Program - (N)



Note: Only entitlements may be carried forward or back years.
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| | NC - Not Classified | |
| PCI: 100-85 excellent, 85-70 good, 70-55 fair, 55-40 poor, 40 < falling (Pavement Condition, 2012 Study) | | |

| AIRPORT | BASED ARCFT | ENTL \$ | PROJECT | PCI | NDAC Priority | FAA Priority | CIP (Thousands) | | | | | | | | | NPIAS (Thousands) | | | | |
|---|----------------|----------------------|---|-----|------------------|-----------------|--------------------|---|----------|-------|-----|---|-------|-----------|---|----------------------|---------|-----|-----|-----|
| | | | | | | | 2015 | | | 2016 | | | 2017 | | | 1 to 5 | 6 to 10 | | | |
| | | | | | | | E | A | D | E | A | D | E | A | D | Yrs. | Yrs. | | | |
| 21 Ellendale 4E7 ENG FALL 2014 CATEX | BASIC 11 | 150,000 150,000co | Rehab RTA, RCF, seal | 100 | 56 | 66 | | | | | | | | | | | 100 | 100 | | |
| | | | Rehab MIRL / PAPI / Signs | | 56 | 45 | 150co+150 | | | | | | | | | | | 500 | | |
| | | | Rehab crosswind rwy/parallel twy | | 46 | 59 | | | | | | | | | | | | 200 | 600 | |
| | | | AWOS | | 31 | 45 | | | | | | | 150 | → | | | | 200 | | |
| | | | Update ALP | | 31 | 42 | | | | | | | | | | | | | 250 | |
| | | | Rehab Access Road / Parking /SRE | | 33 | 20 | | | | | | | | | | | | 100 | 500 | |
| | | | Obst. removal, land RPZ | | 57 | 44 | | | | | | | | | | | | 200 | | |
| | | | Wildlife Fence | | 31 | 38 | | | | | | | | | | | | | | 500 |
| | | | Fueling System | | 12 | 17 | | | | | 150 | → | | 150co | | | | | 200 | |
| 22 Ft. Yates Y27 ENG FALL 2014 CATEX | BASIC 0 | 150,000 450,000co | AWOS | | 31 | 45 | | | | | | | | | | | | 150 | | |
| | | | Pave Access Road | | 33 | 20 | | | | | | | | | | | | 600 | | |
| | | | Rehab RTA, RCF, RSA Grading 15', Seal 17' | 91 | 56 | 66 | 200co | | 50co+150 | → | | | 200co | | | | | 500 | 100 | |
| | | | ALP update | | 31 | 42 | | | | | | | | | | | | | 250 | |
| | | | Instrument Approach Procedure | | 47 | 50 | 50co+150 | → | | 100co | | | | | | | | 100 | | |
| | | | GA Terminal 15' / SRE / SRE Bldg. | | 23 | 32 | 200co | | | | | | | | | | | 200 | 200 | |
| | | | Hangar | | 12 | 29 | | | | | | | | | | | | 500 | 500 | |
| | | | Rehab rwy lights, PAPI/BCN/obst. Lights | | 56 | 45 | | | | | | | | 150 | → | | | 150 | 150 | |
| 23 Garrison D05 ENG FALL 2010 CATEX | LOCAL 16 | 150,000 366,319co | Rehabilitate Rwy 13/31 and MIRL | 63 | 56 | 66 | 366co+150 | | 1600 | | | | | | | | 2800 | | | |
| | | | AWOS | | 31 | 38 | | | | | 150 | → | | 150+150co | | | | 300 | | |
| | | | GA Terminal Bldg | | 12 | 29 | | | | | | | | | | | | 600 | | |
| | | | NW Taxilane Construct | | 44 | 38 | | | | | | | | | | | | | 400 | |
| | | | Pavement Maintenance | | 56 | 56 | | | | | | | | | | | 100 | 100 | | |
| | | | Update ALP/MP | | 31 | 42 | | | | | | | | | | | | | 100 | |
| | | | SRE | | 32 | 36 | | | | | | | | | | | | | 100 | |
| | | | Land acq, RPZ | | 41 | 41 | | | | | | | | | | | | | 300 | |
| | | | Fence / Signage | | 31 | 38 | | | | | | | | | | | | | | 500 |

2015 - 2017 CIP / NPIAS PLANNING REPORT

FAA / State General Aviation and Commercial Service Program

\$ 2,400,000 - Apportionment - (A)

\$ 16,000,000 - Entitlements - (E)

\$ 18,400,000 - Total

Discretionary Priority (D)

NPIAS Planning Program - (N)



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January 2, 2015 - Version 1

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| co - Carryover Entitlements | NN - Non-NPIAS Airport | |
| D - Discretionary Need | NC - Not Classified | |
| PCI: 100-85 excellent, 85-70 good, 70-55 fair, 55-40 poor, 40 < failing (Pavement Condition, 2012 Study) | | |

| AIRPORT | BASED ARCFT | ENTL \$ | PROJECT | PCI | NDAC Priority | FAA Priority | CIP (Thousands) | | | | | | | | | NPIAS (Thousands) | | |
|------------------|----------------|--|---|-----|------------------|-----------------------------------|--------------------|-----------|------|-----------|------|-----|------|------|------|----------------------|---------|------|
| | | | | | | | 2015 | | | 2016 | | | 2017 | | | 1 to 5 | 6 to 10 | |
| | | | | | | | E | A | D | E | A | D | E | A | D | Yrs. | Yrs. | |
| 28 Hazen HZE | BASIC 10 | 150,000 496,529co | Pavement Maintenance, micro seal 15' | 72 | 56 | 66 | 270co | | | | | | | | | 400 | 200 | |
| | | | Public Hangar Apron Expansion | | 44 | 38 | 90co | | | | | | | | | | 100 | |
| | | | WH Visit / Signage / Fence | | 31 | 62 | 150+136co | → | | 45co | | | | | | | 600 | |
| | | | Hangar | | 12 | 29 | | | | 150+240co | → | | 540 | | | | 600 | |
| | | | Construct Parallel Txwy | | 45 | 46 | | | | | | | | | | | | 2000 |
| | | | Install MIRLS / rwy signs | | 56 | 45 | | | | | | | | | | | | 400 |
| | | | AGIS / ALP | | 31 | 62 | | | | | | | | | | | | 250 |
| | | | Construct x-wind rwy | | 46 | 49 | | | | | | | | | | | | 500 |
| | | | SRE Equipment | | 32 | 44 | | | | | | | | | | | | 300 |
| | | | Fueling System | | 12 | 17 | | | | | | | | | | | | 150 |
| | | | Rehab Runway 14/32 | | 56 | 66 | | | | | | | | | 4000 | | | |
| 29 Hettinger HEI | LOCAL 22 | 150,000 13,922co 68,995 → Washburn | Rehab Rwy (Design '15) | 67 | 56 | 68 | 81+14co | | 2000 | | | | | | 4000 | | | |
| | | | Rehab Parallel Taxiway (Design 16') | 59 | 55 | 58 | | | 150 | | | 150 | | 2000 | 2200 | | | |
| | | | RCF, Seal, Markings | | 56 | 66 | | | | | | | | | | 100 | 300 | |
| | | | Replace MIRL / Electrical Vault | | 55 | 42 | | | | | | | | | | 700 | | |
| | | | Relocate ASOS Access Rd | | 31 | 20 | | | | | | | | | | 100 | | |
| | | | Rehab hangar taxilane | | 44 | 38 | | | | | | | | | | 100 | | |
| | | | Rwy RPZ Land, ext, EA, AGIS | | 41 | 47 | | | | | | | | | | | 250 | |
| | | | RSA Grading Improvements | | 56 | 45 | | | 1000 | | | | | | | 1000 | | |
| | | | Apron Rehabilitation | | 54 | 55 | | | | | | | | | | | 1000 | |
| | | | | | | Transfer Entitlements to Washburn | | | | 69T | | | | | | | | |
| 30 Hillsboro 3H4 | LOCAL 22 | 150,000 579,880co 150,000 ← Watford City | Taxilane Construction/Hangar Removal | | 45 | 47 | | | | | | 150 | 700 | | 1500 | | | |
| | | | Reconstruct Rwy 16-34, design and construct | 66 | 56 | 68 | | | 150 | | 3500 | | | | 5000 | | | |
| | | | Fence / signage | | 31 | 40 | | | | | | | | | | | 400 | |
| | | | Transfer from Watford City | | | | | 150 | | | | | | | | 150T | | |
| | | | Land Acq. For taxilane expansion, RPZ | | 41 | 41 | | 579co+150 | | | | | | | | 1000 | | |
| | | | Reconstruct Service Road | | 33 | 20 | | | | | | | | | | | 500 | |
| | | | AWOS | | 31 | 44 | | | | | | | | | | | 150 | |
| | | | Rwy 16-34 Runway Extension | | 46 | 47 | | | | | | | | | | | 5000 | |
| | | | Construct Hangars | | 12 | 31 | | | | | | | | | | 1000 | 1000 | |
| | | | SRE / Blower | | 32 | 45 | | | | | | | | | | | 150 | |
| | | | Parallel Taxiway Rehabilitation | 40 | 45 | 47 | | | | | | | | 2000 | | | | |

2015 - 2017 CIP / NPIAS PLANNING REPORT

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10

| AIRPORT | BASED ARCFT | ENTL \$ | PROJECT | PCI | NDAC Priority | FAA Priority | CIP (Thousands) | | | | | | | | | NPIAS (Thousands) | | | | |
|------------------------------|----------------|----------------------|---|-----|------------------|-----------------|--------------------|---|---|-----------|---|---|----------|-----|---|----------------------|---------|-------|-------|------|
| | | | | | | | 2015 | | | 2016 | | | 2017 | | | 1 to 5 | 6 to 10 | | | |
| | | | | | | | E | A | D | E | A | D | E | A | D | Yrs. | Yrs. | | | |
| 31 Kenmare 7K5 | LOCAL 21 | 150,000 205,997co | Install MIRL / Vault Bldg | | 31 | 44 | 150+206co | | | | | | | | | | 500 | | | |
| | | | Expand Apron and Taxiways | | 45 | 47 | | | | 50 | → | | 150+50co | 500 | | | | 2000 | | |
| | | | Taxilane Expansion Design 16' | | 45 | 47 | | | | 100 | | | | | | | | 100 | | |
| | | | Relocate Fuel System | | 22 | 17 | | | | | | | | | | | | | 75 | |
| | | | Fence / Signage / Pave Access Road | | 33 | 40 | | | | | | | | | | | | | 250 | |
| | | | Land acq., EA, Wildlife Mitigation, Rwy 16/34 | | 41 | 42 | | | | | | | | | | | | | | 2500 |
| | | | Pavement Maintenance | | 56 | 68 | | | | | | | | | | | | | 100 | 200 |
| | | | Install AWOS | | 45 | 47 | | | | | | | | | | | | | | 150 |
| 32 Killdeer 9Y1 (pending) | 0 | | Hangar | | 12 | 29 | | | | | | | | | | | 500NN | 500NN | | |
| | | | SRE Building/SRE | | 32 | 44 | | | | | | | | | | | | 650NN | | |
| | | | Construct New Apron/Taxilane | | 45 | 49 | | | | | | | | | | | | 500NN | 300NN | |
| | | | Fueling System | | 12 | 17 | | | | | | | | | | | | 400NN | | |
| | | | GA Terminal Building | | 32 | 35 | | | | | | | | | | | | 300NN | | |
| | | | Pavement Maintenance | | 56 | 60 | | | | | | | | | | | | 100NN | 200NN | |
| 33 Kindred K74 | LOCAL 21 | 150,000 450,000co | Pave access road, fencing,windsock | | 33 | 40 | | | | | | | | | | | 250 | 400 | | |
| | | | Hangar | | 12 | 29 | | | | | | | | | | | | 400 | 400 | |
| | | | Land Acquisition | | 41 | 47 | | | | | | | | | | | | 600 | | |
| | | | Pavement Maintenance, Markings | 69 | 56 | 68 | 150co | | | | | | | | | | | 200 | 200 | |
| | | | EA for Drainage Improvements/Turf Parallel | | 46 | 48 | 125co | | | | | | | | | | | 150 | | |
| | | | EA, Construct Runway Extension | | 46 | 53 | | | | | | | | | | | | 100 | 1400 | |
| | | | AWOS | | 31 | 44 | | | | | | | | | | | | | 150 | |
| | | | Construct Parallel txy | | 45 | 47 | | | | | | | 150 | → | | | | 300 | 900 | |
| | | | Construct crosswind rwy | | 46 | 50 | | | | | | | | | | | | | | 500 |
| | | | Wetland Mitigation/Drainage Improvements | | 46 | 48 | 150+125co | → | | 275co+150 | | | | | | | | | 500 | |
| 34 Lakota 5LO | BASIC 13 | 150,000 193,032co | Parking Lot/Apron and Security Fencing | 13 | 46 | 49 | | | | | | | | | | | 400 | | | |
| | | | Fuel System 17' | | 12 | 29 | | | | | | | 150 | | | | | 300 | | |
| | | | Fuel System and Taxiway Widening Design | | 45 | 53 | 150+193co | → | | 100co | | | | | | | | 100 | | |
| | | | Pavement Maintenance | | 56 | 66 | | | | | | | | | | | | 200 | 200 | |
| | | | Taxiway Widening | | 45 | 53 | | | | 243co+150 | → | | 393co | | | | | 800 | | |
| | | | Construct apron/txy | | 45 | 41 | | | | | | | | | | | | | 600 | |
| | | | Rehab RTA | 75 | 56 | 66 | | | | | | | | | | | | 100 | 1500 | |
| | | | Construct wildlife fence | | 31 | 38 | | | | | | | | | | | | | 300 | |
| | | | Construct rwy extension | | 46 | 45 | | | | | | | | | | | | | 1000 | |

2015 - 2017 CIP / NPIAS PLANNING REPORT

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| AIRPORT | BASED ARCFT | ENTL \$ | PROJECT | PCI | NDAC Priority | FAA Priority | CIP (Thousands) | | | | | | | | | NPIAS (Thousands) | | | | |
|--|----------------|------------------|--|-------------|----------------------|------------------------------|--------------------|----|------|-----------|-----|------|-----------|---|---|----------------------|---------|------|------|------|
| | | | | | | | 2015 | | | 2016 | | | 2017 | | | 1 to 5 | 6 to 10 | | | |
| | | | | | | | E | A | D | E | A | D | E | A | D | Yrs. | Yrs. | | | |
| 38 Lisbon 6L3 | BASIC 16 | 150,000 180co | Apron Expansion | | 45 | 46 | | | | | | | | | | | 500 | | | |
| | | | Rehab RTA | 66 | 56 | 66 | | | | | | | | | | | | | 700 | |
| | | | Wildlife Fence / signage / Access Roads | | 31 | 38 | | | | | | | | | | | | | | 600 |
| | | | SREB / Terminal | | 23 | 36 | | | | | | | | | | | | | 400 | |
| | | | Construct apron, signs | | 44 | 41 | | | | | | | | | | | | | | 500 |
| | | | Pavement Maintenance | | 56 | 66 | 150 | → | | 150co+50 | | | | | | | | | 300 | 300 |
| | | | Construct Parallel Txy | | 45 | 46 | | | | | | | | | | | | | | 400 |
| | | | AWOS | | 31 | 42 | | | | | | | | | | | | | | 150 |
| | | | ALP Update/AGIS | | 31 | 62 | | | | 100co | → | | 100co+150 | | | | | | | 250 |
| | | | 39 Mandan Y19 | LOCAL 78 | 150,000 118,003co | Construct Hangar Txln / Txwy | | 45 | 49 | 150+118co | 850 | | | | | | | | | 2000 |
| SRE Equipment / Bldg Expansion | | 32 | | | | 47 | | | | | | | | | | | | 300 | 100 | |
| Wildlife Fence | | 31 | | | | 41 | | | | 150 | | 1000 | | | | | | 1000 | | |
| Rehab Hangar taxilane pavement | | 54 | | | | 56 | | | | | | | | | | | | 1800 | | |
| Pavement Maintenance | 100 | 56 | | | | 70 | | | | | | | | | | | | 150 | 150 | |
| Rwy 13/31 Extension (EA '16) / Land Acq. | | 46 | | | | 48 | | | | | | | | | | | | 7000 | | |
| Wetland Mitigation / Drainage Improvements | | 51 | | | | 57 | | | | | | | 150 | | | | | 500 | | |
| GA Terminal Bldg Expansion | | 22 | | | | 29 | | | | | | | | | | | | 800 | | |
| Hangars | | 12 | | | | 29 | | | | | | | | | | | | 1000 | 1000 | |
| Fuel Truck / Jet-A System Upgrade | | 22 | | | | 17 | | | | | | | | | | | | 150 | | |
| 40 Mohall HBC | LOCAL 33 | 150,000 | Construct Apron Area + Txwy | | 45 | 38 | 150 | | 1500 | | | | | | | | 1400 | | | |
| | | | Construct Access Road + Parking Lot | | 33 | 20 | | | | | | | | | | | | 200 | | |
| | | | Land Acq. for Runway Extension | | 46 | 48 | | | | 70 | → | | 150+70co | | | | | 250 | | |
| | | | Wetland Mitigation | | 31 | 55 | | | | | | | | | | | | 250 | | |
| ENG FALL 2010 | | | Rwy 13/31 Extension (EA '16, Design '19) | | 46 | 51 | | | | | 80 | | | | | | 1600 | | | |
| | | | Wildlife Assessment / Mitigation | | 31 | 55 | | | | | | | | | | | | | 50 | |
| | | | Fence / Signage | | 31 | 38 | | | | | | | | | | | | | 400 | |
| | | | GA Terminal | | 23 | 32 | | | | | | | | | | | | | 500 | |
| | | | AWOS | | 31 | 42 | | | | | | | | | | | | | 150 | |
| | | | SRE / Bldg | | 32 | 44 | | | | | | | | | | | | | 300 | |
| | | | Pavement Maintenance | 94 | 56 | 66 | | | | | | | | | | | | 100 | 200 | |

2015 - 2017 CIP / NPIAS PLANNING REPORT

FAA / State General Aviation and Commercial Service Program

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\$ 16,000,000 - Entitlements - (E)

\$ 18,400,000 - Total

Discretionary Priority (D)
NPIAS Planning Program - (N)



Note: Only entitlements may be carried forward or back years.
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13

| AIRPORT | BASED ARCFT | ENTL \$ | PROJECT | PCI | NDAC Priority | FAA Priority | CIP (Thousands) | | | | | | | | | NPIAS (Thousands) | | | | |
|--|----------------|----------------------|--------------------------------------|-----|------------------|-----------------|--------------------|---|---|----------|---|---|-----------|-----|---|----------------------|---------|------|------|------|
| | | | | | | | 2015 | | | 2016 | | | 2017 | | | 1 to 5 | 6 to 10 | | | |
| | | | | | | | E | A | D | E | A | D | E | A | D | Yrs. | Yrs. | | | |
| 41 Mott 3P3 ENG FALL 2010 CATEX | BASIC 9 | 150,000 299,107co | Pave access rd/parking lot, drainage | | 33 | 20 | 299co | | | | | | | | | | 350 | | | |
| | | | Construct wildlife fence | | 31 | 41 | 150 | → | | 150+75co | → | | 150+225co | | | | | 400 | | |
| | | | EA and design 16' for wildlife fence | | 41 | 42 | | | | 75co | | | | | | | | 75 | | |
| | | | New beacon/windcone | | 41 | 42 | | | | | | | | | | | | 75 | | |
| | | | Design/Construct Taxilane | | 45 | 29 | | | | | | | | | | | | 400 | | |
| | | | ALP Update/AGIS | | 51 | 62 | | | | | | | | | | | | | | 250 |
| | | | Construct Parallel Txy | | 45 | 47 | | | | | | | | | | | | | | 1100 |
| | | | AWOS | | 31 | 42 | | | | | | | | | | | | | | 150 |
| | | | Pavement Maintenance | | 87 | 56 | 66 | | | | | | | | | | | | 100 | 300 |
| | | | Hangar | | 12 | 29 | | | | | | | | | | | | | | 400 |
| Rwy Extension | | 46 | 38 | | | | | | | | | | | | | | 1000 | | | |
| 42 Northwood 4V4 ENG FALL 2012 CATX | BASIC 13 | 150,000 | Pavement Maintenance | | 56 | 66 | | | | 25 | | | | | | | 100 | 100 | | |
| | | | Rehab RTA 18' | | 59 | 68 | | | | 75 | → | | 75co+150 | | | | | 1600 | | |
| | | | Construct N/S Runway | | 46 | 59 | | | | | | | | | | | | | 7000 | |
| | | | ALP Update/AGIS, multi-year 14' | | 32 | 50 | 15 | | | | | | | | | | | | | |
| | | | EA/ Land Purchase for Development | | 31 | 48 | 135 | → | | 135co+50 | | | | | | | | 200 | | |
| | | | AWOS | | 31 | 42 | | | | | | | | | | | | | 150 | |
| | | | Construct parallel txy | | 45 | 47 | | | | | | | | | | | | | 800 | |
| | | | Fencing / signage | | 31 | 38 | | | | | | | | | | | | | 700 | |
| | | | GA Terminal | | 23 | 32 | | | | | | | | | | | | | 300 | |
| | | | Fuel system | | 12 | 17 | | | | | | | | | | | | | 150 | |
| Construct Apron/Taxiway | | 11 | 45 | 40 | | | | | | | | | | | | 500 | | | | |
| 43 Oakes 2D5 ENG FALL 2010 | LOCAL 17 | 150,000 | Access Road Improvements | | 12 | 25 | 60 | | | | | | | | | | 75 | | | |
| | | | Pavement Maintenance | | 100 | 66 | | | | | | | | | | | | 100 | 200 | |
| | | | Construct full parallel txy | | 45 | 46 | | | | | | | | | | | | | 1100 | |
| | | | WHA/Fencing / signage | | 31 | 38 | | | | | | | | 150 | | | | 400 | | |
| | | | SRE building | | 32 | 36 | 90 | → | | 90co+150 | | | | | | | | 300 | | |
| | | | Construct crosswind Rwy | | 46 | 49 | | | | | | | | | | | | | 800 | |
| | | | Fueling System | | 12 | 17 | | | | | | | | | | | | | 150 | |
| | | | Runway Extension | | 46 | 45 | | | | | | | | | | | | | 800 | |

2015 - 2017 CIP / NPIAS PLANNING REPORT

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H

| AIRPORT | BASED ARCFT | ENTL \$ | PROJECT | PCI | NDAC Priority | FAA Priority | CIP (Thousands) | | | | | | | | | NPIAS (Thousands) | | | |
|--|----------------|----------------------|---|-----|------------------|-----------------|--------------------|---|---|-----------|-----------|---|-----------|---|---|----------------------|---------|--------|------|
| | | | | | | | 2015 | | | 2016 | | | 2017 | | | 1 to 5 | 6 to 10 | | |
| | | | | | | | E | A | D | E | A | D | E | A | D | Yrs. | Yrs. | | |
| 44 Page 64G (pending) ENG FALL 2010 | 12 | | Rehab RTA, lights | 17 | 56 | 66 | | | | | | | | | | | 2300NN | 1000NN | |
| | | | Update ALP | | 31 | 62 | | | | | | | | | | | 150NN | | |
| | | | Acquire Land, EA | | 41 | 51 | | | | | | | | | | | | 850NN | |
| | | | Pavement Maintenance | | 100 | 66 | | | | | | | 25 | | | | | 100 | 100 |
| 45 Park River Y37 ENG FALL 2010 CATX (ALP 06) | BASIC 11 | 150,000 436,842co | ALP Update/AGIS | | 31 | 62 | 150 | → | | | 150co+150 | | | | | | 250 | | |
| | | | Wildlife Fence & Signage | | 31 | 38 | | | | | | | | | | | | | 400 |
| | | | EA, Land | | 57 | 44 | | | | | | | 125 | | | | | 400 | |
| | | | Construct Access Road | | 33 | 20 | | | | | | | | | | | | | 100 |
| | | | Construct Apron / Txy | | 45 | 38 | | | | | | | | | | | | | 400 |
| | | | Hangar - Design and Construct 14' | | 12 | 29 | 436co | | | | | | | | | | | 500 | 500 |
| | | | AWOS/Fueling System | | 31 | 42 | | | | | | | | | | | | 150 | 150 |
| | | | Aeronautical Survey, Rwy Extension | | 46 | 51 | | | | | | | | | | | | 100 | 1000 |
| 46 Parshall Y74 ENG FALL 2010 CATEX | BASIC 9 | 150,000 | Hangar | | 12 | 29 | 150 | | | | | | | | | | 240 | | |
| | | | MP Update '17, EA '18 | | 31 | 62 | | | | 150 | → | | 150+150co | → | | | 350 | | |
| | | | Land Acq. | | 46 | 52 | | | | | | | | | | | | | 600 |
| | | | Rwy Extension | | 46 | 56 | | | | | | | | | | | | | 2700 |
| | | | AWOS | | 31 | 42 | | | | | | | | | | | | | 240 |
| | | | Rehab RTA, RCF, Seal | 100 | 56 | 66 | | | | | | | | | | | | 100 | 200 |
| | | | Construct Apron | | 44 | 38 | | | | | | | | | | | | | 300 |
| | | | Fencing / Signage / Gate | | 31 | 38 | | | | | | | | | | | | | 600 |
| Fuel System | | 12 | 17 | | | | | | | | | | | | | 200 | | | |
| 47 Pembina PMB ENG FALL 2010 EA 2014 | BASIC 9 | 150,000 600,000co | Pavement Maintenance | 76 | 56 | 66 | | | | | | | | | | | 200 | 200 | |
| | | | AWOS | | 31 | 42 | | | | | | | | | | | | | 150 |
| | | | Rehab Apron | 26 | 44 | 50 | | | | 206co+150 | → | | 356co+150 | | | | | 1000 | |
| | | | Runway Rehabilitation | | 56 | 66 | | | | | | | | | | | | | 1300 |
| | | | EA/design for Apron/Drainage 16', construct 20' | | 45 | 50 | 406co+150 | → | | 200co | | | | | | | | 600 | |
| | | | Entitlement Transfer to Harvey and "X" | | | | 194TO | | | | | | 194 | | | | | 194T | |
| | | | Land acq., RPZ (SE) | | 41 | 41 | | | | | | | | | | | | | 300 |
| | | | Fencing / signage / auto parking | | 31 | 38 | | | | | | | | | | | | | 400 |
| SRE Bldg. | | 32 | 36 | | | | | | | | | | | | | 300 | | | |

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| AIRPORT | BASED ARCFT | ENTL \$ | PROJECT | PCI | NDAC Priority | FAA Priority | CIP (Thousands) | | | | | | | | | NPIAS (Thousands) | | | |
|---|----------------|----------------------|---|-----|------------------|-----------------|--------------------|---|---|-----------|---|------|-----------|-----------|-----|----------------------|---------|------|--|
| | | | | | | | 2015 | | | 2016 | | | 2017 | | | 1 to 5 | 6 to 10 | | |
| | | | | | | | E | A | D | E | A | D | E | A | D | Yrs. | Yrs. | | |
| 48 Rolla 06D ENG FALL 2010 CATEX | BASIC 12 | 150,000 | Hangar (Design '17) | | 12 | 29 | 150 | → | | 150+150co | → | | 100co | | | 100 | 100 | | |
| | | | Hangar (Construct '18) | | 12 | 29 | | | | | | | 150+200co | → | | | 600 | 600 | |
| | | | ALP Update | | 31 | 42 | | | | | | | | | | | 300 | | |
| | | | Rehab MIRL System | | 56 | 77 | | | | | | | | | | | | 500 | |
| | | | Seal, RCF, Rejuvenate | 100 | 56 | 66 | | | | | | | | | | | 100 | 300 | |
| | | | Rehab Crosswind Runway | | 56 | 66 | | | | | | | | | | | | 100 | |
| | | | Fence / signage, access road | | 31 | 38 | | | | | | | | | | | | 500 | |
| | | | RPZ Land | | 47 | 41 | | | | | | | | | | | | 300 | |
| 49 Rugby RUG ENG FALL 2010 | BASIC 14 | 150 | Pavement Maintenance, Seal 18' | 84 | 56 | 66 | | | | | | | | | | 300 | 200 | | |
| | | | Design for Seal & Electrical Project | | 56 | 66 | 150 | → | | 150co+150 | → | | | 120co | | | 150 | | |
| | | | Airfield Electrical Project (Const '18) | | 56 | 66 | | | | | | | | 150+330co | → | | 500 | | |
| | | | WHA/Fencing/Signage | | 31 | 38 | | | | | | | | | | | 400 | | |
| | | | SRE Building | | 32 | 36 | | | | | | | | | | | 500 | | |
| | | | ALP Update/AGIS | | 31 | 42 | | | | | | | | | | | | 250 | |
| | | | Rehabilitate Runway 12/30 / Taxiway | | 56 | 66 | | | | | | | | | | | | 1500 | |
| | | | | | | | | | | | | | | | | | | | |
| 50 Stanley 08D ENG FALL 2014 CATEX | BASIC 14 | 150,000 | Rehab RTA, RCF, Drainage, Seal | 95 | 56 | 66 | | | | | | | | | | 100 | 200 | | |
| | | | Fence / Signage / Access Roads | | 33 | 38 | | | | | | | | | | | 200 | 600 | |
| | | | Hangar / Parking Lot Improvements | | 12 | 27 | | | | | | | | | | | 800 | 800 | |
| | | | Hangar Taxilane | | 45 | 46 | | | | | | | | | | | 700 | 500 | |
| | | | RPZ Land Acquisition (multi-year 14') | | 41 | 42 | 77 | | | | | | | | | | 100 | 300 | |
| | | | Construct X-Wind Runway/Land Acq | | 46 | 59 | | | | | | | | | | | 300 | | |
| | | | Txy/Apron Expansion (design 15') | 44 | 44 | 40 | 73 | | | 150 | | 2000 | | | | | 2500 | 500 | |
| | | | Rwy 9 Extension / Land Acquisition/ EA | | 46 | 45 | | | | | | | | | | | 1000 | 3500 | |
| | | | Instrument Approach | | 37 | 50 | | | | | | | | | | | | 100 | |
| | | | SRE Building | | 32 | 36 | | | | | | | | | | | | 200 | |
| | | | Jet A Fuel System | | 21 | 17 | | | | | | | | | | | | 100 | |
| | | | OFA Land Acquisition | | 57 | 44 | | | | | | | | | 150 | → | | 300 | |
| 51 Tioga D60 ENG FALL 2010 | LOCAL 18 | 150,000 373,442co | Construct Taxiway / Apron | | 44 | 46 | 150+373co | | | 5000 | | | | | | | 6000 | | |
| | | | Pavement Maintenance, seal 15' | 80 | 56 | 66 | | | | | | | | | | | 300 | 200 | |
| | | | Wildlife Fence | | 31 | 64 | | | | 65 | → | | | 150+65co | | 1000 | 1000 | | |
| | | | Design for Wildlife Fence | | 31 | 64 | | | | 75 | | | | | | | 100 | | |
| | | | Fuel System EA / Relocation Construction | | 22 | 17 | | | | 10 | | | | | | | 100 | | |
| | | | EA/Wildlife Study: Term Area + Parallel Txy | | 45 | 62 | | | | | | | | | | | 400 | | |
| | | | Full Parallel Txy (Design '21) | | 46 | 46 | | | | | | | | | | | | 2200 | |
| | | | Terminal Bldg | | 23 | 40 | | | | | | | | | | | | 500 | |
| | | | Runway 12-30 Rehabilitation | | 56 | 66 | | | | | | | | | | | | 1500 | |

15

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|------------------------|----------------|----------------------|---|-----|------------------|-----------------|--------------------|---|---|-----------|-----|---|-----------|-----------|---|----------------------|---------|------|------|------|
| | | | | | | | 2015 | | | 2016 | | | 2017 | | | 1 to 5 | 6 to 10 | | | |
| | | | | | | | E | A | D | E | A | D | E | A | D | Yrs. | Yrs. | | | |
| 52 Valley City BAC | LOCAL 42 | 150,000 | WHA | | 42 | 55 | | | | | | | | | | | 50 | | | |
| | | | Pavement Maintenance | 95 | 56 | 68 | 150 | → | | 50co | | | | | | | | 100 | 100 | |
| | | | Construct Hangars | | 12 | 31 | | | | | | | | | | | | | | 700 |
| | | | Wildlife Fence / signage | | 31 | 43 | | | | 75co+150 | → | | | 225co+150 | | | | | 500 | |
| | | | EA for Rwy 5-23, Land Acquisition | | 41 | 44 | | | | | | | | | | | | | 600 | |
| | | | Runway Rehabilitation | | 56 | 66 | | | | | | | | | | | | | | 500 |
| | | | Update ALP/AGIS | | 31 | 62 | | | | | | | | | | | | | 250 | |
| | | | Const. Rwy 5/23 | | 46 | 50 | | | | | | | | | | | | | | 1000 |
| | | | Construct Parallel Txy | | 45 | 47 | | | | | | | | | | | | | | 2500 |
| 53 Wahpeton BWP | LOCAL 63 | 150,000 179,220co | Fence / signage / ODAL Lighting | | 31 | 41 | | | | | | | | | | | 200 | 600 | | |
| | | | ALP update / AGIS / WHA | | 31 | 66 | | | | | | | | | | | | | 250 | |
| | | | SRE - Plow Truck | | 32 | 36 | | | | | | | | | | | | 200 | | |
| | | | Rehabilitate Apron/ Taxiway Design | | 44 | 60 | | | | 150 | | | | | | | | 150 | | |
| | | | Rehabilitate Apron/ Taxiway | 63 | 44 | 60 | 179co+150 | → | | 329co | 900 | | 150 | 1200 | | | | 5000 | | |
| | | | Pavement Maintenance | 96 | 56 | 70 | | | | | | | | | | | | 200 | 200 | |
| | | | Construct Main Taxiway (Rwy 15 connector) | 49 | 45 | 49 | | | | | | | | | | | | | 1000 | |
| | | | Pave crosswind Rwy 3/21 | | 46 | 70 | | | | | | | | | | | | | 1000 | |
| | | | Land acquisition in RPZ | | 41 | 44 | | | | | | | | | | | | | 200 | |
| 54 Walhalla 96D | BASIC 6 | 150,000 | Pavement Maintenance | 100 | 56 | 66 | | | | | | | | | | | 100 | 200 | | |
| | | | WHA/Fence / signage | | 31 | 38 | | | | | | | | | | | | 100 | 300 | |
| | | | Hangar (design is completed) | | 12 | 29 | 150 | → | | 150co+150 | → | | 300co+150 | | | | | 600 | | |
| | | | Rwy Extension | | 46 | 45 | | | | | | | | | | | | | 600 | |
| | | | Land acq. RPZ | | 41 | 41 | | | | | | | | | | | | | 200 | |
| | | | Rehab MIRL system | | 45 | 47 | | | | | | | | | | | | | 400 | |
| Construct Parallel Txy | | 45 | 46 | | | | | | | | | | | | | 500 | | | | |

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17

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|--|----------------|--|-------------------------------------|-----|------------------|-----------------|--------------------|-------|--------|--------|-------|--------|--------|-----------|--------|----------------------|---------|------|-----|-----|
| | | | | | | | 2015 | | | 2016 | | | 2017 | | | 1 to 5 | 6 to 10 | | | |
| | | | | | | | E | A | D | E | A | D | E | A | D | Yrs. | Yrs. | | | |
| 55 Washburn 5C8 ENG FALL 2010 CATEX | BASIC 13 | 150,000 450,000co Hettinger ← 68,995 | Construct Taxiway/Apron | | 45 | 38 | 450co+150 | | | | 150 | → | | 150+150co | → | | 1400 | 600 | | |
| | | | Master Plan & ALP Update | | 32 | 48 | | | | | | | | | | | | 150 | | |
| | | | EA for apron expansion | | 31 | 55 | | | | | | | | | | | | 150 | | |
| | | | Fence / Signage | | 31 | 38 | | | | | | | | | | | | | 800 | |
| | | | Construct Access Road | | 33 | 20 | | | | | | | | | | | | | 150 | |
| | | | AWOS | | 31 | 42 | | | | | | | | | | | | | 200 | |
| | | | Pavement Maintenance | | 95 | 56 | 66 | | | | | | | | | | | 100 | 100 | |
| | | | Fueling System | | | 46 | 59 | | | | | | | | | | | | | 200 |
| | | | Entitlement Transfer from Hettinger | | | | | | 69 | | | | | | | | | | | |
| 56 Watford City \$25 ENG FALL 2010 CATX | LOCAL 29 | 150,000 150,000 → Hillsboro | Rwy Extension / Parallel Txy / EA | | 46 | 48 | | | | 150 | | | | 150 | | 3000 | 30000 | | | |
| | | | Land Acq / RPZ | | 41 | 42 | | | | | | | | | | | | 500 | | |
| | | | Pave Access Road/Parking | | 33 | 21 | | | | | | | | | | | | 400 | | |
| | | | ALP Update | | 31 | 64 | | | | | | | | | | | | | 250 | |
| | | | GA Terminal Building | | 23 | 37 | | | | | | | | | | | | 1000 | | |
| | | | Fence / Signage | | 31 | 64 | | | | | | | | | | | | | 600 | |
| | | | Rehab Rwy, RCF | | 70 | 56 | 68 | | | | | | | | | | | 100 | 100 | |
| | | | New Airport Beacon | | | 41 | 42 | | | | | | | | | | | | 50 | |
| Transfer to Hillsboro | | | | | | 150T | | | | | | | | | | 200 | 300 | | | |
| 57 State PCI | | - | PCI Surveys (48 Airports in NPIAS) | | | 56 | | 650 | | | | | | | | | 1000 | 1000 | | |
| 58 State Av-Impact | | - | Economic Impact Study | | | 64 | | | | | | | | | | | | 600 | | |
| 59 State System Plan Update | | - | State Aviation System Plan | | | 64 | | | | | | | | | | | | 600 | | |
| GA Totals: | | | | | | | 8,214 | 2,400 | 11,100 | 1,971 | 2,400 | 6,500 | 6,399 | 2,400 | 6,000 | 173,505 | 167,790 | | | |
| CA & GA Totals: | | | | | | | 19,006 | 2,400 | 50,100 | 12,496 | 2,400 | 42,500 | 17,024 | 2,400 | 76,500 | 778,505 | 334,165 | | | |
| Total Based AC: | 1564 | | | | | | | | | | | | | | | | | | | |

This report reflects a snapshot of the State Wide Capital Improvement Program (CIP) for Public Airports in North Dakota as of January 2nd, 2015. The actual CIP data changes continually as projects come under contract, change scope, or are abandoned. In addition the availability of State and Federal funding varies. Although listing a project in the CIP is the first step toward funding, that funding is not guaranteed for the projects listed.

Aeronautics Commission - Budget No. 412
House Bill No. 1006
Base Level Funding Changes

| | Executive Budget Recommendation | | | | House Version | | | |
|--|---------------------------------|--------------------|----------------------|----------------------|---------------|------------------|---------------------|---------------------|
| | FTE Positions | General Fund | Other Funds | Total | FTE Positions | General Fund | Other Funds | Total |
| 2015-17 Biennium Base Level | 6.00 | \$550,000 | \$12,463,427 | \$13,013,427 | 6.00 | \$550,000 | \$12,463,427 | \$13,013,427 |
| 2015-17 Ongoing Funding Changes | | | | | | | | |
| Base payroll changes | | | \$75,504 | \$75,504 | | | | \$0 |
| Salary increase - Performance | | | 67,984 | 67,984 | | | | 0 |
| Salary increase - Market equity | | | 4,189 | 4,189 | | | | 0 |
| Retirement contribution increase | | | 7,064 | 7,064 | | | | 0 |
| Health insurance increase | | | 30,224 | 30,224 | | | | 0 |
| New FTE - Account budget specialist I | 1.00 | | 149,933 | 149,933 | | | | 0 |
| Increase airport grant funding from general fund | | 450,000 | | 450,000 | | | | 0 |
| Decrease airport grant funding from other funds | | | (2,450,000) | (2,450,000) | | | | 0 |
| Operating expense increase | | | 81,051 | 81,051 | | | | 0 |
| Decrease capital asset funding | | | (90,000) | (90,000) | | | | 0 |
| Other change | | | | 0 | | | | 0 |
| Other change | | | | 0 | | | | 0 |
| Other change | | | | 0 | | | | 0 |
| Other change | | | | 0 | | | | 0 |
| Other change | | | | 0 | | | | 0 |
| Total ongoing funding changes | 1.00 | \$450,000 | (\$2,124,051) | (\$1,674,051) | 0.00 | \$0 | \$0 | \$0 |
| One-time funding items | | | | | | | | |
| No executive recommendation of one-time | | | | \$0 | | | | \$0 |
| Other one-time funding item | | | | 0 | | | | 0 |
| Other one-time funding item | | | | 0 | | | | 0 |
| Other one-time funding item | | | | 0 | | | | 0 |
| Total one-time funding changes | 0.00 | \$0 | \$0 | \$0 | 0.00 | \$0 | \$0 | \$0 |
| Total Changes to Base Level Funding | 1.00 | \$450,000 | (\$2,124,051) | (\$1,674,051) | 0.00 | \$0 | \$0 | \$0 |
| 2015-17 Total Funding | 7.00 | \$1,000,000 | \$10,339,376 | \$11,339,376 | 6.00 | \$550,000 | \$12,463,427 | \$13,013,427 |

HB 1006
2/9/2015
#A

Other Sections in House Bill No. 1006

Interest - Aeronautics special fund

Executive Budget Recommendation
 Section 3 provides for the investment income of the Aeronautics Commission special fund, including investment income earned on aircraft excise tax collections deposited in the fund, to be retained in the fund rather than deposited in the general fund.

House Version

Aeronautics Commission - Budget No. 412
House Bill No. 1006
Base Level Funding Changes

February 12th, 2015

Option 2

| | Executive Budget Recommendation | | | | House Version | | | |
|--|---------------------------------|--------------------|----------------------|----------------------|---------------|--------------------|----------------------|----------------------|
| | FTE Positions | General Fund | Other Funds | Total | FTE Positions | General Fund | Other Funds | Total |
| 2015-17 Biennium Base Level | 6.00 | \$550,000 | \$12,463,427 | \$13,013,427 | 6.00 | \$550,000 | \$12,463,427 | \$13,013,427 |
| 2015-17 Ongoing Funding Changes | | | | | | | | |
| Base payroll changes | | | \$75,504 | \$75,504 | | | \$75,504 | \$75,504 |
| Salary increase - Performance | | | 67,984 | 67,984 | | | <u>50,867</u> | <u>50,867</u> |
| Salary increase - Market equity | | | 4,189 | 4,189 | | | | 0 |
| Retirement contribution increase | | | 7,064 | 7,064 | | | | 0 |
| Health insurance increase | | | 30,224 | 30,224 | | | 30,224 | 30,224 |
| New FTE - Account budget specialist I | 1.00 | | 149,933 | 149,933 | 1.00 | | 149,933 | 149,933 |
| Increase airport grant funding from general fund | | 450,000 | | 450,000 | | 450,000 | | 450,000 |
| Decrease airport grant funding from other funds | | | (2,450,000) | (2,450,000) | | | (2,450,000) | (2,450,000) |
| Operating expense increase | | | 81,051 | 81,051 | | | 81,051 | 81,051 |
| Decrease capital asset funding | | | (90,000) | (90,000) | | | (90,000) | (90,000) |
| Other change | | | | 0 | | | | 0 |
| Other change | | | | 0 | | | | 0 |
| Other change | | | | 0 | | | | 0 |
| Other change | | | | 0 | | | | 0 |
| Other change | | | | 0 | | | | 0 |
| Total ongoing funding changes | 1.00 | \$450,000 | (\$2,124,051) | (\$1,674,051) | 1.00 | \$450,000 | (\$2,152,421) | (\$1,702,421) |
| One-time funding items | | | | | | | | |
| No executive recommendation of one-time items | | | | 0 | | | | 0 |
| Other one-time funding item | | | | 0 | | | | 0 |
| Other one-time funding item | | | | 0 | | | | 0 |
| Other one-time funding item | | | | 0 | | | | 0 |
| Other one-time funding item | | | | 0 | | | | 0 |
| Other one-time funding item | | | | 0 | | | | 0 |
| Total one-time funding changes | 0.00 | \$0 | \$0 | \$0 | 0.00 | \$0 | \$0 | \$0 |
| Total Changes to Base Level Funding | 1.00 | \$450,000 | (\$2,124,051) | (\$1,674,051) | 1.00 | \$450,000 | (\$2,152,421) | (\$1,702,421) |
| 2015-17 Total Funding | 7.00 | \$1,000,000 | \$10,339,376 | \$11,339,376 | 7.00 | \$1,000,000 | \$10,311,006 | \$11,311,006 |

HB 1006 2/17/2015 #A

Other Sections in House Bill No. 1006

Interest - Aeronautics special fund

Executive Budget Recommendation
 Section 3 provides for the investment income of the Aeronautics Commission special fund, including investment income earned on aircraft excise tax collections deposited in the fund, to be retained in the fund rather than deposited in the general fund.

House Version

HB 1006 #1
3-5-2015

2014 NORTH DAKOTA STATE AVIATION SYSTEM PLAN EXECUTIVE SUMMARY



TABLE OF CONTENTS

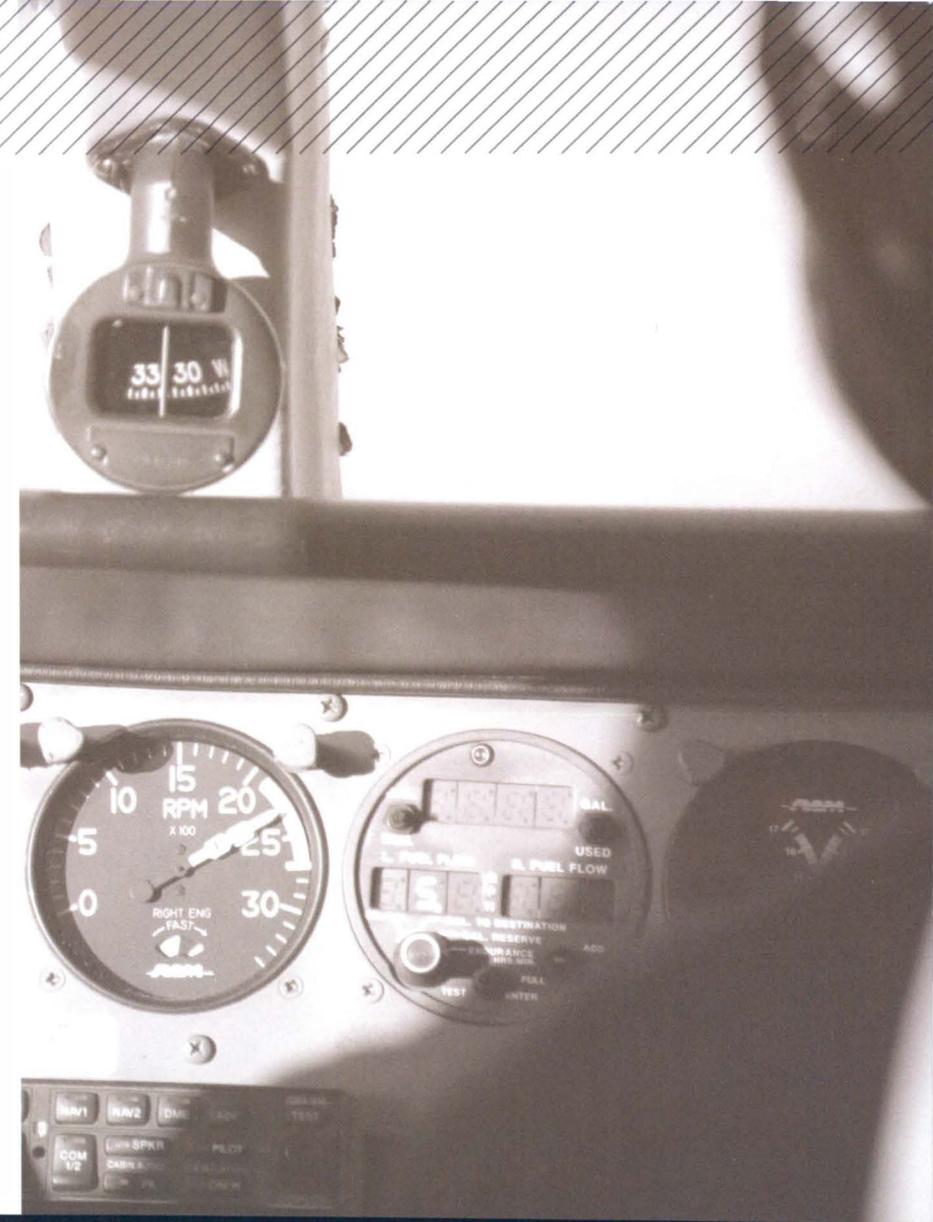
| | |
|---|----|
| Introduction | 3 |
| System Airports | 4 |
| Purpose of Airport System Planning | 6 |
| Importance of Aviation to the State of North Dakota | 7 |
| Airport Classifications | 8 |
| Facility and Service Objectives | 10 |
| Forecasts | 12 |
| System Growth | 14 |
| System Goals and Performance Measures | 18 |
| Funding | 28 |
| Trends and Technology | 32 |
| Recommendations | 35 |

The preparation of this document was financed in part through an Airport Improvement Program grant from the Federal Aviation Administration (Project Number 3-19-0000-15-2009) as provided under Section 505 of the Airport and Airway Improvement Act of 1982, as amended. The contents do not necessarily reflect official views or the policy of the NDAC or the FAA. Acceptance of this report by the FAA does not in any way constitute a commitment on the part of the United States to participate in any development depicted therein nor does it indicate the proposed development is environmentally acceptable in accordance with appropriate public laws.

INTRODUCTION

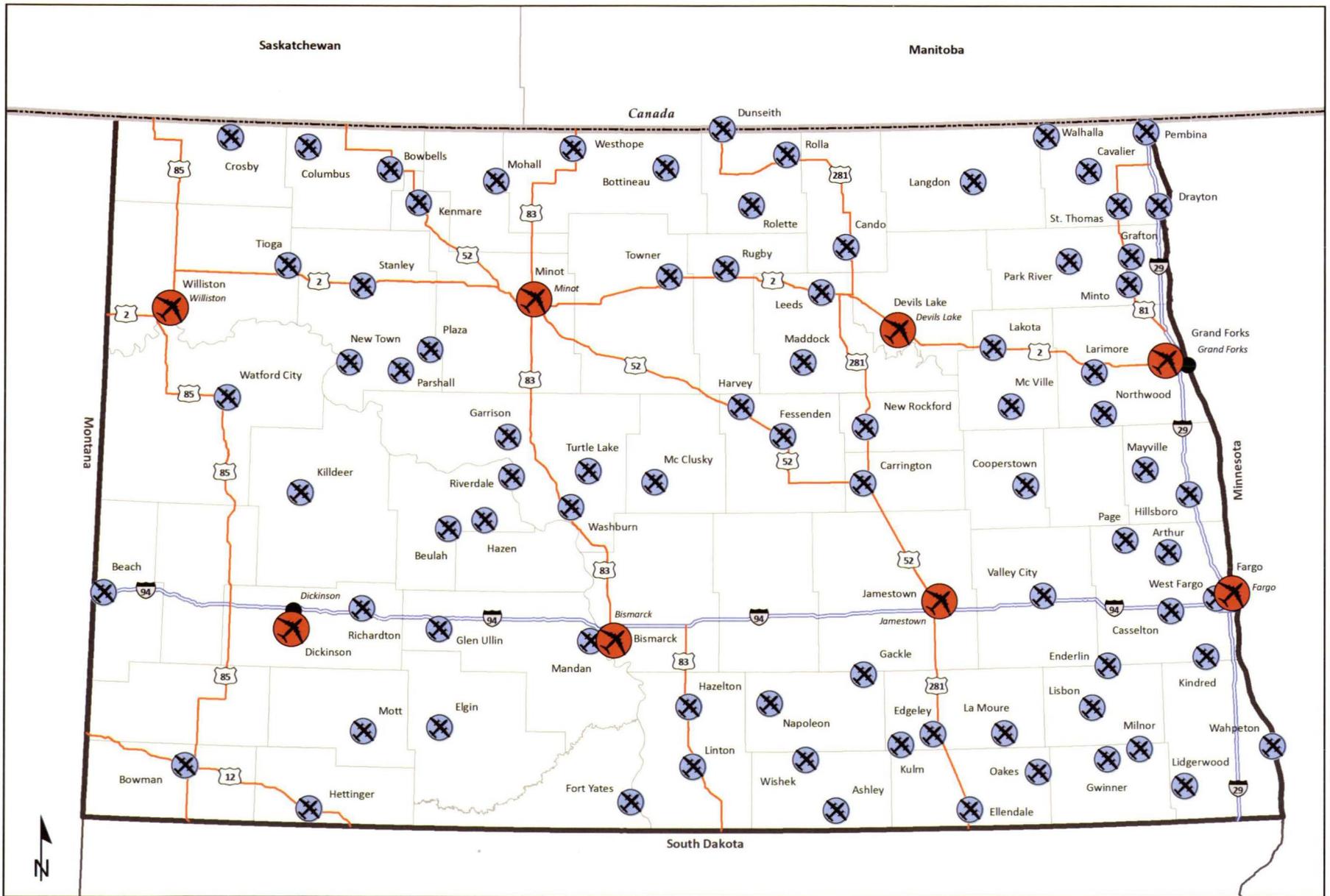
North Dakota's aviation system of 89 public use airports has proven to be a vital resource to what is currently the most prolific state economy in the nation. No other region has recently seen such a jump in economic standing, like these communities within the 70,000 square miles that make up the Peace Garden State. North Dakota's long-time staple exports, such as sunflowers, wheat, soybeans, corn, livestock, heavy mechanical equipment, and transmission of electricity by coal-fired lignite, have now been joined by petroleum products, such as crude oil, biodiesel, natural gas and ethanol. The demand for infrastructure from these industries is exponential. Airports are no exception to these demands.

The goal of the 2014 North Dakota State Aviation System Plan (NDSASP) is to provide the necessary guidance to manage this growth and to provide the safest operating atmosphere, while prioritizing development and preserving the rich heritage of aviation in North Dakota.



NDAC Mission

The North Dakota Aeronautics Commission (NDAC) was established by the State Legislature in 1947 to serve the public by providing economic and technical assistance for the aviation community while ensuring the safe and cost effective advancement of aviation in North Dakota.



Legend

-  Commercial Airport (Primary and Non-Primary) (8)
-  General Aviation Airport (81)
-  Major City
-  County Boundary

89 Public Airports in North Dakota's Aviation System

89 SYSTEM AIRPORTS in Alphabetical Order by City

| Airport | Associated City | Airport | Associated City | Airport | Associated City |
|----------------------------------|-----------------|----------------------------|-----------------|-----------------------------------|-----------------|
| Arthur Airport | Arthur | Grand Forks International | Grand Forks | Napoleon Municipal | Napoleon |
| Ashley Municipal | Ashley | Gwinner-Roger Melroe Field | Gwinner | Tomlinson Field | New Rockford |
| Beach | Beach | Harvey Municipal | Harvey | New Town Municipal | New Town |
| Beulah Municipal Airport | Beulah | Hazleton Municipal | Hazleton | Northwood Muni-Vince Field | Northwood |
| Bismarck Municipal | Bismarck | Mercer County Regional | Hazen | Oakes Municipal | Oakes |
| Bottineau Municipal | Bottineau | Hettinger Municipal | Hettinger | Page Regional | Page |
| Bowbells Municipal | Bowbells | Hillsboro Municipal | Hillsboro | Park River - W C Skjerven Field | Park River |
| Bowman Municipal | Bowman | Jamestown Regional | Jamestown | Parshall-Hankins | Parshall |
| Cando Municipal | Cando | Kenmare Municipal | Kenmare | Pembina Municipal | Pembina |
| Carrington Municipal | Carrington | Weydahl Field | Killdeer | Trulson Field Airport | Plaza |
| Casselton Robert Miller Regional | Casselton | Robert Odegaard Field | Kindred | Richardton Airport | Richardton |
| Cavalier Municipal | Cavalier | Pruetz Municipal | Kulm | Garrison Dam Recreational Airpark | Riverdale |
| Columbus Municipal | Columbus | LaMoure Rott Municipal | LaMoure | Rolette Airport | Rolette |
| Cooperstown Municipal | Cooperstown | Lakota Municipal | Lakota | Rolla Municipal | Rolla |
| Crosby Municipal | Crosby | Robertson Field | Langdon | Rugby Municipal | Rugby |
| Devils Lake Regional | Devils Lake | Larimore Municipal | Larimore | St. Thomas Municipal | St. Thomas |
| Dickinson-Roosevelt Regional | Dickinson | Leeds Municipal | Leeds | Stanley Municipal | Stanley |
| Drayton Municipal | Drayton | Lidgerwood Municipal | Lidgerwood | Tioga Municipal | Tioga |
| Intl Peace Garden | Dunseith | Linton Municipal | Linton | Towner Municipal | Towner |
| Edgeley Municipal | Edgeley | Lisbon Municipal | Lisbon | Turtle Lake Municipal | Turtle Lake |
| Elgin Municipal | Elgin | Maddock Municipal | Maddock | Barnes County Municipal | Valley City |
| Ellendale Municipal | Ellendale | Mandan Municipal | Mandan | Harry Stern | Wahpeton |
| Sky Haven Airport | Enderlin | Mayville Municipal | Mayville | Walhalla Municipal | Walhalla |
| Hector International | Fargo | McClusky Municipal | McClusky | Washburn Municipal | Washburn |
| Fessenden-Streibel Municipal | Fessenden | McVile Municipal | McVile | Watford City Municipal | Watford City |
| Standing Rock | Fort Yates | Milnor Municipal | Milnor | West Fargo Municipal | West Fargo |
| Gackle Municipal | Gackle | Minot International | Minot | Westhope Municipal | Westhope |
| Garrison Municipal | Garrison | Minto Municipal | Minto | Sloulin Field International | Williston |
| Glen Ullin Regional | Glen Ullin | Mohall Municipal | Mohall | Wishek Municipal | Wishek |
| Hutsan Field | Grafton | Mott Municipal | Mott | | |

PURPOSE OF AIRPORT SYSTEM PLANNING

The North Dakota Aeronautics Commission (NDAC) has undertaken an update to the previous North Dakota State Aviation System Plan (2007 NDSASP) due to changing aeronautical conditions and the rapid growth the state's aviation system is experiencing. The 2014 NDSASP (this document) takes a renewed look at the needs of the state as a whole. This plan provides a tool to assess, manage, and develop the state's aviation system, while providing an added resource to assist with planning for the Federal Aviation Administration (FAA), NDAC, the State Legislature, the North Dakota Aviation Council, local agencies, and 89 airport sponsors. The goal of system planning is to identify the needs of the state as a whole, and develop a roadmap for the allocation of available local, state, and federal resources to meet these needs in a responsible manner. Typically, a system plan will cover a time frame of 20 years; however, it is common for plans to be updated more frequently due to changing conditions and system development.

The FAA requires all states to produce a state system plan that addresses their aviation needs to obtain federal dollars to meet these needs. *Advisory Circular (AC) 150/5070-7, The Airport System Planning Process*, outlines the FAA-required content of system plans. This AC has been followed throughout the development of the 2014 NDSASP.

The FAA is responsible for overseeing the development of the aviation system in the United States. The National Plan of Integrated Airport Systems (NPIAS) is the program through which the FAA conducts national planning efforts and produces an annual plan for more than 3,300 airports included in the system. To be included in the NPIAS, an airport must meet certain criteria. Only those airports that are included in the NPIAS are eligible for federal funding through a program called the Airport Improvement Program (AIP). Of the 89 public-use airports

in North Dakota (eight commercial service and 81 general aviation [GA]), 53 (60 percent) are included in the NPIAS.

The 36 remaining airports are still included in North Dakota's aviation system; however, they do not qualify for federal AIP aid. These non-NPIAS airports are often municipally-owned and receive some support from their local community. Regardless of the inclusion in the NPIAS, all 89 airports in North Dakota's aviation system constitute an important air transportation resource that should be protected.





IMPORTANCE OF AVIATION TO THE STATE OF NORTH DAKOTA

Due to the vast size of the state and limited rural transit options to move people and goods around, aviation continues to be a critical method of transportation in North Dakota. Many industries rely on air transportation in the state, whether for the transport of employees and materials for businesses, the transport of patients and medical supplies for life-saving operations, the spraying of crops to yield large harvests, flight training, weather research and modification, just-in-time air cargo deliveries of parts for oil drilling machinery, the protection of our country's northern border, or testing of state-of-the-art unmanned aerial vehicles (UAVs). The University of North Dakota (UND), located in Grand Forks, is the state's premier aviation school that has the largest civilian fleet in the world. In 2010, North Dakota's aviation system generated \$1.1 billion of economic activity and supported 9,792 jobs according to the North

Dakota Economic Impact of Aviation 2010. With the continued robust development in the state, these figures are expected to have increased since 2010.

The commercial service and general aviation airports located throughout the state offer various levels of service and facilities. Some of the smaller airfields in the state, however, are host to some of the most important operations such as agricultural spraying, medical flights, and border surveillance. As such, airports of all sizes and types need to be maintained in a similar manner to continue safe, modern, and efficient operations.



AIRPORT CLASSIFICATIONS

No two airports within North Dakota’s aviation system are the same, and as a result, it is important to classify airports according to their role within the overall system. For this 2014 update of the NDSASP, the NDAC elected to use the same classifications and criteria used in FAA’s study *General Aviation Airports: A National Asset* (known as the ASSET Study) to classify North Dakota’s GA airports at the state level. Classification of airports serving commercial air service is based upon their categorization in the National Plan of Integrated Airport Systems (NPIAS) as Primary or Non-Primary, while classification of GA airports in the system is based upon ASSET criteria (shown in **Table 1**). The integration of the ASSET and NPIAS classifications and criteria into the NDSASP allows for consistency at the federal and state level.

For the 36 airports in North Dakota’s aviation system that are not included in the NPIAS, the same criteria was applied to classify them into one of the four ASSET classifications – National, Regional, Local, or Basic. Airports that did not meet the criteria for inclusion in these classifications were categorized into one of two additional classifications developed by NDAC – Community Paved (for airports with paved runways) and Community Turf (for airports with turf/gravel runways). A total of eight classifications are used in this NDSASP update.

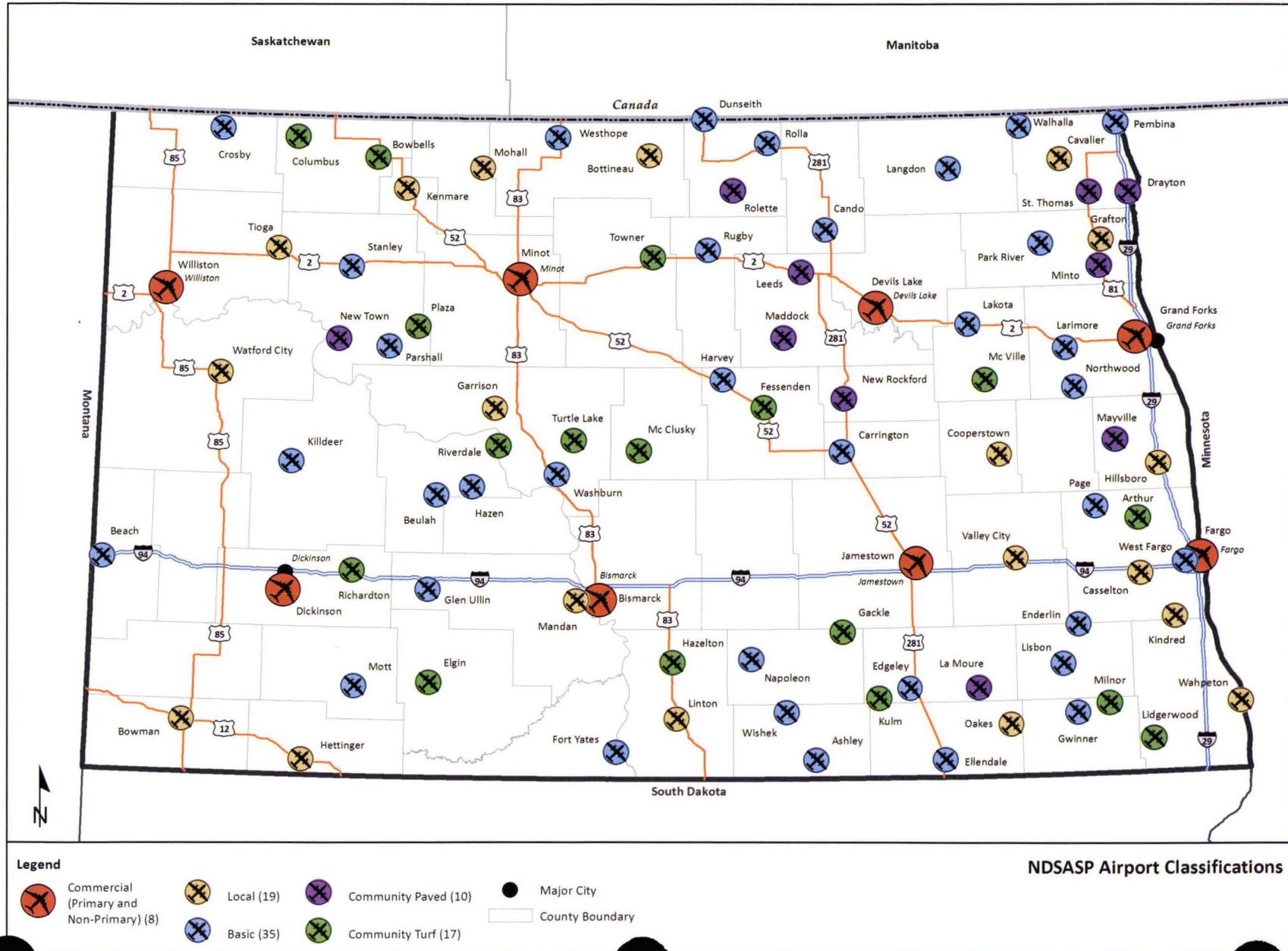
Figure 1 illustrates the classification of system airports.

Table 1 – ASSET Classifications and Criteria

| National | Regional | Local | Basic |
|---|---|---|---|
| <ul style="list-style-type: none"> • 5,000+ instrument operations, 11+ based jets, 20+ international flights, or 500+ interstate departures; or • 10,000+ enplanements and at least 1 charter enplanement by a large certificated air carrier, or • 500+ million pounds of landed cargo weight | <ul style="list-style-type: none"> • Metropolitan Statistical Area (Metro or Micro) and 10+ domestic flights over 500 miles, 1,000+ instrument operations, 1+ based jet, or 100+ based aircraft; or • The airport is located in a metropolitan or micropolitan statistical area, and the airport meets the definition of commercial service | <ul style="list-style-type: none"> • 10+ instrument operations and 15+ based aircraft; or • 2,500+ passenger enplanements | <ul style="list-style-type: none"> • 10+ based aircraft; or • 4+ based helicopters; or • The airport is located 30+ miles from the nearest NPIAS airport; or • The airport is identified and used by the U.S. Forest Service, or U.S. Marshals, or U.S. Customs and Border Protection (designated, international, or landing rights), or U.S. Postal Service (air stops), or has Essential Air Service; or • The airport is a new or replacement facility activated after January 1, 2001; and • Publicly owned or privately owned and designated as a reliever with a minimum of 90 based aircraft |

Source: FAA *General Aviation Airports: A National Asset*, 2012.

Figure 1 – System of 89 Public Airports by Classification



AIRPORT CLASSIFICATION FACILITY AND SERVICE OBJECTIVES

In addition to the performance measures and benchmarks established system-wide, the NDAC has developed a set of facility and service objectives for each GA airport classification in the NDSASP (National, Regional, Local, Basic, Community Paved, and Community Turf). These objectives are tailored toward the various roles that airports in each classification fill.

The facility and service objectives shown in **Table 2** and **Table 3** are targets that each airport should work toward as the system evolves. These objectives are not required for inclusion in any airport classification, but serve as targets for each airport to meet as they are able. NDAC will use these objectives, in addition to the system performance measures and benchmarks, to assist airports in planning site-specific improvements in the future.

Table 2 – NDSASP Airport Objectives - Airside

| | National* | Regional* | Local | Basic | Community (Paved/Turf) |
|------------------------------|---|---|--|---|---|
| Airside Facilities | | | | | |
| Primary Runway Length | 5,000 feet or greater | 3,800 feet or greater | 3,300 feet or greater | 3,000 feet or greater | 2,500 feet or longer (paved) or Turf – Maintain existing length |
| Primary Runway Width | 75 feet | 75 feet | 60 feet | NPIAS – 60 feet; on-NPIAS - Maintain existing | NPIAS - 120 feet; Non-NPIAS - Maintain existing 80 feet |
| Taxiway Type | Full Parallel | Partial Parallel | Connecting Taxiways | Connecting Taxiways | Connecting Taxiways |
| Approach Type | Non-Precision with Vertical Guidance (LPV) | Non-Precision with Vertical Guidance (LPV) | Non-Precision (GPS) | Non-Precision (GPS) | Visual |
| Lighting | MIRL and MITL | MIRL and MITL | MIRL | LIRL | LIRL (for paved) |
| Visual Aids | Rotating Beacon, Lighted Wind Indicator, Segmented Circle | Rotating Beacon, Lighted Wind Indicator, Segmented Circle | Lighted Wind Indicator, Segmented Circle | Wind Indicator | Wind Indicator |
| NAVAIDS | REILs, ODALs, VGSI (VASIs/PAPIs) | REILs, VGSI (VASIs/PAPIs) | VGSI (VASIs/PAPIs) if GPS IFR procedures | Non Required | Not an Objective |
| Weather | ASOS or AWOS | ASOS or AWOS | ASOS or AWOS | Not an Objective | Not an Objective |
| Perimeter Fencing | Full Perimeter Fencing | Full Perimeter Fencing | Partial Perimeter Fencing | Partial Perimeter Fencing | Partial Perimeter Fencing |

*As of 2014 no airports are classified in this category.

*As of 2014 no airports are classified in this category.

MIRL = Medium Intensity Runway Lighting

LIRL = Low Intensity Runway Lighting

MITL = Medium Intensity Taxiway Lighting

ASOS = Automated Surface Observing Systems

AWOS = Automated Weather Observing Systems

REILs = Runway End Identifier Lights

ODALs = Omni-Directional Approach Lights

VGSI = Visual Guidance Slope Indicators

VASIs = Visual Approach Slope Indicators

PAPIs = Precision Approach Path Indicators

Table 3 – NDSASP Airport Objectives - Landside

| | National* | Regional* | Local | Basic | Community (Paved/Turf) |
|---------------------------------------|---|---|---|---|---------------------------------|
| Landside Facilities | | | | | |
| Hangar Spaces | 75% of based aircraft | 75% of based aircraft | 75% of based aircraft | 50% of based aircraft | 50% of based aircraft |
| Hangars for Transient Aircraft | Yes | Yes | Yes | Yes | Not an Objective |
| Terminal/ Administration Bldg | 1,000 square feet | 750 square feet | 500 square feet | 500 square feet | 400 square feet |
| Aircraft Maintenance Facility | Yes | Yes | Not an Objective | Not an Objective | Not an Objective |
| Landside Services | | | | | |
| FBO Office | Yes | Yes | Yes | Not an Objective | Not an Objective |
| Agricultural Spraying | Yes | Yes | Yes | Yes | Yes |
| Aircraft Maintenance Staff | Based | Based | On-Call | Not an Objective | Not an Objective |
| Fuel | Jet A and 100LL (both credit card) | 100LL, Jet A as needed (both credit card) | 100LL (credit card) | 100LL | Private emergency sales |
| Terminal/Pilot's Lounge | Phone, Restrooms, Flight Planning/Lounge | Phone, Restrooms, Flight Planning/Lounge | Phone and Restrooms | Phone and Restrooms (desired) | Phone and Restrooms (desired) |
| Ground Transportation Services | Yes | Yes | Yes | Not an Objective | Not an Objective |
| Security | Terminal and Ramp Lighting, Controlled Airfield Access, and Police Patrol | Terminal and Ramp Lighting, Controlled Airfield Access, and Police Patrol | Terminal and Ramp Lighting, Controlled Airfield Access, and Police Patrol | Appropriate Access Restrictions | Appropriate Access Restrictions |
| Signage | Adequate signage to locate airport from access road & welcoming signage | Adequate signage to locate airport from access road & welcoming signage | Adequate signage to locate airport from access road & welcoming signage | Adequate signage to locate airport from access road & welcoming signage | Not an Objective |
| Snow Removal Equipment | Yes | Yes | Yes | Yes | Not an Objective |

* As of 2014 no airports are classified in this category.

* As of 2014 no airports are classified in this category.

FORECASTS

North Dakota is experiencing a growing economy in agriculture, tourism, small business, and an “oil boom” which is driving economic and population growth. An analysis of statewide socioeconomic trends (including employment, income per capita, total retail sales, and population) identified unique growth patterns around oil production areas in the west and larger metropolitan areas on the State’s east side. As a result, aviation forecasts for operations, based aircraft, and enplanements were developed based on county-level growth rates

using a combination of Woods & Poole economic data and a population forecast done for the North Dakota Statewide Housing Assessment Resource Project (SHARP).

Table 4 provides a summary of the system forecasts for based aircraft and operations, while **Table 5** summarizes projected enplanements at the eight commercial service airports. Overall, operations are anticipated to increase by nearly 30% by 2035 and based aircraft are forecasted to increase by nearly 35% by 2035.

Table 4 – NDSASP Forecasts for Based Aircraft and Operations

| Category | Base Year Operations | Forecast of Operations | | | | | Based Aircraft | | |
|--|----------------------|------------------------|-----------|-----------|-----------|--------------------|----------------|-------|--------------------|
| | 2013 | 2018 | 2025 | 2030 | 2035 | % Growth 2013-2035 | 2013 | 2035 | % Growth 2013-2035 |
| ND Commercial Service Airports* | 622,317 | 665,729 | 726,746 | 769,244 | 813,406 | 30.7% | 749 | 1,090 | 45.5% |
| ND General Aviation Airports** | 302,335 | 307,090 | 340,774 | 359,067 | 378,802 | 25.3% | 1,092 | 1,391 | 27.4% |
| TOTAL All North Dakota Airports | 924,652 | 972,819 | 1,067,520 | 1,128,311 | 1,192,208 | 28.9% | 1,841 | 2,481 | 34.8% |

* Source FAA’s Terminal Area Forecast (TAF) and/or Mead & Hunt methodology, or airport master plans

**Source: 2013 Base Year Operations and 2013 Based Aircraft numbers were taken from the FAA 5010 forms for each airport unless otherwise noted. For all GA airports, Forecast of Operations and 2035 Based Aircraft numbers were developed using the Mead & Hunt methodology.



Table 5 – NDSASP Forecasts for Enplanements

| Passenger Enplanements for Commercial Service Airports | | | | | | |
|---|-----------|-----------|-----------|-----------|-----------|-----------------------|
| COMMERCIAL SERVICE AIRPORTS | Base Year | Forecast | | | | |
| | 2013 | 2018 | 2025 | 2030 | 2035 | % Growth 2013-2035 |
| Bismarck, Bismarck Municipal Airport | 246,435 | 298,274 | 356,101 | 402,141 | 456,532 | 85.3% |
| Devils Lake, Devils Lake Regional Airport # | 4,224 | 4,326 | 4,472 | 4,580 | 4,690 | 11% |
| Dickinson, Dickinson Theodore Roosevelt Regional Airport** | 35,082 | 82,992 | 136,989 | 169,589 | 176,164 | 402.1% |
| Fargo, Hector International Airport*** | 398,677 | 481,639 | 530,038 | 582,029 | 638,353 | 60.1% |
| Grand Forks, Grand Forks International Airport | 144,836 | 160,509 | 185,366 | 205,454 | 227,731 | 57.2% |
| Jamestown, Jamestown Regional Airport # | 5,664 | 5,931 | 6,325 | 6,623 | 6,934 | 22.4% |
| Minot, Minot International Airport | 222,056 | 299,236 | 413,868 | 479,580 | 539,763 | 143% |
| Williston, Sloulin Field International Airport* | 81,108 | 156,037 | 314,926 | 334,189 | 334,189 | 312% |
| TOTAL ENPLANEMENTS | 1,138,082 | 1,488,943 | 1,948,085 | 2,184,184 | 2,384,356 | 109.5% |

Source: TAF Enplanement Forecasts from FAA TAF, Aug 9, 2013 except as noted

#Source: 2013 base year number was calculated based on the June 2014 – October 2014 enplanement average from the North Dakota Aeronautics Commission averaged out amongst 12 months. Forecast years were calculated using the CAGR rate from the Mead & Hunt methodology applied to the base year.

*Source: TAF Enplanement Forecasts from FAA TAF, March 20, 2014

**Source: Airport Master Plan Update (Chapter 3 – Aviation Forecasts), May 2014, Trillion Aviation and KLJ

***Source: Master Plan Update (Forecast Chapter), Mead & Hunt, 2014

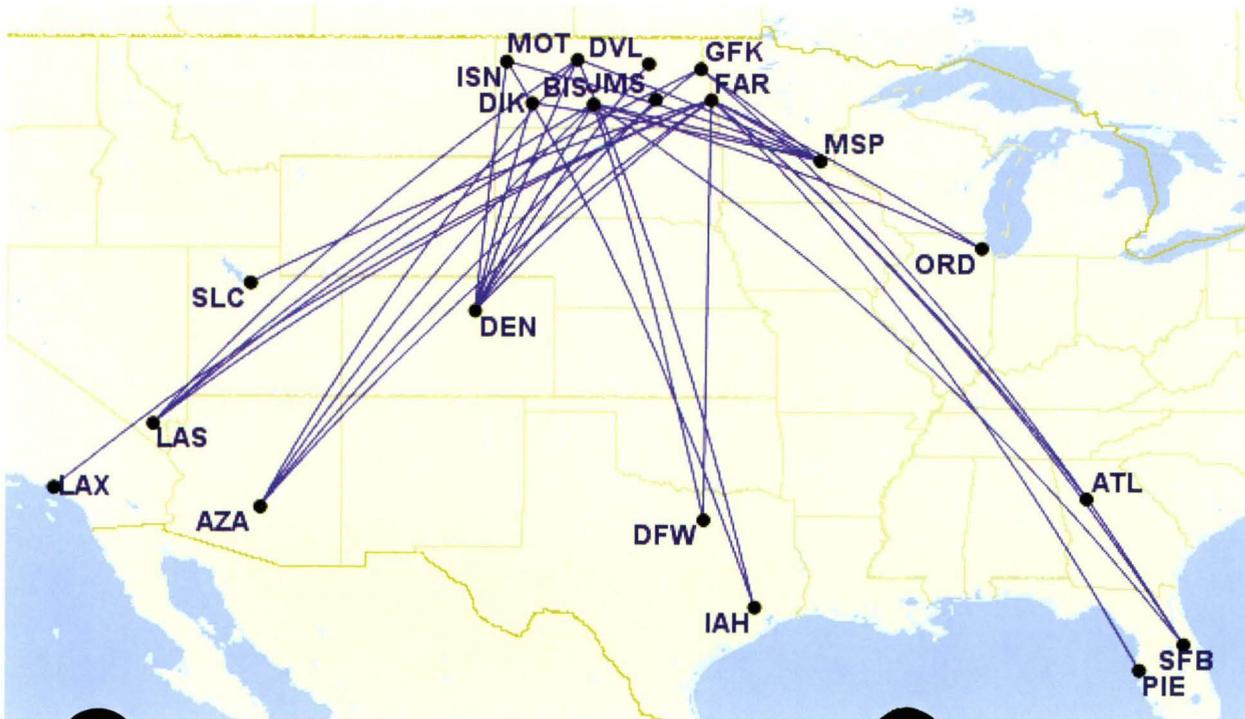
SYSTEM GROWTH

The eight commercial service airports in the state have seen tremendous growth. Since the last system plan was completed in 2007, the number of enplanements in North Dakota has nearly doubled from 652,380 to over 1.1 million in 2013 (see **Table 5**). Average daily airline departures in North Dakota have increased from 52 to 75, and the number of non-stop destinations has grown from 5 to 12 (shown in **Figure 2**). Only two of the commercial service airports (Devils Lake

and Jamestown) are supported through the Essential Air Service (EAS) program, and all eight airports now have jet service.

Enplanement forecasts from the 2007 system plan have been exceeded significantly, shown in **Table 6**. The largest increase was seen in Minot with an enplanement total in 2007 of 70,554, jumping to 224,421 in 2013 (an increase of more than 150,000 enplanements).

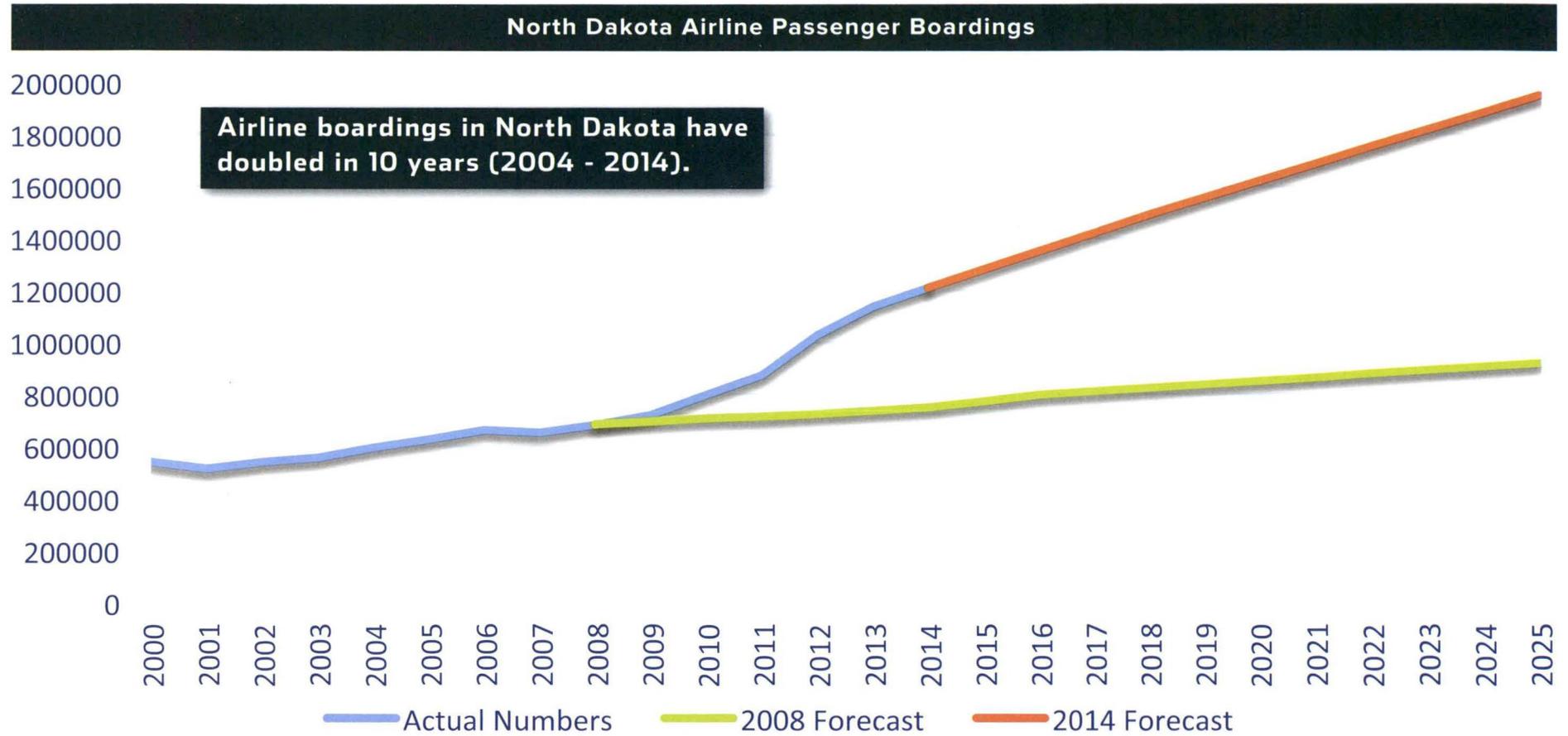
Figure 2 – Non-Stop Commercial Service Destinations from North Dakota Airports in 2014



Destination Airport Codes

| | |
|-----|--------------------------|
| ATL | Atlanta, Georgia |
| AZA | Phoenix, Arizona |
| DEN | Denver, Colorado |
| DFW | Dallas/Fort Worth, Texas |
| IAH | Houston, Texas |
| LAS | Las Vegas, Nevada |
| LAX | Los Angeles, California |
| MSP | Minneapolis, Minnesota |
| ORD | Chicago, Illinois |
| PIE | Tampa, Florida |
| SFB | Orlando, Florida |
| SLC | Salt Lake City, Utah |

Table 6 – Historic and Forecasted Annual Enplanements



SYSTEM GROWTH *(continued)*

Table 7 – Percent Change in Reported Outbound Onboard Passengers

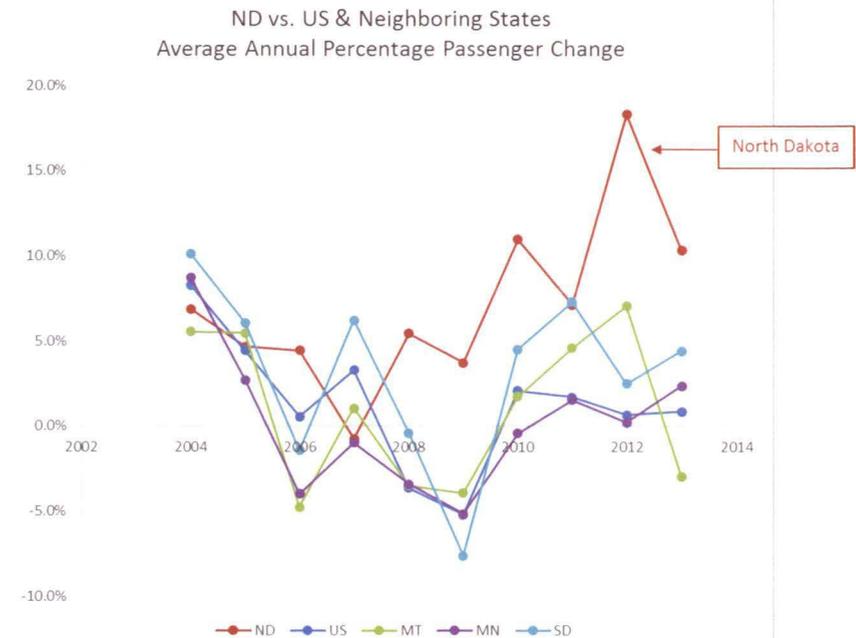
| | US | MT | MN | SD | ND |
|-------------|-------|-------|-------|-------|-------|
| 2013 | 0.8% | -3.0% | 2.4% | 4.4% | 10.3% |
| 2012 | 0.6% | 7.1% | 0.2% | 2.5% | 18.3% |
| 2011 | 1.7% | 4.6% | 1.5% | 7.3% | 7.1% |
| 2010 | 2.1% | 1.7% | -0.4% | 4.5% | 11.0% |
| 2009 | -5.2% | -3.9% | -5.2% | -7.6% | 3.7% |
| 2008 | -3.6% | -3.5% | -3.4% | -0.4% | 5.5% |
| 2007 | 3.3% | 1.0% | -1.0% | 6.2% | -0.7% |
| 2006 | 0.6% | -4.8% | -4.0% | -1.4% | 4.4% |
| 2005 | 4.5% | 5.5% | 2.7% | 6.1% | 4.7% |
| 2004 | 8.3% | 5.5% | 8.7% | 10.1% | 6.9% |

Source: US DOT T-100 Outbound Onboard Passengers Note: 2014 YTD through May vs. 2013 YTD through May

When compared to the surrounding states of South Dakota (SD), Minnesota (MN), and Montana (MT) as shown in **Table 7** and **Figure 3**, a remarkable increase in passenger growth rates is isolated to the state of North Dakota (ND).

While the neighboring states have generally followed the U.S. trend, North Dakota's passenger enplanements have far exceeded this pattern since 2007.

Figure 3 – ND Compared to US and Regional Average Annual Passenger Change

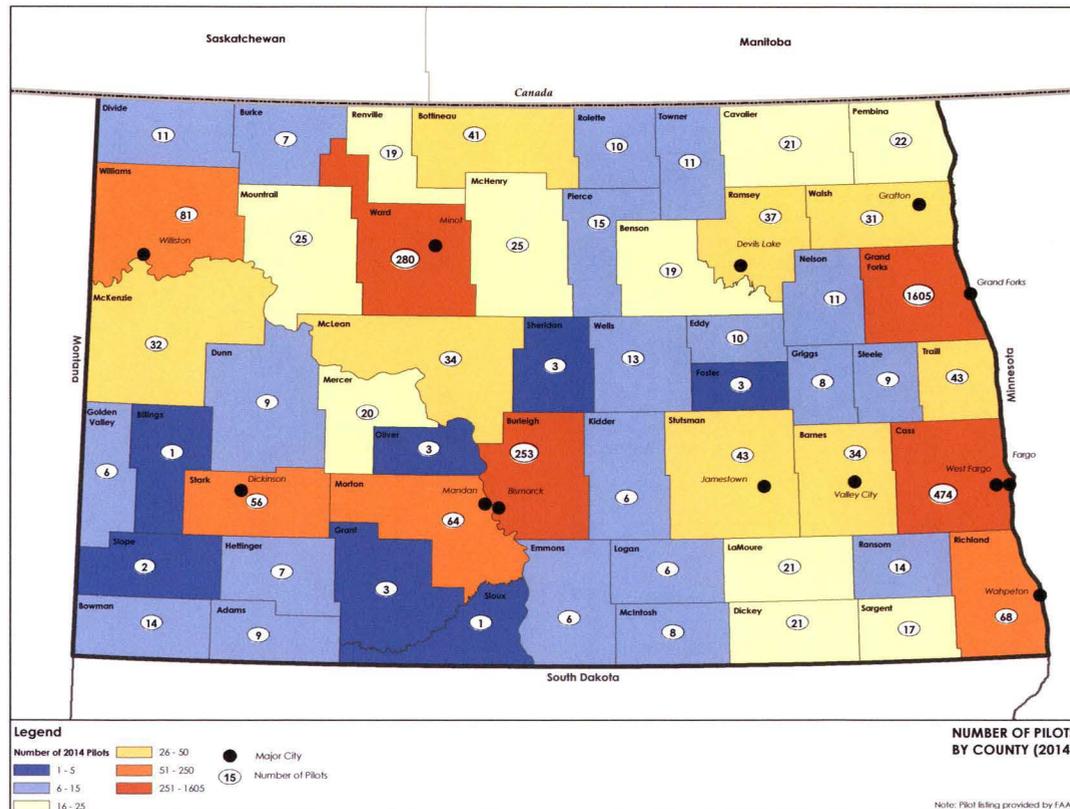


SYSTEM GROWTH *(continued)*

Aircraft registrations and pilot licensure is on the rise in the state. Since the last system plan update in 2007, an additional 380 aircraft have been registered in the state (an increase of 23 percent) according to the North Dakota Aeronautics Commission's (NDAC's) official record. Additionally, the total number of licensed pilots in North Dakota has increased from approximately 2,400 to nearly 3,600 total (an increase of 48 percent) according to the Federal Aviation Administration's (FAA's) official record. Although the overall pilot increase is around 1,200, a cross-reference

between the official pilot listing from 2007 and 2014 identified the true number of new pilots to be more than 2,400. This indicates that between 2007 and 2014, about 2,400 new pilots were registered in the state, while 1,200 pilots left or stopped flying. **Figure 4** shows the number of pilots by county as of 2014. Grand Forks is home to UND's aviation school, therefore, a large number of pilots are shown in Grand Forks County.

Figure 4 – Pilots by County 2014



Source: FAA Pilot Listing, mapped by Mead & Hunt, Inc.



SYSTEM GOALS AND PERFORMANCE MEASURES

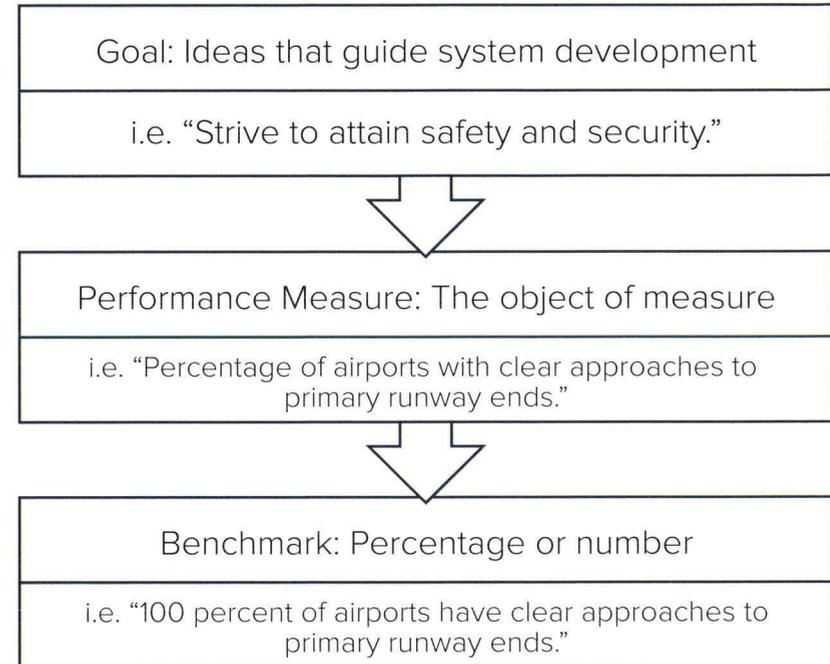
A critical step in the system planning process is the development of goals and performance measures upon which the plan will be built and success, measured. System goals and performance measures establish a guide for future system development and progress. Typically, several performance measures developed for each goal provide narrower areas of focus and can be evaluated.

The goals established for this system plan update are directly related to the mission of the NDAC, and include the following:

- Strive to attain safety and security
- Accommodate accessibility needs
- Enhance air access to airports
- Support North Dakota's economy
- Enhance quality of life
- Preserve North Dakota airport assets

All map images on pages 21-25 are available in larger, more detailed formats in the full technical report.

2014



GOAL: STRIVE TO ATTAIN SAFETY AND SECURITY

Maintain Clear Approaches

Maintaining clear approaches to all runway ends is critically important to preserve the safety of operations at an airport. An approach is defined as a three dimensional surface extending from the end of a runway which is used by aircraft taking off and landing at an airport. When obstructions exist (such as trees and other structures) that penetrate this three dimensional surface, approach minimums can be raised which limits the usability of an airport in times of reduced visibility. A sample 20:1 approach is shown in **Figure 5**.

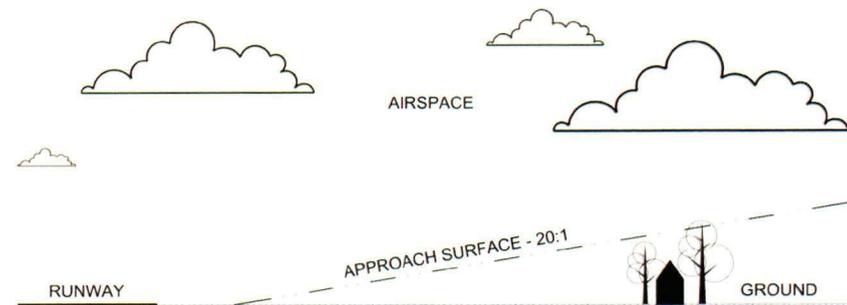
The approach size reflects the recent effort of the FAA to mitigate obstructions to the 20:1 approaches at airports. On November 15th, 2013 the FAA issued a Memorandum titled Mitigation of Obstructions Within the 20:1 Visual Area Surface. This memo outlined procedures for identifying, verifying, and mitigating approach obstructions at all airports in order to maintain safe operations. If obstructions to the 20:1 surface are not addressed at an airport, the FAA can restrict operations resulting in loss of airport access. Solutions to clear approaches of obstructions include relocating or displacing thresholds (which reduces the usable length of a runway), removing the obstruction, and others.

This performance measure is aimed at providing clear 20:1 approaches at system airports, and achieving system compliance with the regulations established in the recently released FAA memo. In order to achieve this benchmark, the 20:1 approach to both ends of an airport's primary runway must be clear.

Benchmark: 100% of Airports have Clear Approaches to their Primary Runway Ends

Performance: 65% of Airports have Clear Approaches to their Primary Runway Ends

Figure 5 – Profile View of a 20:1 Runway Approach



GOAL: STRIVE TO ATTAIN SAFETY AND SECURITY *(continued)*

Maintain Clear Runway Protection Zones

This performance measure is related to the two-dimensional surface underneath a runway's approach, known as the Runway Protection Zone (RPZ). This area is trapezoidal in shape, and is intended to protect people and property on the ground in the event of an aircraft overrun or undershoot. The RPZ begins 200 feet from the end of the runway, and its size is dependent upon the design of the associated runway, as shown in **Figure 6**. Structures and wetlands within the RPZ have always been discouraged; however, recently the FAA has also ruled roads to be an incompatible use within this zone. Since roads have historically been a compatible use within this zone, a number of airports have roads within their RPZs, hence most of the system airports have one or more incompatible uses within their RPZs (the majority are roads).

Mitigating incompatible uses within airport-owned RPZs can be accomplished by filling wetlands (and creating them elsewhere), removing structures, and re-locating roads. If an airport does not own the land within their RPZs, acquisition of an aviation easement (purchase of the air rights above a property), or purchase of the property in its entirety will be required.

Benchmark: 100% of Airports with No Wetlands,
Roads and/or Structures in their RPZs

Performance: 4.5% of Airports with No Wetlands,
Roads and/or Structures in their RPZs

Figure 6 – Plan View of a Sample RPZ



GOAL: ACCOMMODATE ACCESSIBILITY NEEDS

Provide Access to Commercial Service Airports

Providing reasonable access to the state's eight commercial service airports is critical for business, medical, and leisure travelers. A drive time of 60 minutes was considered reasonable to reach these airports, shown in **Figure 7**.

Benchmark: 50% of Area and 90% of Population within 60 Minutes of a Commercial Service Airport

Performance: 40% of Area and 80% of Population within 60 Minutes of a Commercial Service Airport

Provide Access to NPIAS Airports

An airport must be included in the NPIAS to be eligible for federal AIP funding. Airports that are included in the NPIAS must meet certain criteria and be located at least a 30 minute drive time from the nearest NPIAS airport. North Dakota's aviation system has 53 airports that are included in the NPIAS.

Benchmark: 90% of Population within 30 Minutes of a NPIAS Airport

Performance: 89% of Population within 30 Minutes of a NPIAS Airport

Provide Access to Public Use Airports

Providing access for airport users to all 89 airports is important. A drive time of 30 minutes was considered reasonable to each of the 89 system airports, shown in **Figure 8**.

Benchmark: 95% of Population within 30 Minutes of Any Public Airport

Performance: 93% of Population within 30 Minutes of Any Public Airport

Provide Access to Airports Serving Aerial Applicators

Many of the airports support operations by aerial applicators who utilize special aircraft to apply fertilizers, pesticides, and other products to crops. Agricultural spraying helps meet production needs that ground-only operations are not able to meet. Annually, 4-5 million acres in North Dakota have aerial applicator services.

Benchmark: 80% of Area within 30 Minutes of an Airport Serving an Aerial Applicator

Performance: 52% of Area within 30 Minutes of an Airport Serving an Aerial Applicator

Figure 7 – 60 Minute Drive Time to Commercial Service Airports

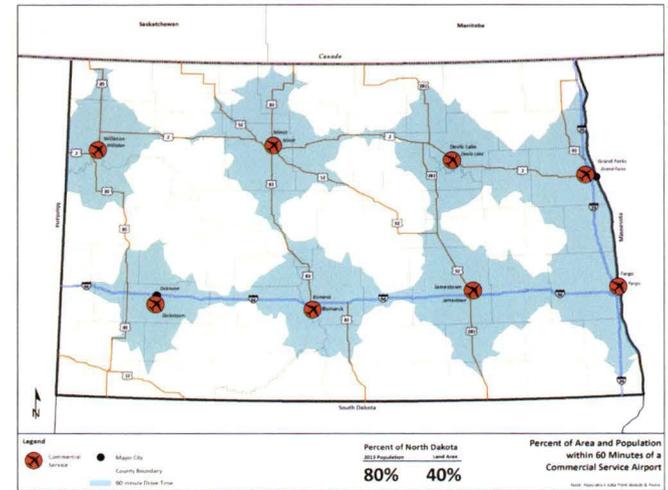
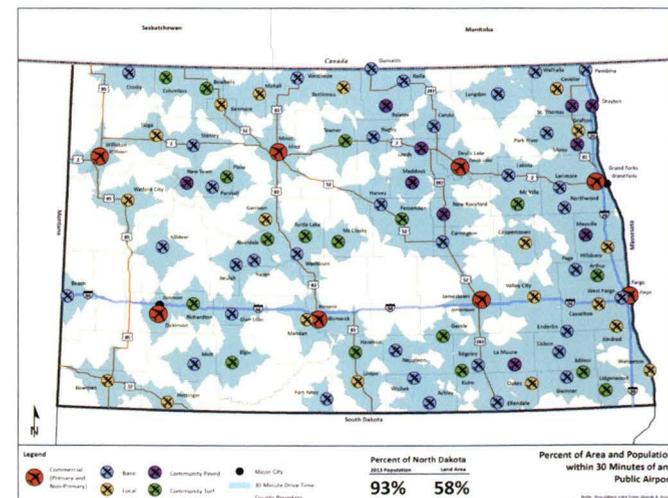


Figure 8 – 30 Minute Drive Time to all Public Use Airports



GOAL: ENHANCE AIR ACCESS TO AIRPORTS

Provide Access to Airports with On-Site Weather Reporting

Weather reporting systems provide critical information to pilots when preparing for flight and traveling en route about on-site airfield conditions such as visibility, ceiling height, atmospheric conditions, wind speed and direction, and barometric pressure. Airports that have weather reporting systems, Automated Surface Observing Systems (ASOS) or Automated Weather Observing Systems (AWOS), can be more attractive to pilots, especially when operating during times of inclement weather. A distance of 30 nautical miles was considered reasonable for pilot access to airports with weather reporting, shown in **Figure 9**.

Benchmark: 80% of Area and 90% of Population within 30 Nautical Miles of an Airport with On-Site Weather Reporting

Performance: 87% of Area and 97% of Population within 30 Nautical Miles of an Airport with On-Site Weather Reporting

Provide Access to Airports with Non-Precision Approaches

Non-precision approaches provide pilots with horizontal (lateral) guidance when landing at an airport. This type of approach helps pilots align with the center of the runway upon approach and landing. This guidance is especially helpful when trying to land in times of inclement weather, crosswinds, and reduced visibility. It is important that pilots have access to land at airports with this type of approach when needed, and that non-precision approaches are offered at many of the system airports. A distance of 30 nautical miles was considered reasonable for pilot access to airports with non-precision approaches, shown in **Figure 10**.

Benchmark: 90% of Area and 100% of Population within 30 Nautical Miles of an Airport with a Non-Precision Approach

Performance: 88% of Area and 98% of Population within 30 Nautical Miles of an Airport with a Non-Precision Approach

Figure 9 – 30 Nautical Mile Coverage of Airports with On-Site Weather Reporting

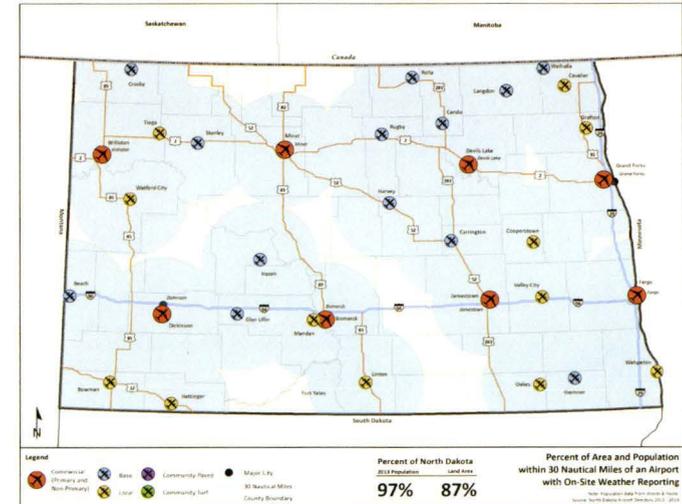
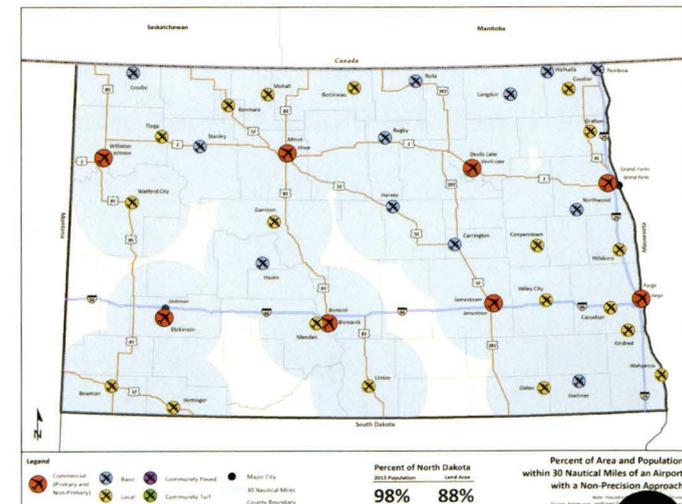


Figure 10 – 30 Nautical Mile Coverage of Airports with Non-Precision Approaches



Provide Access to Airports with Vertically-Guided Approaches

Two types of runway approaches have vertical guidance – precision approaches and non-precision approaches with vertical guidance. As the name indicates, these types of enhanced approaches provide pilots with vertical guidance (as well as horizontal guidance) when landing at an airport. This guidance is helpful when landing in times of inclement weather or reduced visibility.

Benchmark: 80% of Area and 90% of Population within 30 Nautical Miles of an Airport with a Vertically-Guided Approach

Performance: 70% of Area and 92% of Population within 30 Nautical Miles of an Airport with a Vertically-Guided Approach

GOAL: SUPPORT NORTH DAKOTA'S ECONOMY

Provide Access to Airports with Jet A Fuel

The provision of aircraft fuel throughout the aviation system is critical for the operation of aircraft to and from system airports. Jet A fuel is designed for use in aircraft powered by turbine engines.

Benchmark: 30% of Area and 75% of Population within 30 Minutes of an Airport with Jet A Fuel

Performance: 24% of Area and 77% of Population within 30 Minutes of an Airport with Jet A Fuel

Provide Access to Airports with 100LL Fuel

100 low lead (LL) fuel is designed for use in aircraft with piston engines. This fuel is the most commonly used fuel in the general aviation community. A drive time of 30 minutes or less was considered reasonable to airports with 100LL fuel, shown in **Figure 12**.

Benchmark: 60% of Area and 90% of Population within 30 Minutes of an Airport with 100LL Fuel

Performance: 42% of Area and 88% of Population within 30 Minutes of an Airport with 100LL Fuel

Figure 11 – Airports with Jet A Fuel

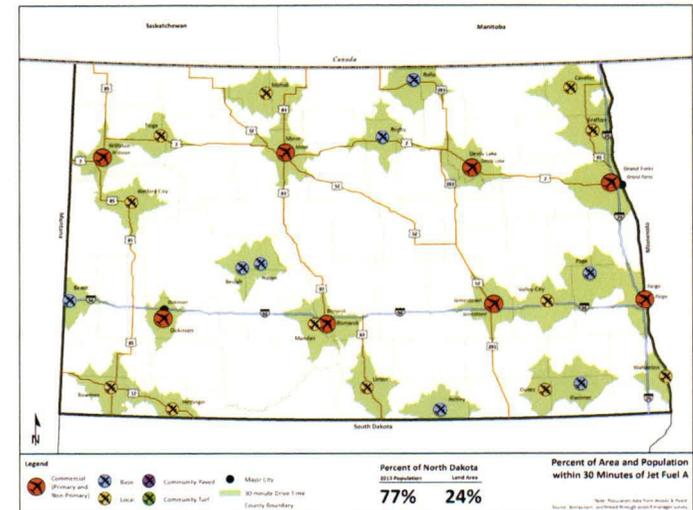
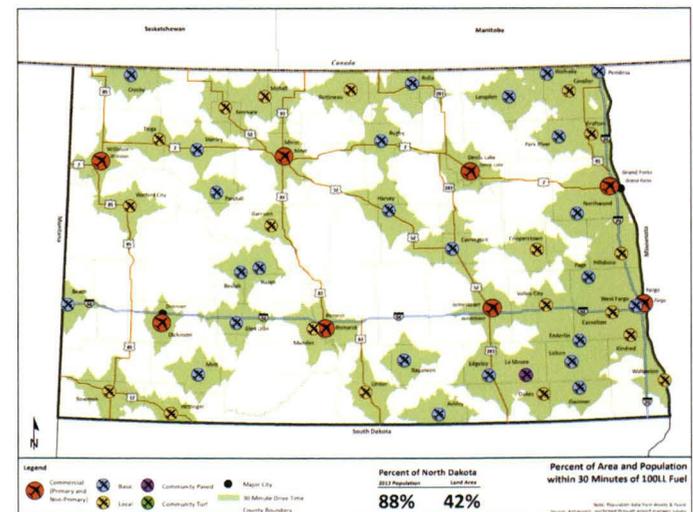


Figure 12 – 30 Minute Drive Time to Airports with 100LL Fuel



Provide Access to Airports with Large Runways

Airports that have runways of 5,000 feet or longer are often capable of supporting use by larger aircraft, such as corporate jets. By providing runways that can handle this type of use, North Dakota's aviation system supports a variety of aviation users from small recreational aircraft to cargo aircraft, charters, and corporate aircraft.

Benchmark: 75% of Population within 30 Minutes of a Large Aircraft Runway

Performance: 68% of Population within 30 Minutes of a Large Aircraft Runway

Provide Access to Airports that Support use by King Air Aircraft

Beechcraft King Air aircraft are considered to be representative of typical business aircraft and are classified with an Airport Reference Code (ARC) of B-II. Airports that can support use by this type of aircraft often support their area's business community which benefits the local, regional, and state economy. In order to support use by this aircraft (or similar aircraft), an airport needs approximately 3,800 feet or more of runway length and an ARC of B-II or greater. A 30 minute drive time was considered reasonable to airports that are able to support the use of King Air aircraft, shown in **Figure 14**.

Benchmark: 90% of Population within 30 Minutes of an Airport able to Support the use of King Air Aircraft

Performance: 76% of Population within 30 Minutes of an Airport able to Support the use of King Air Aircraft

Figure 13 – Large Aircraft Runways

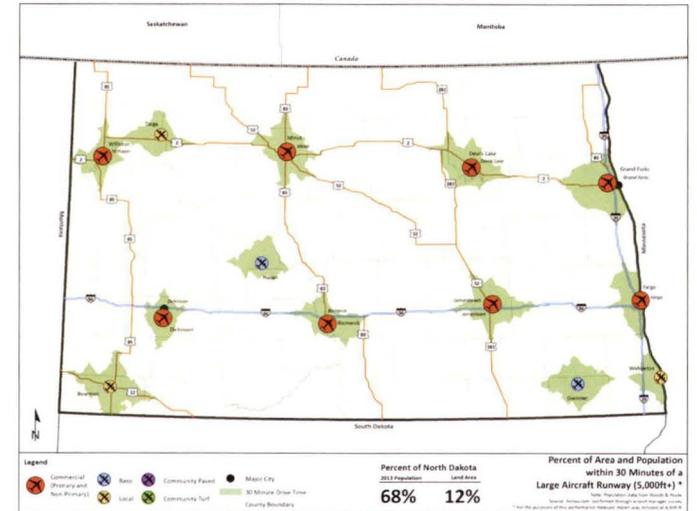
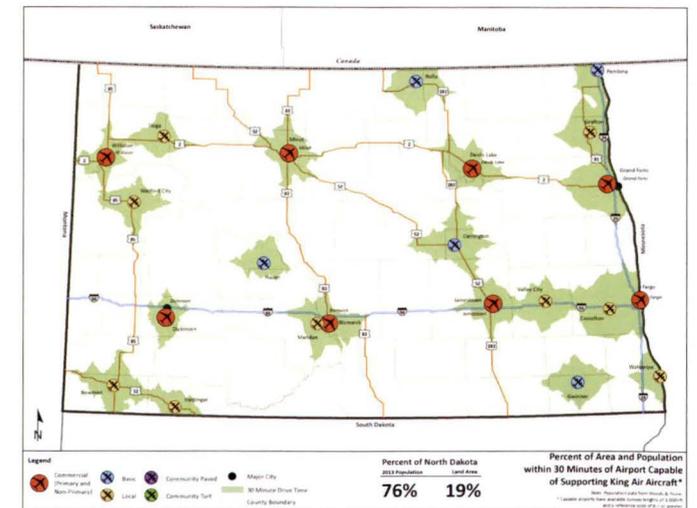


Figure 14 – 30 Minute Drive Time to Airports Able to Support King Air Aircraft



GOAL: ENHANCE QUALITY OF LIFE

Provide Airport Access for Hospitals and Clinics

It is critical that hospitals and clinics are within a reasonable distance of a local airport in the event that air transportation is needed (for passengers, supplies, medical staff, etc.). A 30 minute drive time was considered reasonable to GA airports, while a 60 minute drive time was considered reasonable to commercial service airports. In order to meet this benchmark, all hospitals and clinics must be within either a 30 minute drive time to a GA airport or 60 minute drive time to a commercial service airport, shown in **Figure 15**.

Benchmark: 100% of Communities with a Hospital and/or Clinic should be served by an Airport

Performance: 94% of Communities with a Hospital and/or Clinic within Service Area of a Public-Use Airport

Provide Access to Airports that Support use by Fixed-Wing Emergency Aircraft

Providing air access is critical during emergencies. As such, it is important for system airports to be able to support the use of fixed-wing aircraft that are used for emergency transportation (such as Pilatus and King Air aircraft). In order to serve these types of operations, a runway length of 3,500+ feet and a non-precision approach is often needed. A drive time of 30 minutes was considered reasonable to airports that can support fixed-wing emergency operations, shown in **Figure 16**.

Benchmark: 90% of Population within 30 Minutes of an Airport Capable of Supporting Fixed-Wing Emergency Aircraft

Performance: 81% of Population within 30 Minutes of an Airport Capable of Supporting Fixed-Wing Emergency Aircraft

Figure 15 – Airport Coverage of Hospitals and Clinics

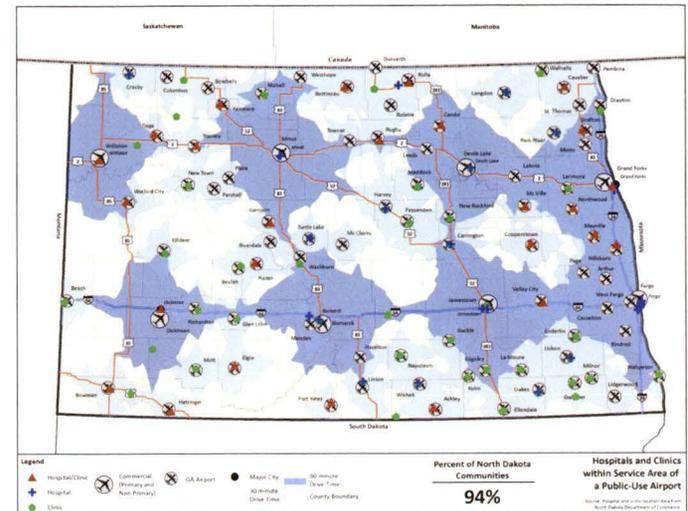
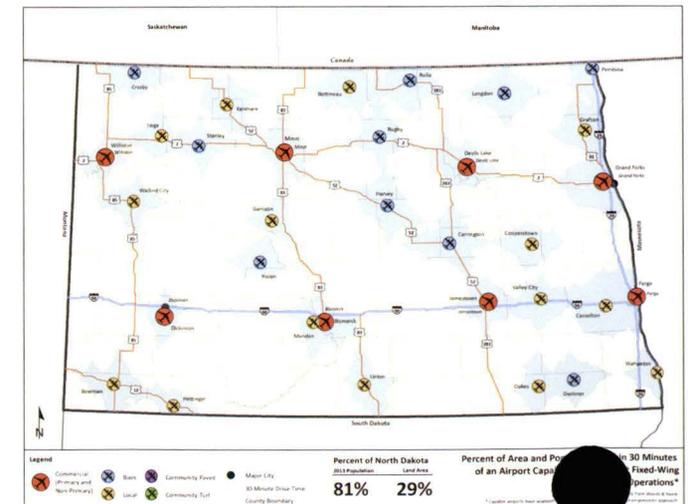


Figure 16 – 30 Minute Drive Time to Airports Capable of Supporting Fixed-Wing Emergency Aircraft



GOAL: PRESERVE NORTH DAKOTA AIRPORT ASSETS

Meet State Pavement Condition Index Thresholds

The Pavement Condition Index (PCI) rating system is used to assess the condition of pavement surfaces at airports, and assigns a score ranging from zero to 100. Pavements with higher PCIs are in better condition than those with lower PCIs (an example of pavement in need of repair is shown in **Figure 17**). To maintain system pavements in good condition, NDAC has set a primary runway PCI threshold of 60 or greater for paved GA airports and 65 or greater for commercial service airports. System-wide, North Dakota has over 25 million square feet of runway pavement which has to be maintained. When other airport pavements are included (taxiways, aprons, etc.), the system has a total of nearly 52 million square feet of pavement.

Benchmark: 100% of Airports Should Meet the State PCI Threshold (60 for Paved GA, 65 for Commercial Service)

Performance: 73% of Airports Meet the State PCI Threshold

Keep Updated Airport Layout Plans

Airport Layout Plans (ALPs) depict existing, future and ultimate development (a sample ALP is shown in **Figure 18**). They are used to coordinate land use, acquisition or release of land and communicate with federal and local decision-makers regarding development needs. Having an updated ALP is beneficial for all airports and mandatory for those included in the NPIAS as their projects must be shown on an approved ALP.

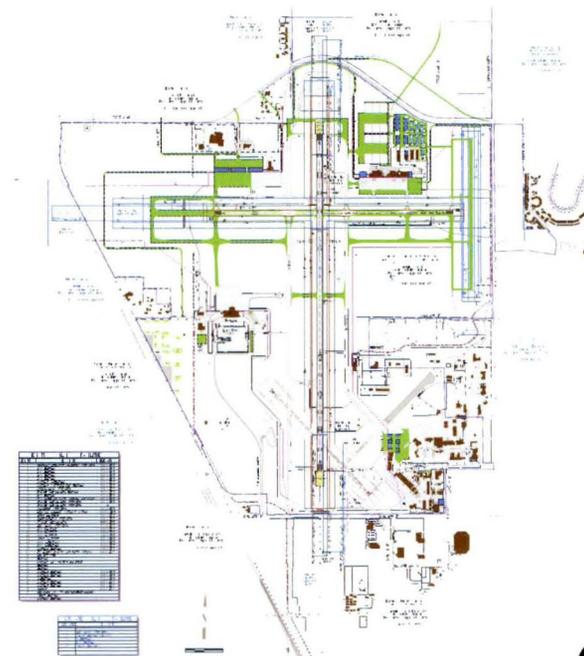
Benchmark: 100% of NPIAS Airports should have an Approved ALP within the Last 10 Years

Performance: 66% of NPIAS Airports have an Approved ALP within the Last 10 Years

Figure 17 – Example of Pavement with a Low PCI



Figure 18 – Sample ALP Sheet in North Dakota



Airport Pavement Conditions

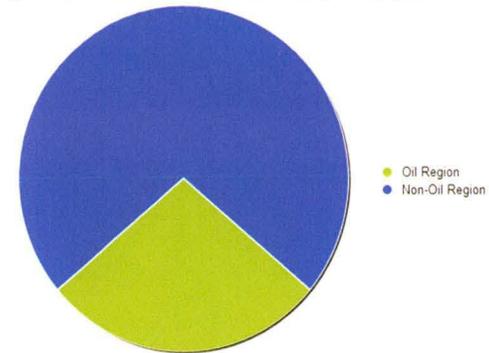
The North Dakota Aeronautics Commission completes a Pavement Condition Index Study every three years. This study allows for a visual inspection and inventory of all of the pavement at the North Dakota airports and helps to provide information on where dollars are recommended to be appropriated to provide the most cost beneficial result. The last study was completed in 2012 and the results can be found on the Aeronautics Commission website at: <http://www.nd.gov/ndaero/airport/idea/index.html>

Fact - How much pavement is there? Approximately 52 million square feet of pavement exists on our airports.

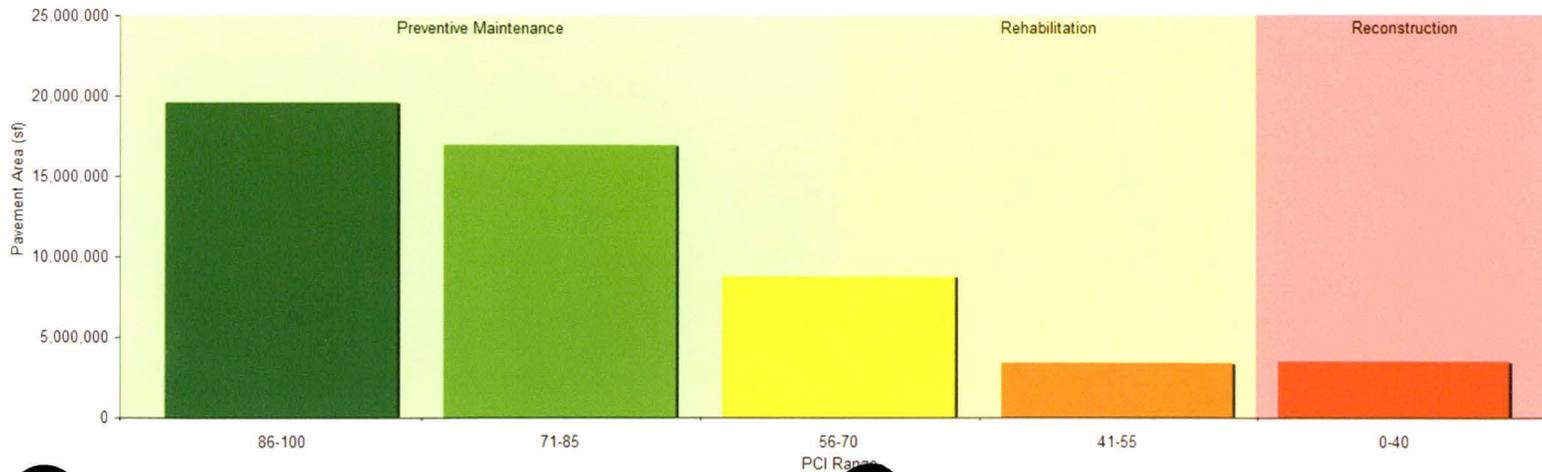
Where is the pavement? 72% of the pavement exists at the airports outside of the oil producing counties and 28% exists within the oil producing counties.

In general terms, pavements above a PCI of 70 that are not exhibiting significant load-related distress will benefit from preventive maintenance actions, such as crack sealing and surface treatments. Pavements with a PCI of 40 to 70 may require major rehabilitation, such as an overlay. Often, when the PCI is less than 40, reconstruction is the only viable alternative due to the substantial damage to the pavement structure.

Summary of Total Statewide Pavement Area by Oil Region



Summary of Total Statewide Pavement Area by PCI Range (All Airports)



FUNDING

The availability of funding is essential to the continued operation of North Dakota’s aviation system. Of the 89 airports in the system, 53 (60 percent) of them are eligible for federal funding from the FAA to assist with the costs of eligible projects. In order to be eligible for FAA funding, an airport must be included in the NPIAS. An airport must meet specific criteria to be included in the NPIAS. The remaining 36 airports in the system that are non-NPIAS rely solely on funding assistance from other federal agencies, the state, local municipalities, and private entities.

This summary provides a snapshot of the 2015 Capital Improvement Plan (CIP) program for the 56 public airports in North Dakota that participated (as of May 2014). Airport CIP data changes continually as projects come under contract, change scope, or are abandoned.

2015-2016 Major Projects

In the next legislative biennium (2015-2016), a total of nearly \$360 million has been shown by North Dakota’s airports on their CIPs. This funding is requested from a variety of sources at the federal, state, and local levels. When historical and anticipated funding levels are considered (about \$150M for this timeframe), a shortfall of nearly \$210 million exists between what is requested and what is anticipated. A breakdown of funding requests by major project type is shown in **Figure 19**.

2015-2024 Major Projects

Between 2015 and 2024, a total of nearly \$850 million in project requests has been planned by North Dakota’s airports on their CIPs. This funding is anticipated from a variety of sources at the federal, state, and local levels. A breakdown of funding requests by major project type is shown in **Figure 20**.

Figure 19 – 2015-2016 Total Funding Requests: \$358.44M

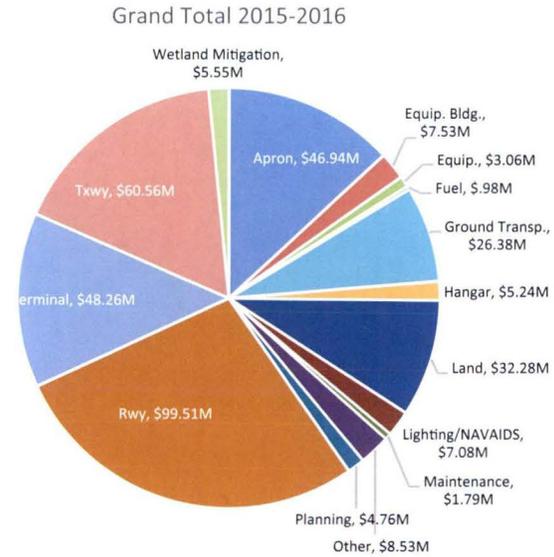
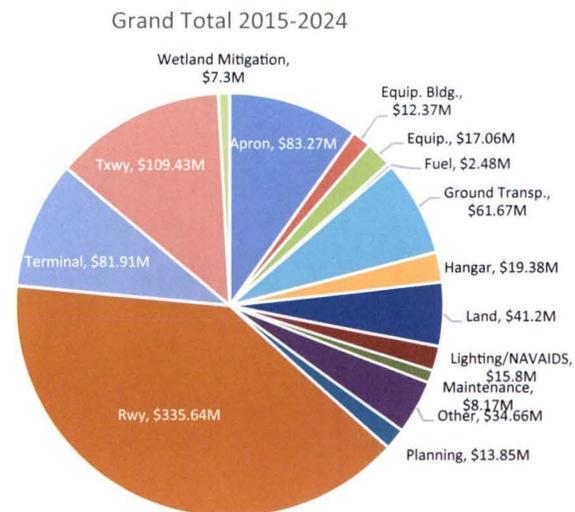
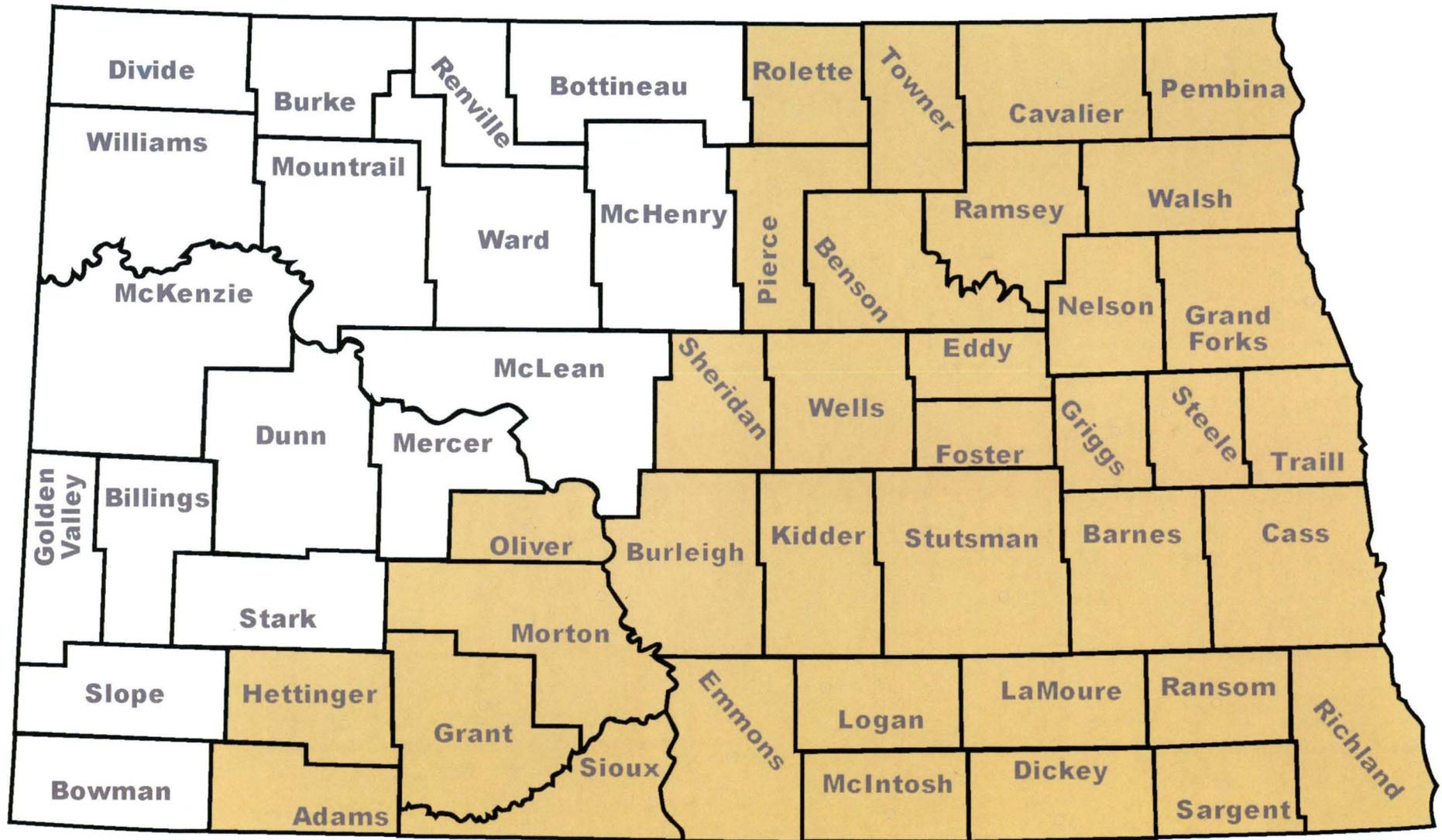


Figure 20 – 2015-2024 Total Funding Requests: \$844.36M



FUNDING (continued)



□ White: Oil Producing Counties

■ Yellow: Eastern Counties

FUNDING (Oil Producing Counties)

General Aviation

The 24 GA airports that are within the oil producing counties are experiencing great pressure from increased operations in the western region of the state. As a result, numerous projects are included on the CIPs of these impacted airports that are a direct result of increased traffic.

Commercial Service

The three commercial service airports in the oil producing counties (Dickinson, Minot, and Williston) are also feeling the pressure of increased operations. At these three airports, there has been a significant increase in GA operations, as well as commercial service operations. Enplanements recorded at these airports are exponential and the level of activity is far exceeding the capacity of current infrastructure. Numerous projects are listed on these airports' CIPs that once completed, will increase the capacity at each. The requested funding for these three airports alone, far exceeds the funding requested by the other five commercial service airports in the central and eastern regions of the state.

Key Findings:

- Pavement projects are being requested at a number of airports to increase operational capacity (runways, taxiways, etc.). Apron projects are also common to support an increase in transient (visitor) traffic.
 - ▶ Nearly \$240 million is requested for pavement-related projects (runways, taxiways, and aprons) over the ten-year period.
- Terminal capacity is an issue at the three commercial service airports in western North Dakota. Each of these airports has requested funding for terminal expansion or new terminals.
 - ▶ Terminal projects make up the second most expensive category, with funding requests of nearly \$70 million over the ten-year period.

Figure 21 – 2015-2016 Oil Producing Requests: \$251.1M

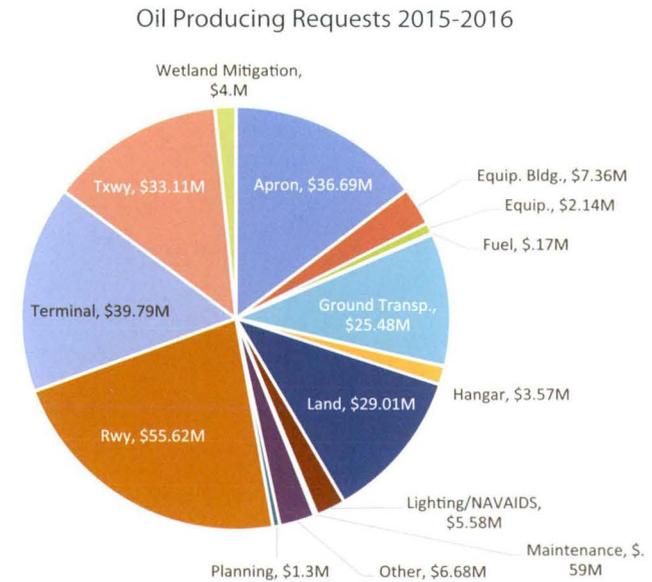
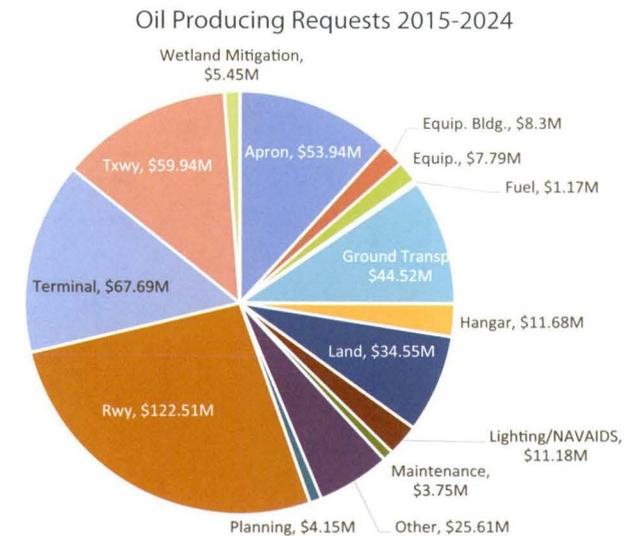


Figure 22 – 2015-2024 Oil Producing Requests: \$462.22M



FUNDING (Eastern Counties)

General Aviation

Although the 57 GA airports located in the eastern counties are not located within what are considered the oil producing counties, they are still experiencing continued growth by existing users as well as new users (some of which are related to the oil boom).

Commercial Service

Five of North Dakota's eight commercial service airports are located in the eastern counties (Bismarck, Devils Lake, Fargo, Grand Forks, and Jamestown). These airports are still experiencing an increase in use despite their location outside of the oil producing counties. With an increase in both GA and commercial service traffic, these airports have included both airside (runways, taxiways, etc.) and landside (terminals, parking lots, etc.) projects on their CIPs.

Key Findings:

- Although there are more GA and commercial service airports in the eastern counties, funding requests for airports in the eastern counties is less than half of what is requested by airports in the oil producing counties for the 2015-2016 time period, and in the ten-year period, requests are \$80 million less.
- Funding requests by GA airports are generally focused on the maintenance of existing pavements, rather than the construction or extension of new.
- Both maintenance projects and new construction projects are requested by the five commercial service airports in the eastern counties. Most of the major projects planned are pavement rehabilitation projects.
- Over \$290 million is requested for pavement-related projects (runways, taxiways, and aprons) over the ten-year period.
- Over the ten-year period, the funding requested for runway projects makes up over half of the total funding requested between 2015 and 2024.

Figure 23 – 2015-2016 Eastern Requests: \$107.36M

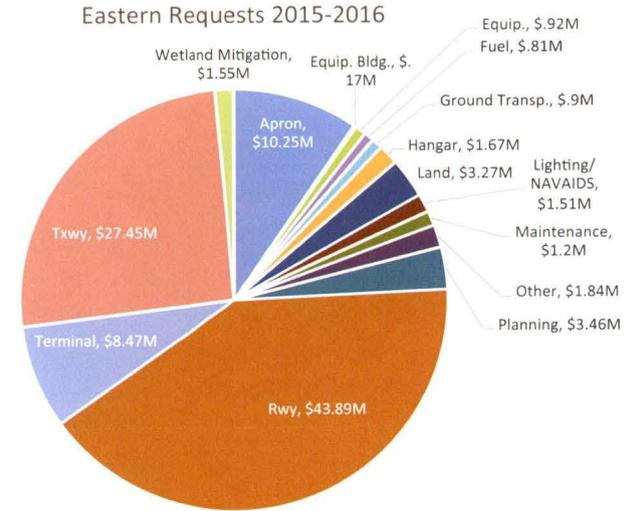
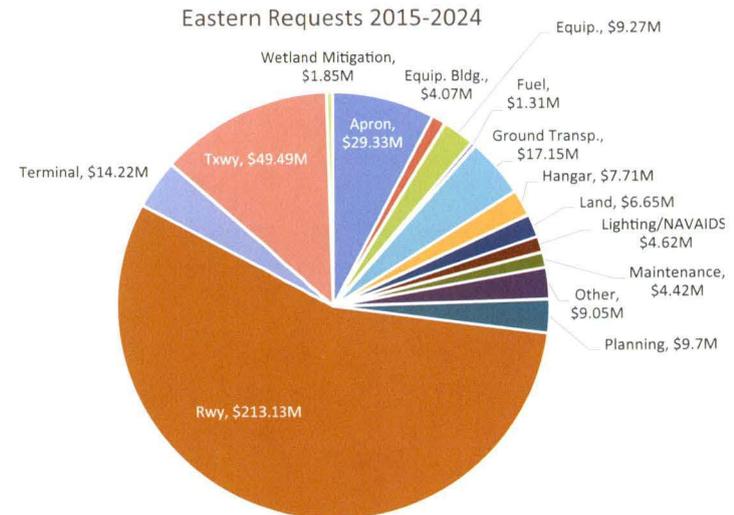


Figure 24 – 2015-2024 Eastern Requests: \$381.97M



TRENDS & TECHNOLOGY

Economic Impacts

North Dakota's "oil boom" is driving economic and population growth. North Dakota now ranks 2nd (behind Texas) in the most oil-rich states, according to *USA Today*. In 2013, the state accounted for over 11.5% of total U.S. crude oil production; a 177% increase in production from 2010 to 2013. Proven oil reserves in the state have more than doubled in the last few years and during the ten-year period between 2003 and 2013, oil production in North Dakota increased by almost 1,000 percent.

As a result of the oil boom in North Dakota, the number of oil-related jobs (production, gathering, fracking, drilling) continues to rise year after year and the state has consistently had the lowest unemployment rate in the US since 2009.

The demand for air access to North Dakota has been boosted by oil-related businesses and employees, new residents, and visitors. North Dakota's aviation industry has seen tremendous growth in the number of licensed pilots, registered aircraft, based aircraft, operations, and enplanements. Commercial air service in North Dakota has expanded at all eight commercial service airports in the system. All eight airports now have jet service by mainline air carriers.

Unlike the national trends of fewer flights but with larger airplanes, North Dakota has experienced a continued increase in the number of flights from 2010 – 2014 as airlines began responding to the increase in demand as a result of economic and population growth.

Researchers studying the economic impact of oil and gas extraction and its potential impact on employment and population have forecast that the industry will continue to expand exploration and extraction activity well into the middle 2030s. With oil activity expected to continue for several years, it is anticipated that the demand for expanded air service in the State will continue as well.

Pilot Shortage

The US is experiencing a shortage in airline pilots which is impacting regional as well as mainline carriers. Impacts from this shortage are being seen in North Dakota, most notably the discontinuation of regional service in North Dakota by Great Lakes Airlines. The airline discontinued service to Devils Lake and Jamestown in January 2014, and service to Dickinson and Williston in March 2014, due to a lack of pilots.

This pilot shortage is occurring for several reasons, including a long-anticipated wave of pilot retirements, recent changes in training



requirements for new pilots (1,500 hours of flight experience instead of 250), rest requirements, and minimal compensation that regional airlines are able to offer new pilots.

Reduction in new-pilot availability has impacted mainline carriers who are recalling furloughed pilots in an effort to replace those who are retiring. The rate of retirement is only expected to increase over the next several years as thousands of senior pilots at major airlines hit the mandatory retirement age of 65. Schools like UND are helping to solve this issue by training new pilots.

Reduction in route frequency and financial hardship for smaller carriers could result across the US as a result of this industry wide pilot shortage.

Demand for commercial air travel to North Dakota's airports is strong and mainline air carriers have added new regional 50-100 seat aircraft service to the airports that were previously served by Great Lakes.

TRENDS & TECHNOLOGY *(continued)*

Aircraft Related Topics

Unmanned Aerial Vehicles (UAVs): UAVs are becoming a larger player in the aviation industry as civilian use increases. UAVs are aircraft that are operated remotely. In addition to military applications, UAVs can perform a wide variety of tasks in civilian environments including remote sensing, transport, scientific research, and search and rescue operations. Local and state agencies can use UAVs to monitor engineering sites, waterways, pipelines, high crime areas, crowded settings, traffic, security situations, pollution levels, forest fire movement and crop surveillance, among many other applications. Given the increased interest in utilizing these aircraft for civilian purposes, it is anticipated that UAV use will become more prevalent in North Dakota, as well as nationwide. The state was recently chosen as one of six FAA Unmanned Aircraft Systems (UAS) test sites, where research will be conducted to identify how to best integrate UAS into the national airspace system. The Northern Plains UAS Test Site is headquartered in Grand Forks.



Light Sport Aircraft (LSA): In July 2004, the FAA issued the light sport aircraft/sport pilot (LSA/SP) rule that opened the door for growth in the general aviation market. Aircraft can be certified as light sport aircraft if they fall within the weight specifications and other guidelines defined by the FAA. Such aircraft include powered and glider airplanes, gyroplanes, powered parachutes, weight-shift control trikes, free balloons, and airships. These aircraft are designed to reduce the costs associated with maintaining and operating a traditional recreational airplane, which in turn has the potential to benefit recreational aviation in North Dakota. Growth forecasted in this segment of general aviation has the potential to increase aviation activity levels even further throughout the state.

Airline Fleet Changes: Unlike the national trends of fewer flights but with larger airplanes, North Dakota experienced a continued increase in the number of flights from 2010 – 2014 as airlines began responding to the increase in demand as a result of economic and population growth. Whereas, the US has been experiencing a steady increase in the number of seats per flight flown, North Dakota experienced a slight decline – from 64 to 57 seats per departure – between January 2010 and April 2011. This reflects the use of smaller, regional aircraft for

many of these flights. In 2014, the number of flights has leveled off and even declined slightly. At the same time, the number of seats per operation is climbing back up – indicating a shift by commercial carriers to larger gauge aircraft that are now making their way into the state's commercial aviation system.

NextGen

NextGen is the transformation of the National Airspace System (NAS) from a ground-based system of air traffic control to a satellite-based system of traffic management. When NextGen becomes fully developed, the system will allow a larger number of aircraft to safely fly closer together on more direct routes, resulting in reduced delays and unprecedented benefits for both the economy and the environment through reduced carbon emissions and



TRENDS & TECHNOLOGY *(continued)*

fuel consumption.

One of the technologies supporting the NextGen system includes Automatic Dependent Surveillance – Broadcast (ADS-B). ADS-B allows pilots in the cockpit and air traffic controllers on the ground to track aircraft traffic with more accuracy than other systems, specifically radar. ADS-B relies on the Global Navigation Satellite System to determine an aircraft's precise location. The position data is combined with other information such as aircraft type, speed, altitude, and flight number. The information is converted into a digital message and broadcasted via a radio transmitter.

The airspace in North Dakota is used for commercial, private, and military aviation on a daily basis. Specific sections of the airspace (known as "classes") are reserved for various types of operations in order to accommodate use by a variety of aircraft at any given time. In some instances, sections of the airspace can be reserved for use by the military, often for training operations. Operations by non-military aircraft in these reserved areas are restricted in order to provide a clear area for military activity.

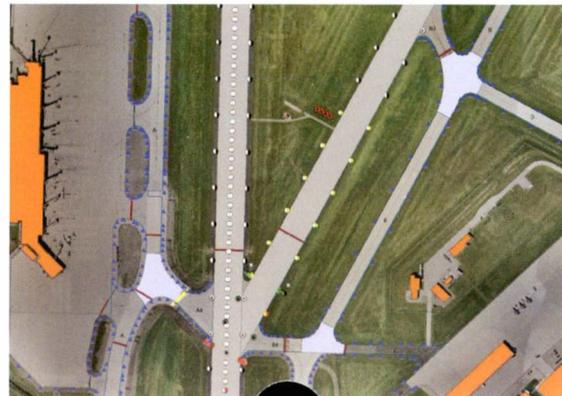
A proposal to expand one of these training areas known as the Powder River Training Complex is being reviewed by the U.S. Air

Force (USAF) and the FAA. If expanded, the training area would reach into the southwestern portion of North Dakota and could interrupt the increased traffic around several GA airports (including the new Bowman Regional Airport) as well as the traffic in and out of Dickinson. The expanded training area could be used three to six hours a day, 240 days a year, which would restrict numerous operations.

Should this area be implemented as proposed, there may be impacts on the airspace in southwestern North Dakota. NDAC is providing the USAF and FAA with comments regarding their concerns on these possible impacts.

Airports GIS

In response to Executive Order 12906, the FAA implemented the Airports Geographic Information System (Airports GIS) Program in 2010 which is aimed at creating standard



formats for the collection and input of aviation data. The standardization and centralization of data into a shared electronic environment is expected to improve the FAA's overall operational efficiency and provide enhanced access to data for analysis and decision-making. It is expected to enhance communication and collaboration between the FAA and airport sponsors on airport planning and development projects, support NextGen initiatives, and streamline data sharing among agencies within the industry.

The Airports GIS is a web-based information repository for survey data, which is managed jointly by the FAA and the airport sponsor.

This system will be used for the development of electronic Airport Layout Plans (eALPs) and will serve as a platform to enable data sharing for both the planning and engineering required by NextGen.

The end result will be a standardized GIS presentation of the ALP drawing set, a query-driven airport database, and an active archiving of previous ALP data sets.

RECOMMENDATIONS

With aviation use at an all-time high in North Dakota, it is critical that the system be maintained and developed in a way that supports continued use by existing and new users. When reviewing current system performance to meet system goals, three primary areas of recommended improvement were identified:

1. Land Use and Safety
2. Airport Services and Facilities
3. Airport Planning

Land Use and Zoning

As development continues to encroach upon airports across the country, appropriate land use planning efforts are more critical than ever before. Since development near airports can impact aircraft operations and vice versa, it is advantageous to plan appropriately to encourage compatible development near airports:

- Clear approaches to primary runway ends
- Mitigate incompatible land uses within Runway Protection Zones (RPZs)
- Gain control of land within RPZs
- Adopt local height zoning that aligns with Federal Aviation Regulation (FAR) Part 77

Airport Services and Facilities

The services and facilities that an airport offers can often be a deciding factor in whether a user will use a particular airport. With an increase in GA traffic, it is important that airports in the system have the core services that will attract and support these users. Many of the services and facilities are currently found at system airports, however they should be maintained and in some instances, a few of them could be offered at additional airports in order to meet system benchmarks:

- 100LL fuel
- Ground transportation
- GA and commercial service terminals with adequate capacity to support passenger demand
- Facilities to support use by King Air aircraft (or other corporate aircraft such as a Cessna Conquest, Cessna Citations, and Dassault Falcons)
- Facilities and space needed to serve aerial applicators

Airport Planning

Planning for safe aircraft and airport operations and the future development of aviation facilities is necessary to maintain these valuable transportation assets and investments. Two specific planning efforts are recommended for airports to meet system goals and benchmarks:

- Wildlife Management Plans
- Airport Layout Plans (ALPs)

Wildlife Management Plans are recommended for airports classified as Local or above, and updated ALPs are recommended for all airports included in the NPIAS.



North Dakota Aeronautics Commission
www.nd.gov/ndaero



ND Aeronautics Commission Members



J.B. Lindquist, Chairman, Hettinger

Jay is president of Air Dakota Flite, a full service, fixed base operator (FBO). J.B. has a strong aerial applicator background and has been crop spraying for 50 years. He has been a Certified Flight Instructor and has served as the Manager of the Adams County Municipal Airport, Hettinger, ND for 40 years. His other interests are in retail and farming. J.B. was inducted into the North Dakota Aviation Hall of Fame in 2012. He has been a member of the Commission since 1993.

Cindy Schreiber-Beck, Member, Wahpeton

Currently Cindy serves as the Executive Director of the North Dakota Agricultural Aviation Association (NDAAA), is the owner of Tri-State Aviation, an FBO with a concentration on WWII aircraft restoration, and manages the Wahpeton Harry Stern Airport. She is active in the local business community and has served on the Commission since 1997.



Maurice E. Cook, Member, Bismarck

Maurice retired from active legal practice at the end of 2010. During his legal career he served as a State's Attorney, City Attorney, Airport Authority Attorney, Assistant Attorney General as General Counsel for the Bank of North Dakota, as a member and Chairman of the Board of Directors of Prairie Public Broadcasting, ND Civil Air Patrol Wing Commander and ten years as Civil Air Patrol's National Legal Officer. He served as Bond Counsel to numerous ND political subdivisions and various agencies of the State of North Dakota in the issuance of municipal bonds for thirty years. He holds a multi engine instrument pilot's license and started flying in Hettinger, ND, in 1952. He has been a member of the ND Aeronautics Commission since 1999.

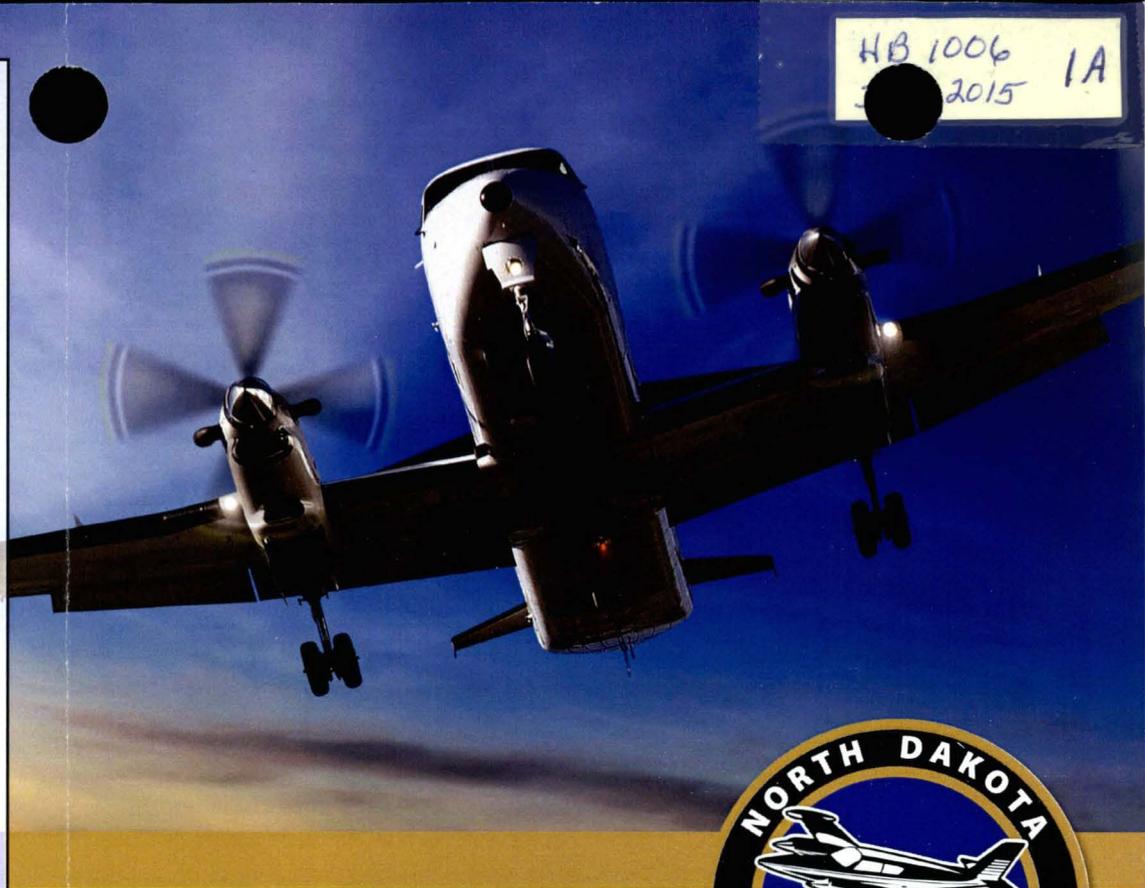
Dr. Kim Kenville, Member, Grand Forks

Kim began teaching for the University of North Dakota's John D. Odegard School of Aerospace Sciences in the fall of 1999 where she currently teaches airport management. Since 2008, Kim has been the director of the graduate program for the Department of Aviation and holds the rank of full professor. Dr. Kenville received her Ph.D. in 2005 from Capella University in Organization and Management. Prior to returning to UND, Kim worked in airport operations for Detroit Metropolitan and Milwaukee County airports. She is a certified member (C.M.) of the American Association of Airport Executives and holds a private pilot's license. Kim was appointed to the Aeronautics Commission in September of 2011.



Warren A. Pietsch, Member, Minot

Warren is president of Pietsch Aircraft Restoration & Repair and Minot Aero Center at the Minot International Airport. Warren soloed at the age of 16 and has continued in aviation. He began chartering for the family business, ventured into airshows in 1981, and worked for ATA Airlines 1989-2008 serving as a captain for L-1011, B-727, B-737. Warren is a current and founding board member of the Dakota Territory Air Museum and the Chief pilot for the Texas Flying Legends Museum, Houston TX. Holding a single & multi-engine ATP, SeaPlane rating, Commercial glider CFGI & CFIs and is an Aerobatic Evaluator for ICAS, Warren was appointed to the Commission in May of 2012.



A Statewide
Voice for
Aviation

Agency Mission

To serve the public by providing economic and technical assistance for the aviation community while ensuring the safe and cost effective advancement of aviation in North Dakota.



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PO Box 5020, Bismarck, ND 58502-5020
(701) 328-9650 • Email: ndaero@nd.gov

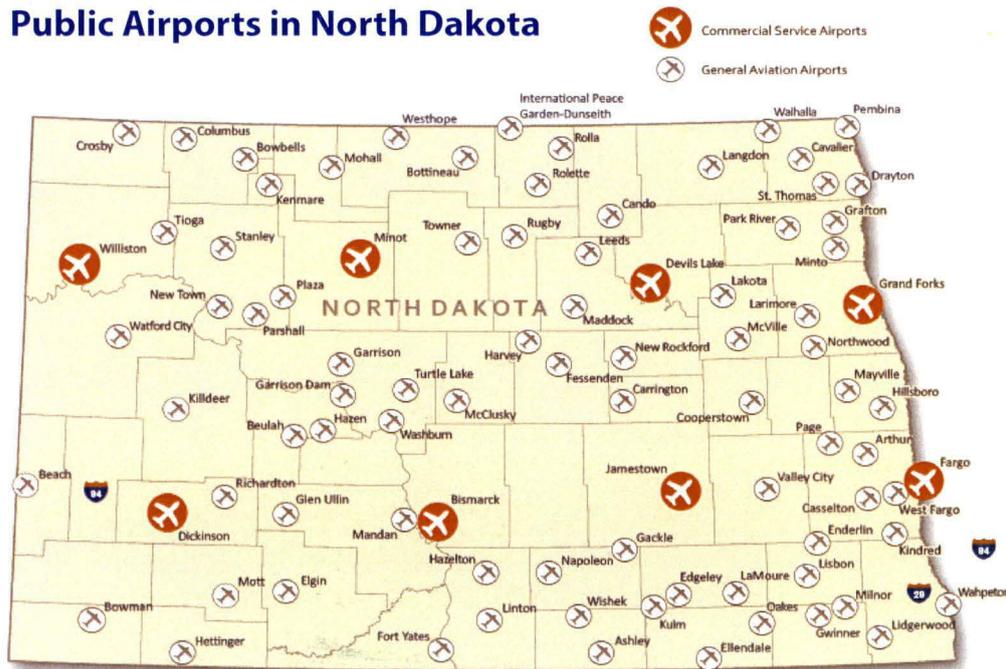
Agency History

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 of office of five years. The Commission staff is composed of the Director and four support staff. The office location is at the general aviation pilot terminal on the Bismarck Municipal Airport, Bismarck, ND.

Agency Purpose

The North Dakota Aeronautics Commission supports aviation activities in the state through communication with state and local organizations, Federal Aviation Administration (FAA), congressional offices, local airports and national aviation groups. The commission is largely funded through aviation fuel taxes, aircraft excise taxes, and aircraft registrations. This small and efficient state agency is able to leverage its financial efforts by teaming with the FAA, and staying involved with aviation activities across the state through a strong network of communication. The North Dakota Aeronautics Commission appreciates those that assist with airport operations, promote the aviation industry and utilize the airport system that the state has developed.

Public Airports in North Dakota



Agency Activities

Airport Intern Program: Encourages commercial service airports in ND to hire a management intern by reimbursing airports for internship costs.

Airport Grant Funding: The Aeronautics Commission disperses approximately 2.5 million dollars annually to airports across the state for airport improvement projects. These funds are derived from aviation fuel taxes, aircraft excise taxes, and aircraft registrations.

Airport Inspections & AFD Updates: Each public airport is inspected at least once every 3 years and safety recommendations are made at the time of each inspection. North Dakota airport information that is used in the FAA Airport Facility Directory is also updated by the Aeronautics Commission staff.

Agricultural Operator Alert Map: A map of alert areas (towers, organic farms, etc.) can be found on the Aeronautics Commission website.

Aviation Education Grant Funding: The Aeronautics Commission provides grant funding for aviation education programs. Applications are accepted at any time from aviation enthusiasts, airports, or aviation organizations.

Aviation Publications and Planning Documents: Aviation Economic Impact Studies, Aeronautical Charts, Airport Directories, State Aviation System Plan, Pavement Condition Index Study for ND Airports.

Flight Training Assistance Program: A program that reimburses airports for flight instructors' transportation costs when they are brought in from elsewhere to train locally.

International Aviation Art Contest: An annual event encouraging students ages 6 through 17 to express their creativity while celebrating aviation.

ND Aviation Council: The Commission works with the ND Aviation Council in supporting and promoting aviation and its activities. The ND Passport Program, Upper Midwest Aviation Symposium and the ND Aviation Hall of Fame are a few of the activities.

Regulatory Function: The office is responsible for administering North Dakota's laws in regards to registration of aircraft, aircraft dealers, aerial applicators, and the collection of aircraft excise tax.

Aviation Facts about North Dakota

- On and off-airport aviation related activity in North Dakota creates 15,480 jobs.
- \$1 billion in economic output activity is created each year by North Dakota airports.
- ND aerial applicators spray approximately 4 million acres of crops annually.
- Commercial airports enplaned a record 1.2 million passengers in 2014.
- 3,571 Pilots hold FAA pilot certificates in North Dakota.
- 2,019 aircraft are registered with the state of North Dakota.

North Dakota Aeronautics Commission Staff

- Kyle Wanner** – Director
- Malinda Weninger** – Administrative Officer
- Sheila Doll** – Licensing Specialist
- Jared Wingo** – Airport Planner
- Benjamin West** – Airport Planner
- Mike McHugh** – Aviation Education Coordinator

North Dakota

Airport Directory

2015-2016

HB 1006
3-5-2015
1B



North Dakota Aeronautics Commission

PO Box 5020 • Bismarck, ND 58502

701.328.9650

ndaero@nd.gov

www.ndgov/ndaero



FOREWORD



Greetings and welcome to North Dakota!

I invite you to experience the rich tradition that our state has to offer in the field of aviation.

The North Dakota Aeronautics Commission is committed to providing the public with a safe and efficient air transportation system. North Dakota's 89 public-use airports are conveniently located throughout the state and support a full range of business, commercial, and recreational activities. Regardless of the type of flying that you plan to do within our state, there exists a sincere desire to allow everyone to safely operate together.

Please enjoy this complimentary copy of the 2015-2016 North Dakota Airport Directory. As you travel throughout the state for business or pleasure, I sincerely hope that you will enjoy the time that you spend with us.

Wishing you smooth flying,

Kyle C. Wanner

Kyle C. Wanner
Executive Director

COPIES OF THIS DIRECTORY ARE AVAILABLE BY WRITING OR CALLING:



North Dakota Aeronautics Commission
P.O. Box 5020

Bismarck, North Dakota 58502-5020

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FAX: (701) 328-9656

E-mail: ndaero@nd.gov

Visit our website: <http://www.nd.gov/ndaero/>

ND Tourism: www.ndtourism.com

Tel: 1-800-435-5663



Special appreciation to NDDOT for airport photos.

AMENITIES LISTED FOR EACH AIRPORT



Directory Disclaimer

Aeronautical information on this airport directory is up to date through March of 2015, and is obtained from the Federal Aviation Administration Airport/Facility Directory - North Central U.S., and the North Dakota Aeronautics Commission. Printer, publisher, and the North Dakota Aeronautics Commission make no warranty, express or implied, as to accuracy of information expressly disclaim liability for the accuracy thereof. We recommend that you check Airman's Information Manual, Airport Facility Directory, NOTAMS, and the Safety Bulletins from the Federal Aviation Administration for supplemental data and current information.

FLY North Dakota AIRPORTS!

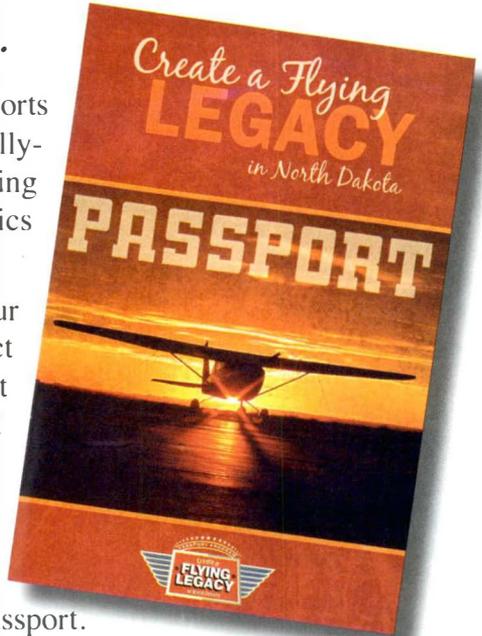
North Dakota's passport program rewards pilots who fly to North Dakota's publically-owned airports, attend FAA safety seminars, and visit North Dakota's aviation museums. Fly North Dakota airports promotes safety and education, and encourages pilots to practice approaches and landings in many different environments. It's also a great way to support general aviation airports, businesses, and tourism. Just visit one of the places or events listed in our passports, and have your passport stamped in the appropriate box. It's as easy as that!



HOW TO PARTICIPATE.

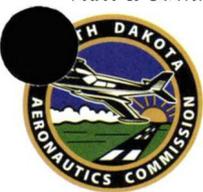
Get a Fly North Dakota Airports Passport at your local publically-owned airport or by contacting the North Dakota Aeronautics Commission.

Fill in the page at the front of your passport with your name and contact information. Each time you visit a North Dakota publically-owned airport, aviation museum, or participating FAA safety seminar, have your passport stamped in the appropriate box. The location of the airport stamp is stated in the passport.



When you have earned the proper number of stamps, submit your passport (they will be returned) to the North Dakota Aeronautics Commission, P.O. Box 5020, Bismarck, ND 58502. Phone: (701) 328-9650. Email: ndaero@nd.gov

Visit a community event or attraction by searching NDtourism.com or call 1-800-HELLO-ND on your legacy flight! Each airport box in the Passport has an attraction listed.



North Dakota Airport Association

| LOCATION & FREQ. | IDENT | REMARKS |
|---|-------------------------|--|
| BISMARCK (BIS) ASOS Vortac/DME 116.5 LS 31 110.3 LS I3 111.5 RCO 122.2 Tower 118.3 Ground 121.9 App/Dep Con 126.3 ATIS 119.35 Unicom 122.95 Center 135.25 | BIS 1-BIS I-BZX | (701) 255-7563 HIWAS Rwy 31 RwyI3 GFK FSS CTAF (L) Tower Open (1200-0600Z) MPLS Center (0600-1200Z) - 0600-1200Z (Tower Closed) MPLS Center (0600-1200Z) |
| BOTTINEAU (DO9) Center 127.6 Minot APP 119.6 Unicom 122.8 | | MPLS Center CTAF (L) |
| BOWMAN (BPP) AWOS-3 374 NDB 374 Center 126.85 RCO 122.4 Unicom 122.8 | BOD | (701) 523-3412 Salt Lake Center GFK FSS CTAF (L) |
| CARRINGTON (46D) AWOS-3 118.575 Center 124.2 CTAF 122.9 | | 701-652-1875 MPLS Center CTAF (L) |
| CASSELTON (5N8) Center 127.35 Fargo APP 120.4 Vortac FAR 116.2 Unicom 122.8 | | (0500-1200Z) (1200-0500Z) CTAF (L) |
| CAVALIER (2C8) AWOS-3 118.275 Devils Lake RCC 122.3 Unicom 122.8 | | 701-265-8050 GFK Radio CTAF (L) |
| COOPERSTOWN (S32) AWOS-3 118.750 Jamestown RCC 123.6 122.9 | | 701-797-2566 GFK Radio CTAF (L) |
| CROSBY (D50) AWOS-3 118.025 Center 126.85 122.9 | | 701-965-6732 Salt Lake Center CTAF (L) |
| DEVILS LAKE (DVL) AWOS-3 125.875 Vortac/DME 111.0 ILS 31 108.7 RCO 122.3 Unicom 122.8 | DVL I-VKE VIKORVK | (701) 662-7214 Hiwas Rwy 31 LOM GFK FSS CTAF (L) |

| LOCATION & FREQ. | IDENT | REMARKS |
|--|--------------------------------------|--|
| DICKINSON (DIK) ASOS 118.375 NDB 353 Vortac W 112.9 ILS32 108.3 RCO 122.2 Center 124.25 Unicom 123.0 | NOSON-131 DIK 1-DIK | (701) 227-0280 LOM/IAF HIWAS Rwy32 GFK FSS MPLS Center CTAF (L) |
| FARGO (FAR) ASOS Vortac W 116.2 NOB 365 RCO 122.425 ILS18 108.9 ILS36 110.3 App/Dep Con 120.4 Center 127.35 Tower 133.8 Ground 121.9 ATIS 124.5 Unicom 122.95 | FAR Kenie-AA IAAM I-FAR | (701) 298-3877 HW/LOM GFKFSS Rwy18 Rwy36 (1200-0500Z) (0500Z-1200Z) (1200Z-0500Z) |
| GARRISON (DO5) Center 127.6 122.9 | | MPLS Center CTAF (L) |
| GRAFTON (GAF) AWOS-3 118.625 Center 132.15 GFKApp 118.1 Unicom 122.8 | | (701) 352-0581 (0330-1200Z) (1200Z-0530Z) CTAF (L) |
| GRAND FORKS (GFK) ASOS Vortac/DME 114.3 ILS35L 109.1 LOC BC Rwy17R 109.1 NOB 345 RCO 122.2-122.6 App/Dep Con 118.1 Center 133.15 Tower 118.4-120.55 Flight Watch 122.0 Ground 124.575 ATIS 119.4 Unicom 122.95 | GFK I-GFK I-GFK Miser GF | (701) 772-3486 HIWAS Rwy 35L Rwy 17R LOM GFK FSS GFK Air Base (1200Z-0530Z) MPLS (0530-1200Z) CTAF (L) Tower Open (1200-0530) Flight Watch Remoted to PNM Available (1200-0530Z) |
| GWINNER (GWR) AWOS 118.325 Center 127.35 Unicom 122.7 Vortac (H) 116.2 | GWR FAR | (701) 678-6801 MPLS Center CTAF(L) |

| LOCATION & FREQ. | IDENT | REMARKS |
|--|--------------------------|--|
| HARVEY (5H4) AWOS-3 118.825 Center 135.25 Unicom 122.8 DVL AWOS 125.825 | | (701) 324-2058 MPLS Center CTAF (L) Devils Lake |
| HAZEN (HZE) AWOS-3 118.625 Center 124.25 RCO 122.45 CTAF 122.8 | | (701) 748-2443 MPLS Center GFK FSS CTAF (L) |
| HETTINGER (HEI) ASOS 119.925 Center 124.25 Unicom 122.8 | | (701) 567-4594 MPLS Center CTAF (L) |
| HILLSBORO (3H4) Center 127.35 Fargo App/DEP 120.4 CTAF 122.9 | CTAF (L) | MPLS (0500Z-1200Z) (1200-0500Z) |
| JAMESTOWN (JMS) ASOS 118.425 VORIDME (L) 114.5 NDB 395 IL531 109.3 RCO 1 22.2-123.6 Center App/DEP 124.2 Unicom 123.0 | JMS Sabon-JM I-JMS | (701) 251-9002 HIWAS LOM Rwy 31 GFK FSS MPLS Center CTAF (L) |
| KENMARE (7K5) Center MSP 127.6 Minot App/DEP 119.6 122.8 | CTAF (L) | Mon-Fri (1300Z-1400Z) Sat-Sun (1500Z-2300Z) |
| MANDAN (Y19) AWOS-3 118.225 Bismarck App/DEP 124.2 Center 135.25 Unicom 122.8 | | (701) 663-0271 (1200-0600Z) MPLS Center (0600-1200Z) CTAF (L) |
| MINOT (MOT) ASOS 118.725 Vortac W 117.1 ILS31 / DME 111.9 LOC BC Rwy 13 111.9 App/Dep Con 119.6 Tower 118.2 Ground 121.9 RCO 122.2 Unicom 122.95 Center 127.6 | MOT I-MOT 1-MOT | (701) 837-9379 HIWAS Rwy31 Rwy 13 Minot Air Base CTAF (L) Tower open (1300-0400Z) GFK FSS MPLS Center (AFT HRS) |

| LOCATION & FREQ. | IDENT | REMARKS |
|--|------------------------------------|---|
| MOHALL (HBC) Minot App/DEP 119.6 Center 127.6 122.8 | MPLS Center CTAF (L) | (AFT HRS) |
| OAKES (205) AWOS-3 118.675 Center App/DEP 124.2 122.9 | MPLS Center CTAF (L) | (701) 742-3991 |
| PEMBINA (PMB) Hurnboltd Vor(H) 112.4 FSS 122.1 R Center 132.15 Unicorn 122.8 | HML | Receive Humboldt VOR Outlet at HML remoted to PNM MPLS Center CTAF (L) |
| ROLLA (06D) AWOS-3 118.125 Center 127.6 RCO 122.65 Unicorn 122.8 | MPLS Center GFK FSS CTAF (L) | (701) 447-0055 |
| RUGBY (RUG) AWOS-3 118.475 RCO 122.2 Unicorn 122.8 | | (701) 776-6100 GFK FSS CTAF (L) |
| STANLEY (08D) AWOS-3 121.1 Center App/DEP 127.6 122.9 | MPLS Center CTAF (L) | (701) 628-1737 |
| TIOGA (060) AWOS-3 118.575 Center 127.6 122.9 | MPLS Center CTAF (L) | (701) 664-4490 |
| VALLEY CITY (608) AWOS-3 118.725 VOR/OME(L) 114.5 Center App/DEP 124.2 Unicorn 122.8 | VCY JMS | (701) 845-9117 GFK FSS MPLS Center CTAF (L) |
| WAHPETON (BWP) AWOS-3 127.875 NOB 233 Vortac W 116.2 RCO 122.425 Unicorn 123.0 | BWP FAR | (701) 642-9800 Receive Fargo Vortac Fargo RCO to GFK FSS CTAF (L) |

| LOCATION & FREQ. | IDENT | REMARKS |
|--|--------------------------|--|
| WALHALLA (96D) VORTAC(H) 112.4 Center App/DEP 132.15 CTAF 122.9 | | MPLS Center |
| WATFORD CITY (S2,5) Center 126.85 Unicom 122.8 | | (701) 842-4855 Salt Lake Center CTAF (L) |
| WILLISTON (ISN) Vortac (L) 116.3 NDB 275 ILS29 108.7 RCO 123.6 Center App/DEP 126.85 Unicorn 122.8 | ISN Yuson SF I-SFW | (701) 774-3124 HIWAS LOM Rwy 29 Williston RCO to GFK FSS Salt Lake Center CTAF (L) |

Temporary Flight Restrictions

FAA NOTAMS 1-877-487-6867

Temporary Flight Restrictions (TFR) are tools used by the Federal Aviation Administration (FAA) to restrict aircraft operations within designated areas. TFR's are used by air traffic management as a means of separating "non-participating" aircraft from those engaged in certain activities, such as fire fighting, rescue, and law enforcement operations. They are also used to keep aircraft away from surface-based hazards that could impact safety of flight. Due to regulatory changes and issues with national security, TFR's, along with Air Defense Identification Zones (ADIZ) and Flight Restriction Zones (RFZ), have been widely and increasingly used to restrict over-flights through certain airspace.

While TFR's may be triggered by different events, it is important that pilots familiarize themselves with each type of restriction, and how it may impact a pilot's proposed flight. Of equal importance, pilots must know how best to gain information concerning TFR's before each flight. Inadvertent flight into a TFR not only places a pilot's certificate at risk; it also increases the chances of being intercepted by military or law enforcement aircraft. Straying into TFR airspace may also increase the risk of a mid-air collision.

For further information on TFR's, you may visit FAA's website at www.faa.gov

AIR TRAFFIC CONTROLLER (ATCT)

Bismarck ATCT – 701-223-8790
 Fargo ATCT – 701-239-5188
 Grand Forks ATCT – 701-775-2898
 Minot ATCT – 701-852-2346

AIRPORT FIXED BASE OPERATORS

Ashley

LaDelles Flying Service..... T: 288-3194

Beulah

Dakota Helicopter Services..... T: 873-4100

(Shawn Morten)..... C: 870-4100

www.dakotahelicopter.com

Bismarck

Bismarck Aero Center..... T: 223-4754

(Jon Simmers)

www.bismarckaero.com

Executive Air Taxi T: 258-5024

(Paul Vetter)..... T: 1-800-932-8924

executive-air.com

Beaumont

Botno Aircraft Service T: 228-5265

(Curt Aalund)..... T: 228-5103

Bowman

Bottom Line Aviation..... T: 523-7484

(Brent Kline)..... T: 440-7449

Casselton

AIC Maintenance T: 347-4680

(Trent Teets)..... C: 730-0123

www.aicaviation.com

Aircraft Investment Co. T: 347-4303

(Randy Vining)..... T: 799-5782

Custom Aircraft Refinishing T: 347-5262

(Roy Kieffer)..... T: 1-877-347-5262

www.aircraftrefinishing.com

Tundra Aviation..... T: 347-4303

(Randy Vining)..... T: 799-5782

www.tundraaviation.com

Cavalier

Hartje Aviation..... T: 507-560-5638

Cavalier Air Service..... T: 265-4466

Devils Lake

Fenn & Meier Flight..... T: 662-3221

(Fenn & Meier)..... C: 351-4082

Devils Lake Service..... T: 662-4416

(Tanner Sotvik)..... C: 520-0229

DL Aviation..... T: 739-9349

(Scott Dimmler)..... T: 644-2618

Dickinson

Western Edge Aviation, LLC T: 483-4221

(Pat Giese)..... C: 260-4221

(Rick Petroff)..... T: 264-9966

www.westernedgeaviation.net

Edgeley

Delux Aviation T: 320-8740

Fargo

Exclusive Aviation T: 235-3600

(Randy Jenson)..... T: 1-800-770-0538

www.exclusiveaviation.com

Fargo Flight School..... T: 373-8816

(Mike Paulson)..... T: 1-800-770-0538

www.fargopilot.com

Fargo Jet Center T: 235-3600

(Jim Sweeney)..... T: 1-800-770-0538

www.fargojet.com

Kindred Arcft Maintenance..... T: 232-8403

(David Sahl)..... C: 610-1094

Red River Aero T: 232-2403

(Lyle Andvik)

www.redriveraero.com

Vic's Aircraft Sales T: 293-8362

(Victor Gelking)

www.vicsaircraftsales.net

Fessenden

Lloyd Crop Management T: 547-3371

Grafton

Agrimax T: 352-0271

(Andy Tibert)..... C: 520-9174

Grand Forks

Grand Forks Flight Support T: 772-5504

(Brent Seifert)..... T: 740-3974

www.flygfk.com

Hazen

Vanco Aviation..... T: 748-5592

(Joe Van Inwagen)

Hettinger

Air Dakota Flite T: 567-0269

(JB Lindquist)..... T: 567-2223

T: 567-4469

Hillsboro

Sky Tractor Supply T: 436-5880
(Ron Deck) T: 430-0071
On-Site Aviation T: 400-1113
(Chad Hanson) T: 400-1113
www.on-siteaviation.com

Stown

Stown River Aviation T: 252-7978
(Allen Lamp) C: 320-7978
First Class Aviation T: 952-1515
(Jon Cave) C: 320-7861

Kindred

Odegaard Aviation T: 428-999
www.odegaardaviation.homestead.com
Odegaard Wings T: 428-3457
(Brent Meester)

Langdon

Boarder Aviation T: 370-2076
Forest Flying Service T: 256-5108

Larimore

Larimore Air Service T: 343-2065
(Jesse Morten) T: 343-2790

Linton

North Central Aviation T: 254-5449
(Mike Gunia) T: 321-0913

Maddock

Slater Spray Service T: 438-2444
(Richard Slater)

Mandan

Air Motive Services T: 663-9925
(Gary Stagl) T: 663-1305
Double M Helicopter Service T: 642-5777
www.doubleMhelicopters.com

Minot

Minot Aero Center T: 857-4738
www.minotaerocenter.com

Northwood

Northwood Aero Service T: 587-5171
(Richard Altendorf) T: 218-779-1242

Oakes

Bear Creek Flying Service T: 742-3145
(Travis McPherson)

Page

Tall Towers T: 668-2302
(Tim McPherson) T: 799-8626

Park River

Northern Aircraft Service T: 284-7303
(Glen/Jayse Wharam) T: 284-7804/6798

Pembina

Nord Aviation Inc. T: 825-6615
(Terry Nord)

Rolla

Rolla Flying Service T: 477-5145
(Gordon Krech) T: 477-6780
C: 550-9884

Rugby

Schneider Aerial Spraying T: 776-5171
(Steve Schneider) T: 776-5176

St. Thomas

TLB Air T: 257-6629

Tioga

Tioga Aero Center T: 641-6020
T: 664-3012
tiogaero@gmail.com

Valley City

North Valley Aircraft T: 845-2100
(Paul & Jarrod Lindemann) C: 793-0626
www.northvalleyaircraft.com

Wahpeton

Tri-State Aviation T: 642-5777
(Cindy-Schreiber-Beck) T: 899-3232
www.tri-stateaviation.com
Wilbur-Ellis Air T: 643-1300
(Eric Klindt)

Walhalla

Walhalla Aviation LLC T: 281-9394

Watford City

Taylor Aviation T: 444-3772
(Kent Taylor) T: 842-6188
C: 770-6739

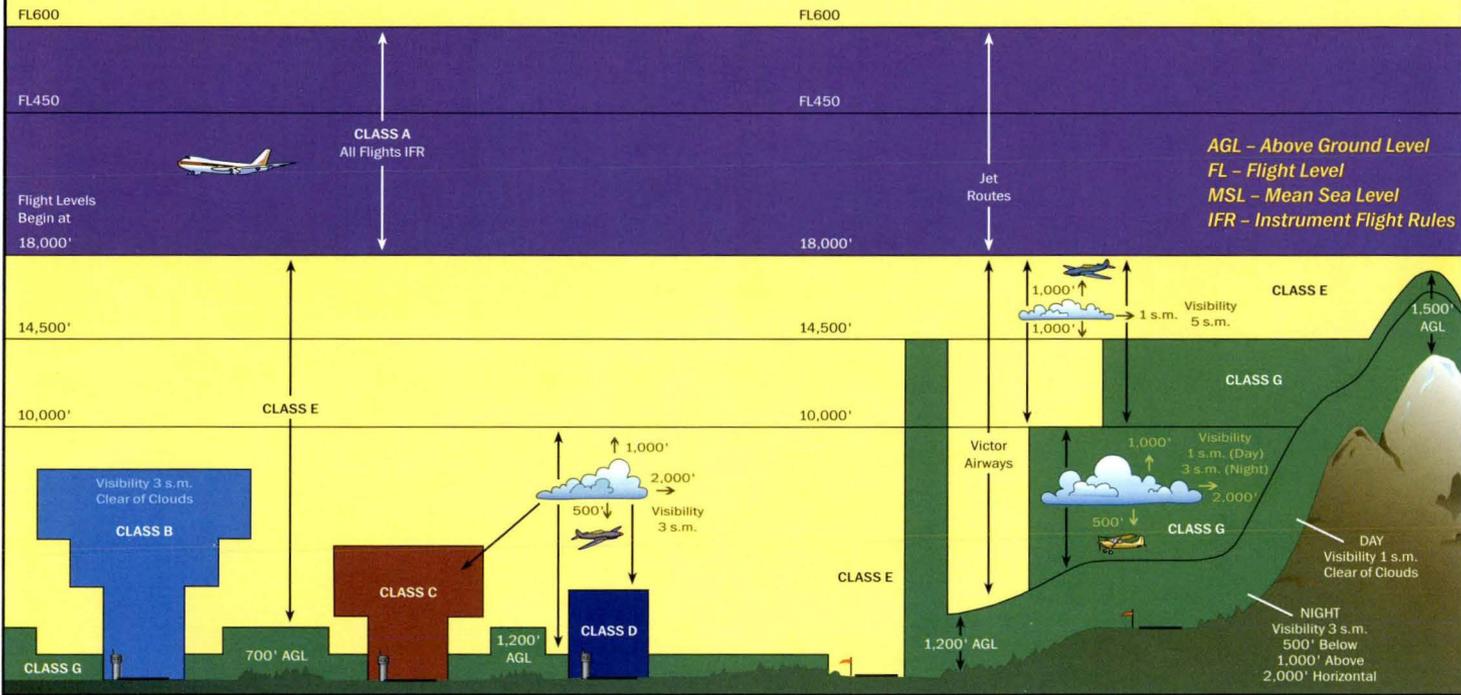
West Fargo

West Fargo Aviation T: 281-9394
(Keith Schonert) T: 371-2655
Delta 54 Aviation T: 371-2655
(Robbie Grande)

Williston

Landmark Aviation T: 774-2300
www.landmarkaviation.com

CLASS E



| Classification | Definition |
|--|--|
|  CLASS A | Generally airspace above 18,000 feet MSL up to and including FL 600. |
|  CLASS B | Generally multi-layered airspace from the surface up to 10,000 feet MSL surrounding the nation's largest airports. |
|  CLASS C | Generally airspace from the surface to 4,000 feet AGL surrounding towered airports with service by approach control. |

| Classification | Definition |
|--|---|
|  CLASS D | Generally airspace from the surface to 2,500 feet AGL surrounding towered airports. |
|  CLASS E | Generally controlled airspace that is not Class A, Class B, Class C, or Class D. |
|  CLASS G | Generally uncontrolled airspace that is not Class B, Class C, Class D, or Class E. |

Automated Weather Observation System

The Automated Weather Observation System (AWOS) enhances safety by providing critical airport weather information to pilots to be used for flight planning and in-flight decision-making. The system provides real-time weather observations including wind, visibility, current weather, sky conditions, temperature, dew point, altimeter setting, and remarks, such as density altitude and local airport conditions.

AWOS information can be accessed in a variety of ways, including radio frequency, telephone and weather terminals at airports with AWOS. It can also be accessed from a variety of Web sites, most AWOS information is disseminated nationwide through a system called NADIN, making it available to sources like Flight Service Stations, the National Weather Service and Weather Channel.

What every pilot should know about AWOS

Wind

- taken every second and a running 2-minute average is updated every 5 seconds
- wind speeds of less than 3 knots are reported as calm
- if the difference between the highest 5-second average and 2-minute average exceeds 5 knots, gusts are reported
- wind direction is reported from the nearest 10 degree magnetic heading

Visibility

- readings are taken every 15 seconds and are averaged over a 10-minute period

Present weather

- a precipitation sensor samples every 15 seconds
- temperature and visibility measurements are used to determine precipitation type

Sky conditions (ceilings)

- readings are taken every 30 seconds and averaged over a 30-minute period
- ceiling measurements are rounded as follows:
 - nearest 100' up to 5000' AGL
 - nearest 500' from 5000'-10,000' AGL
 - nearest 1000' above 10,000'

Temperature and dew point

Four, 1-minute averages are used to determine the temperature

Altimeter (barometric pressure)

- pressure sensors take readings every 10 seconds and a 1-minute average is calculated

Remarks

- a calculated density altitude report is provided, if density altitude is greater than 1000' above the airport's field elevation
- Occasionally, airport managers will provide recorded remarks regarding NOTAM's or local airport conditions.

AWOS is maintained by the airport in North Dakota and is continuously monitored to ensure its operational status. Individual sites are also maintained and calibrated on a regular basis to ensure reliability and accuracy. As with any electronic device, care must be used when interpreting data. By knowing how AWOS data is collected, a pilot can better understand the information they are receiving.

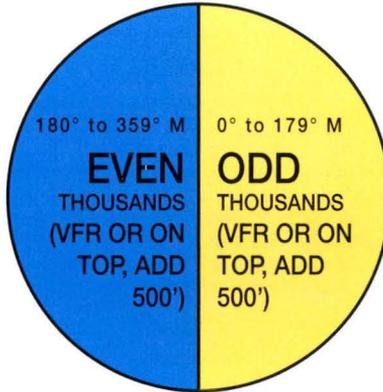
ASOS or AWOS

| CITY | ID. | FREQ. | PHONE |
|--------------|-----|---------|--------------------------|
| Beach | 2OU | 118.175 | (701) 872-9225 |
| Bismarck | BIS | 119.35* | (701) 255-7563 |
| NWS | | | ** (701) 223-4582 |
| Bowman | BWW | 374 | (701) 523-3412 |
| Cando | 9D7 | 118.325 | (701) 968-3625 |
| Carrington | 46D | 118.575 | (701) 652-1875 |
| Cavalier | 2C8 | 118.275 | (701) 265-8050 |
| Cooperstown | S32 | 118.750 | (701) 797-2566 |
| Crosby | D50 | 118.025 | (701) 965-6732 |
| Devils Lake | DVL | 125.875 | (701) 662-7214 |
| Dickinson | DIK | 118.375 | (701) 227-0280 |
| Fargo | FAR | 124.50* | (701) 298-3877 |
| Grafton | GAF | 118.625 | (701) 352-0581 |
| Grand Forks | GFK | 119.40* | (701) 772-3486 |
| NWS | | | ** (701) 772-0720 |
| Gwinner | GWR | 118.325 | (701) 678-6801 |
| Harvey | 5H4 | 118.825 | (701) 324-2058 |
| Hazen | HZE | 118.675 | (701) 748-2443 |
| Hettinger | HEI | 119.925 | (701) 567-4594 |
| Jamestown | JMS | 118.425 | (701) 251-9002 |
| Langdon | D55 | 118.225 | (701) 256-2121 |
| Linton | 7L2 | 118.175 | (701) 254-4965 |
| Mandan | Y19 | 118.225 | (701) 663-0271 |
| Minot | MOT | 118.725 | (701) 837-9379 |
| Oakes | 2D5 | 118.675 | (701) 742-3991 |
| Rolla | 06D | 118.125 | (701) 477-0055 |
| Rugby | RUG | 118.475 | (701) 776-6100 |
| Stanley | 08D | 121.1 | (701) 628-1737 |
| Tioga | D60 | 118.575 | (701) 664-4490 |
| Valley City | BAC | 118.725 | (701) 845-9117 |
| Wahpeton | BWP | 127.875 | (701) 642-9800 |
| Watford City | S25 | 118.175 | (701) 842-4855 |
| Williston | ISN | 125.92 | (701) 774-3124 |
| NWS | | | ** (701) 572-3198 |

*ATI **NATIONAL WEATHER SERVICE (NWS)

DIRECTIONAL ALTITUDE CHART

CRUISING ALTITUDES
(IFR WITHIN CONTROLLED AIRSPACE
MAY BE MODIFIED BY ATC)



Below 29,000' MSL

MORSE CODE AND PHONETIC ALPHABET

| | | | |
|---------------|----------------|---------------|---------|
| Alfa | Juliett | Sierra ... | 2 |
| Bravo | Kilo | Tango | 3 |
| Charlie | Lima | Uniform | 4 |
| Delta | Mike | Victor | 5 |
| Echo | November | Whiskey | 6 |
| Foxtrot | Oscar | Xray | 7 |
| Golf | Papa | Yankee | 8 |
| Hotel | Quebec | Zulu | 9 |
| India | Romeo | 1 | 0 |

VFR TRANSPONDER CODES

Code 1200 – Surface to 18,000 Feet

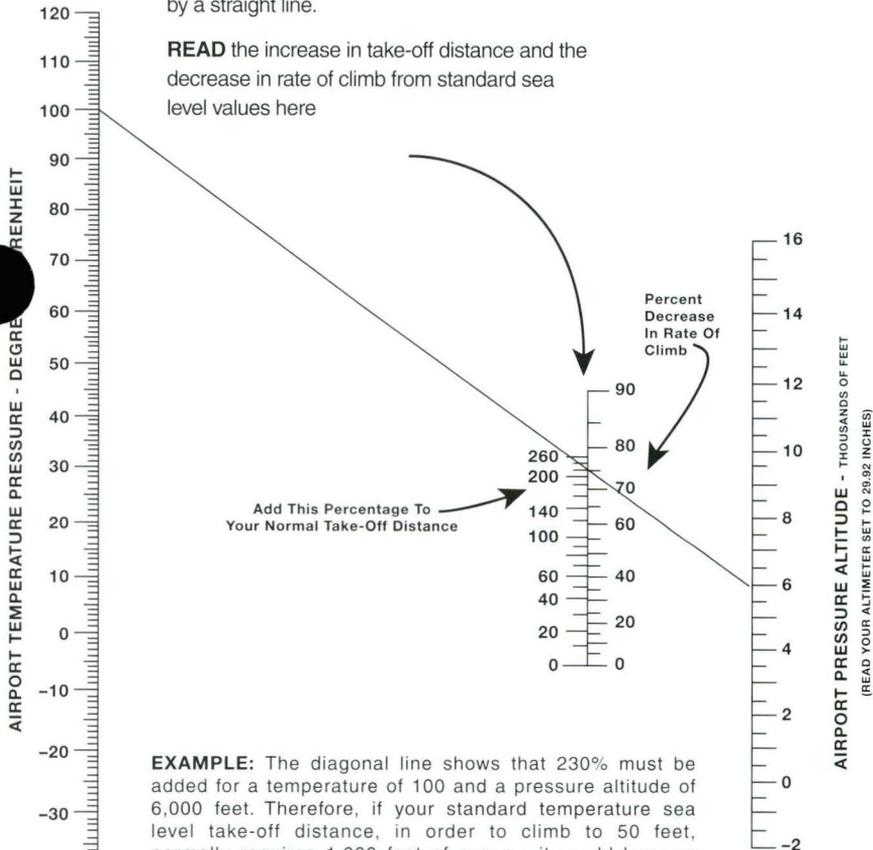
Code 7600 – Radio Failure

Code 7700 – Emergency

MODIFIED KOCH CHART FOR ALTITUDE AND TEMPERATURE EFFECTS

TO FIND the effect of altitude and temperature
CONNECT the temperature and airport altitude by a straight line.

READ the increase in take-off distance and the decrease in rate of climb from standard sea level values here



EXAMPLE: The diagonal line shows that 230% must be added for a temperature of 100 and a pressure altitude of 6,000 feet. Therefore, if your standard temperature sea level take-off distance, normally requires 1,000 feet of runway, it would become 3,300 feet under the conditions shown. In addition, the rate of climb would be decreased 76%. Also, if your normal sea level rate of climb is 500 feet per minute, it would become 120 feet per minute.

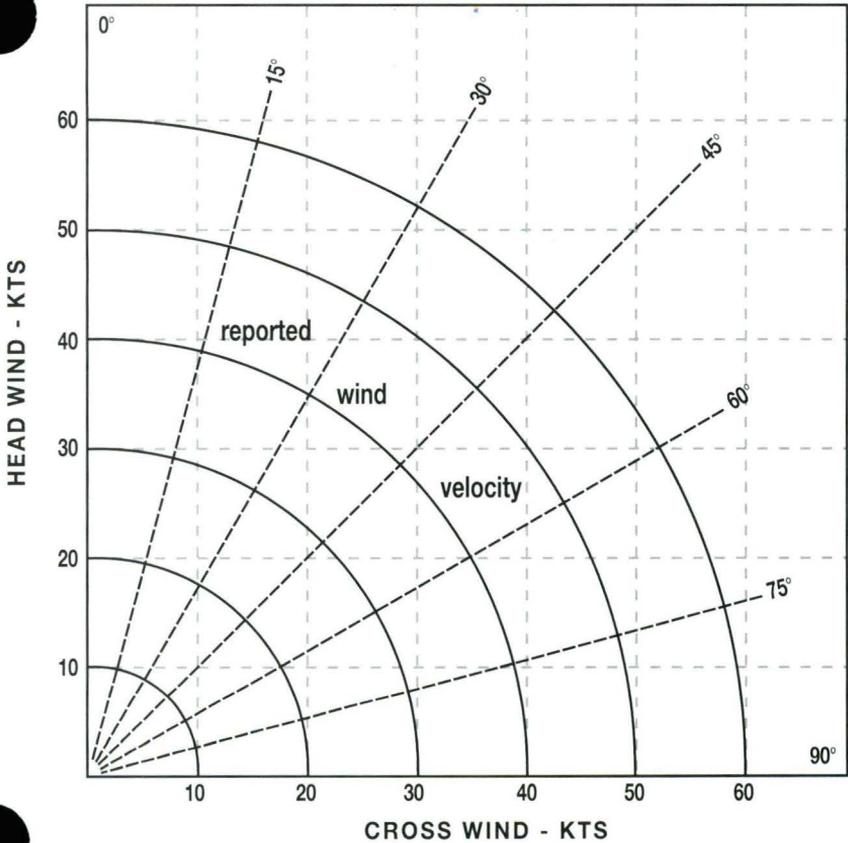
This chart indicates typical representative values for "personal" airplanes.

For exact values, consult your airplane flight manual.

The chart may be conservative for airplanes with supercharged engines.

Also, remember that long grass, sand, mud or deep snow can easily double your take-off distance.

WIND CHART FOR TAKEOFF



INSTRUCTIONS

1. Determine maximum 90° Cross Wind that you can handle. (Suggest 20% X Stall Speed). Place dot on 90° line at this value.
2. Determine maximum 45° Cross Wind that you can handle. (Suggest 30% X Stall Speed). Place dot on 45° line at this value.
3. Determine maximum Head Wind that you can handle. (Suggest 60% X Stall Speed). Place dot on 0° line at this value.
4. Connect dots with red line. Values to left of line are go wind velocities and directions.



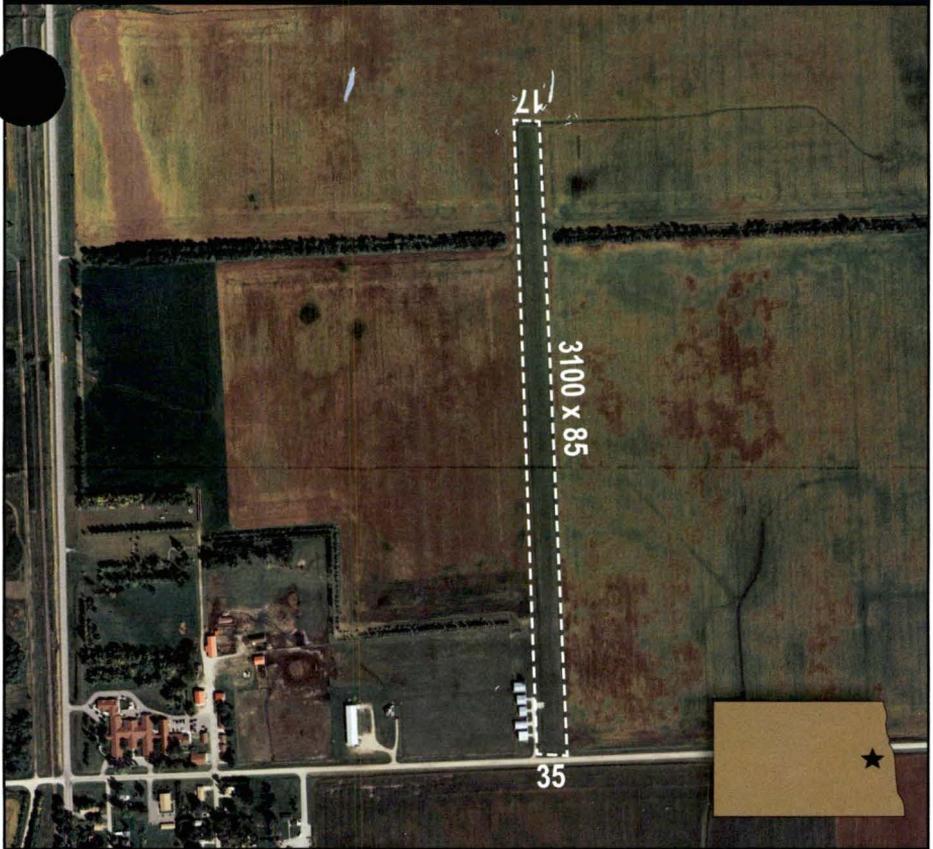
ARTHUR 1A2

ATTENDANCE: UNATNDD
FUEL: NONE REPAIRS: NONE

LIGHTS: NONE BEACON: NONE
SNOW REMOVAL: NONE

UNICOM: NAV: NONE

CTAF: 122.9



| FIELD ELEVATION | REMARKS | IN-PERSON CONTACT |
|-------------------|---|---|
| <p>973</p> | <p>Roadway at south end of runway, closed winter months due to lack of snow removal, irregular mowing</p> | <p>Rick Burgum PHONE: 701-371-0540 Addl: 701-967-8364 PUBLIC TERMINAL PHONE: None</p> |



ASHLEY ASY

ASHLEY MUNICIPAL

ATTENDANCE: UNATNDD
 FUEL: *100LL, JET A REPAIRS: NONE

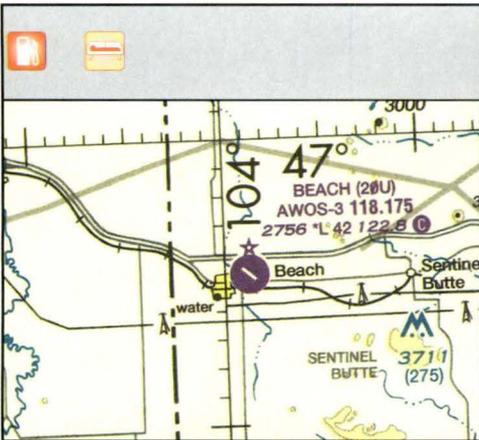
LIGHTS: LOW*RDO-CTL BEACON: NONE
 SNOW REMOVAL: 14/32 Call Ahead

UNICOM: NAV: NONE

CTAF: 122.9



| FIELD ELEVATION | REMARKS | IN-PERSON CONTACT |
|-----------------|---|---|
| 2032 | Service Rd 8/26 closed winter months, surface holes possible, Reg mowing. Rwy 14/32 Activate lights CTAF. MxGWt S-6 | Ladelle George PHONE: 701-371-8707 Addl: 701-288-3194 PUBLIC TERMINAL PHONE: Yes |



BEACH 20U

ATTENDANCE: UNATNDD
 FUEL: *100LL, JET A REPAIRS: NONE

LIGHTS: MED*RDO-CTL BEACON: CG
 SNOW REMOVAL: Confirm after storms

UNICOM: 122.8 NAV: PAPI,AWOS

CTAF: 122.8



| FIELD ELEVATION | REMARKS | IN-PERSON CONTACT |
|-----------------|--|--|
| 2756 | For fuel-self service credit card. Activate MIRL&PAPI-CTAF. Deer on/near airport. Unicom seasonal. MxGWt S-12.5 | Boyd Trestler PHONE: 701-260-1053 Addl: 701-872-3413 PUBLIC TERMINAL PHONE: Yes |

BEULAH 95D

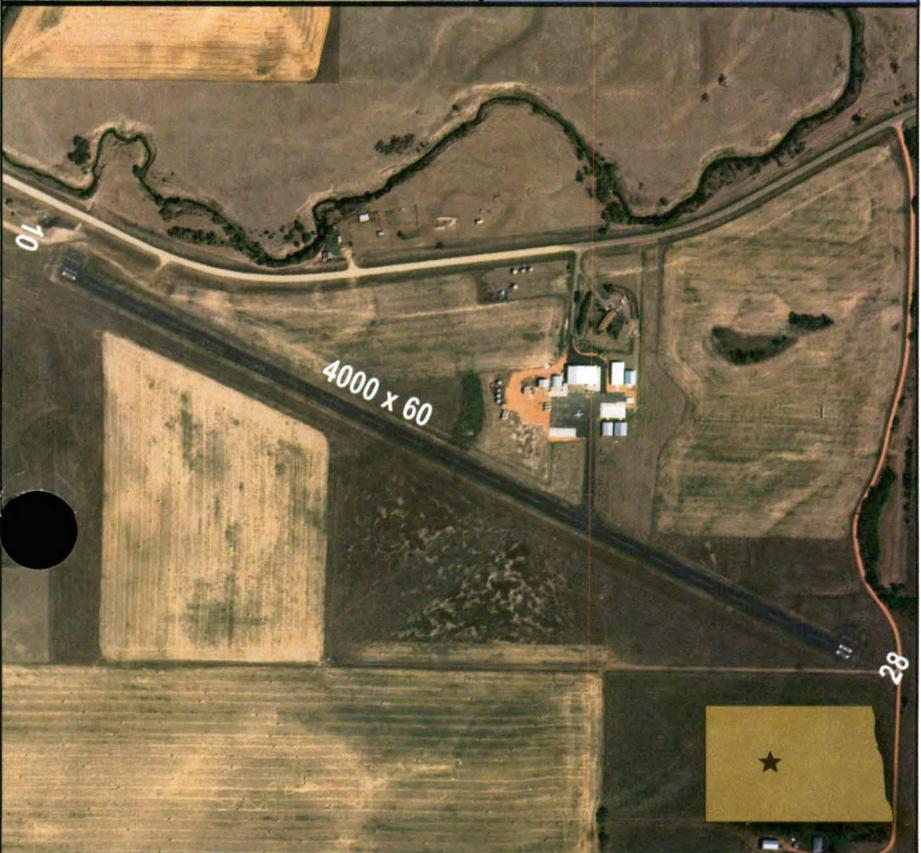
BEULAH MUNICIPAL

ATTENDANCE: M-F 8-5 PM / ON CALL
 FUEL: *100LL JETA REPAIRS: MAJOR

LIGHTS: LOW*RD0-CTL BEACON: *CG
 SNOW REMOVAL: Irregular-Confirm

UNICOM: NAV: SAVASI RY28

CTAF: 122.9



FIELD ELEVATION

1791

REMARKS

Lighted Stack 498' AGL located
 1.8 NM south, activate lights,
 SAVASI and beacon CTAF.
 MxGWT S-12.5

IN-PERSON CONTACT

*Shawn Morten
 PHONE: 701-873-4100
 Addl: 701-873-2259/2311/5837
 PUBLIC TERMINAL PHONE: Yes



BISMARCK BIS

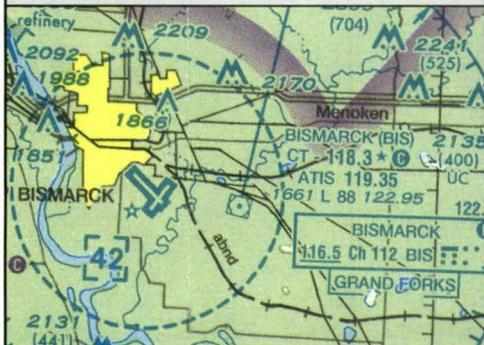
BISMARCK MUNICIPAL

ATTENDANCE: 24 HOUR SERVICE
FUEL: 100LL JET A REPAIRS: MAJOR

LIGHTS: HIGH*SS-SR BEACON: CG
SNOW REMOVAL: Regular Service

UNICOM: 122.95
NAV: ILS, VOR, PAPI, ASOS, GPS

CTAF: 118.3



FIELD ELEVATION

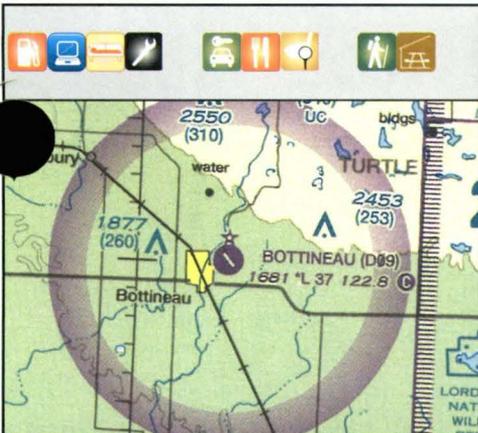
1661

REMARKS

When tower closed lights
preset med. Intensity. Deer/birds
on airport vicinity.
ATIS 119.35 ASOS 255-7563.
Wx Cond. at bismarckairport.com

IN-PERSON CONTACT

Greg Haug/Tim Thorsen
PHONE: 701-355-1808
Addl: See FBO Listing
PUBLIC TERMINAL PHONE: Yes



BOTTINEAU D09

BOTTINEAU MUNICIPAL

ATTENDANCE: M-F 8-5 PM / ON CALL
FUEL: 100LL REPAIRS: MAJOR

LIGHTS: MED*RDO-CTL BEACON: CG
SNOW REMOVAL: Confirm aft storm

UNICOM: 122.80 NAV: PAPI, GPS

CTAF: 122.8



| FIELD ELEVATION | REMARKS | IN-PERSON CONTACT |
|-----------------|--|---|
| 1679 | Ry 3/21 closed winter months. Migratory birds in area. Fuel-self-service-credit card. MxGWt S-12.5. 3/21 dsplcd thrsholds. | Curt Aalund PHONE: 701-228-5265/5103 Addl: 701-228-2983 PUBLIC TERMINAL PHONE: Yes |



BOWBELLS 5B4

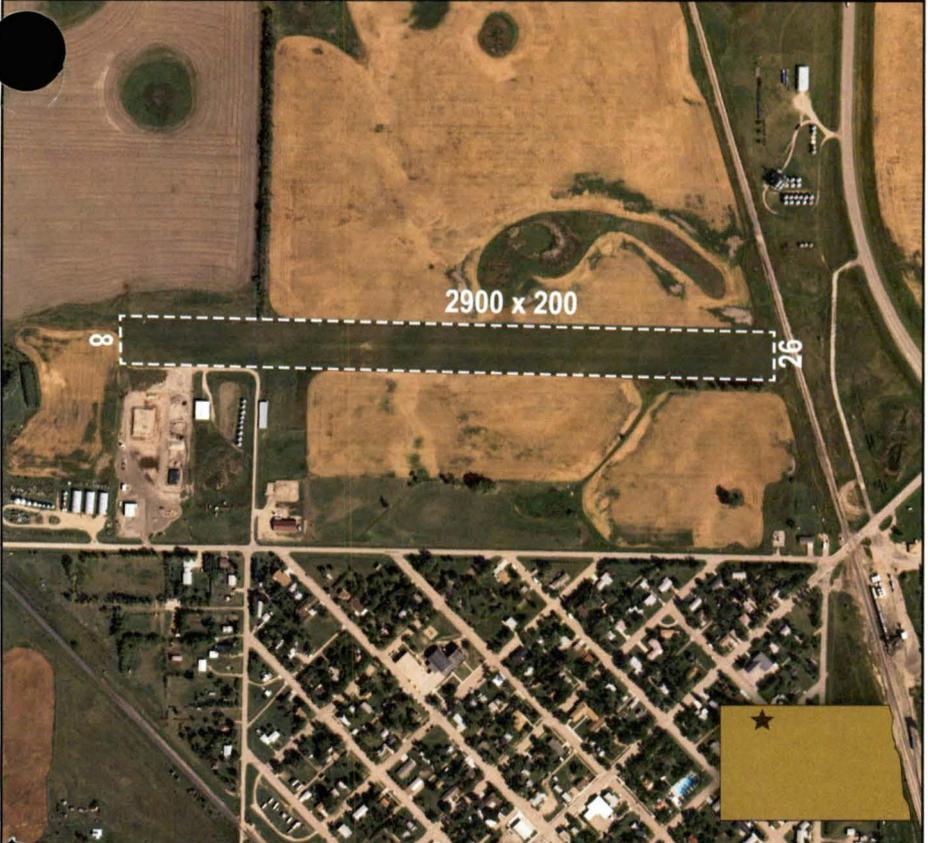
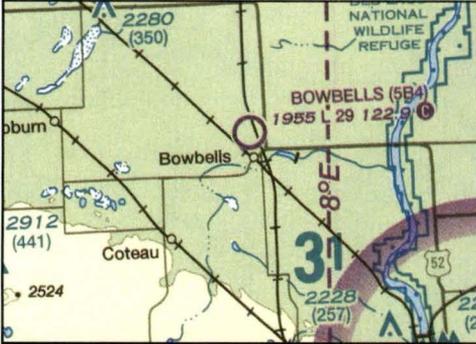
BOWBELLS MUNICIPAL

ATTENDANCE: UNATNDD
FUEL: NONE REPAIRS: NONE

LIGHTS: INOP BEACON: NONE
SNOW REMOVAL: Irregular-Confirm

UNICOM: NAV: NONE

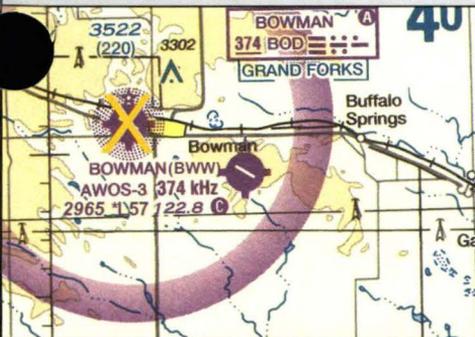
CTAF: 122.9



| FIELD ELEVATION | REMARKS | IN-PERSON CONTACT |
|-----------------|---|---|
| 1955 | Turf surface after rain, standing water at midpoint. Left traffic runway 8. Ry 26 railroad tracks; displaced threshold 460 marked day only. | *Wayne Jacobson PHONE: 701-377-2731/339-1574 Addl: 701-377-2608 |



MX hanger can be used for storage with prior notifications



BOWMAN BWW

BOWMAN REGIONAL

ATTENDANCE: M-F 8-5:30 PM / ON CALL
 FUEL: *100LL JETA REPAIRS: MAJOR

LIGHTS: Low*dusk1800 BEACON: *CG
 SNOW REMOVAL: Confirm aft storm

UNICOM: 122.80
 NAV: AWOS, PAPI, GPS, LPV, MIRL, REIL

CTAF: 122.8



– NEW AIRPORT PLANNED
 OPENING SPRING OF 2015 –

| FIELD ELEVATION | REMARKS | IN-PERSON CONTACT |
|--------------------|---|--|
| <p>2965</p> | <p>MxGWt D-30.0 AWOS (701-523-3412). Act its, PAPI CTAF. Fuel-self service credit card. Courtesy Car. VHF AWOS Freq-Avail later date.</p> | <p>*Brent Kline PHONE: 701-523-7484, 701-440-7449 Email: fuel@bottomlineaviation.com</p> |



CANDO 9D7

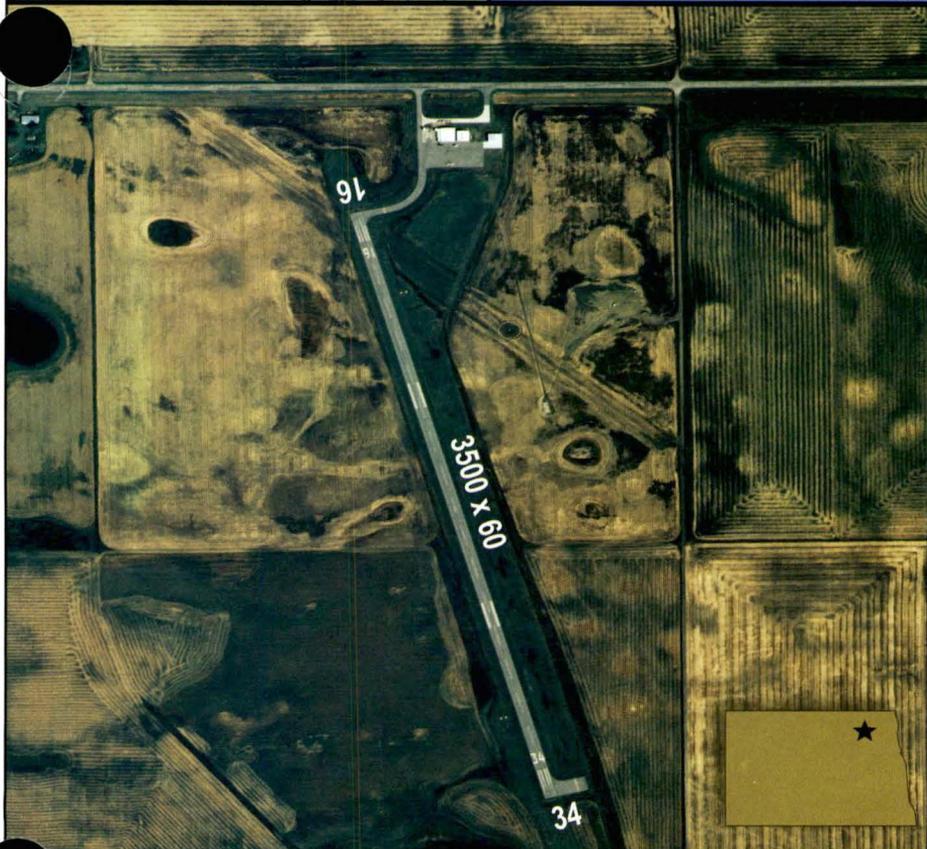
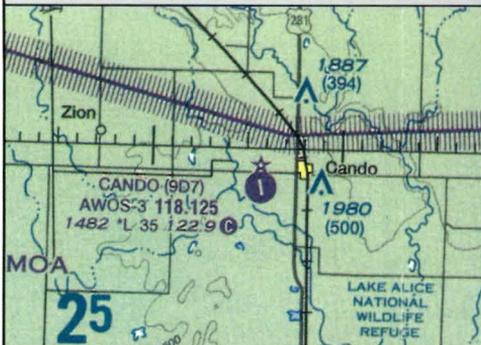
CANDO MUNICIPAL

ATTENDANCE: UNATNDD
FUEL: NONE REPAIRS: NONE

LIGHTS: Med*dusk BEACON: NONE
SNOW REMOVAL: Regular basis-Confirm

UNICOM: NAV: PAPI, AWOS

CTAF: 122.9



FIELD ELEVATION

REMARKS

IN-PERSON CONTACT

1482

Migratory waterfowl in vicinity,
Activate MIRL and PAPI after
2200 hour CTAF, AWOS 118.325
968-3625. MxGWt S-12.

Bob Curl
PHONE: 701-968-3736/740-7442
PUBLIC TERMINAL PHONE: NONE



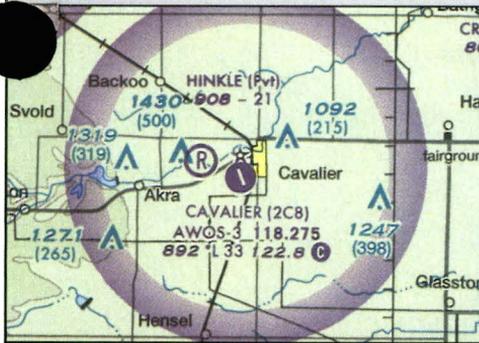
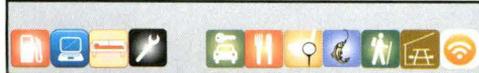
CARRINGTON 46D

CARRINGTON MUNICIPAL

ATTENDANCE: UNDATND
 FUEL: 100LL REPAIRS: NONE
 LIGHTS: Med*dusk2400 BEACON: NONE
 SNOW REMOVAL: Confirm 652-2911 city
 UNICOM: NAV: PAPI, AWOS
 CTAF: 122.9



| FIELD ELEVATION | REMARKS | IN-PERSON CONTACT |
|-----------------|--|--|
| 1607 | AWOS 652-1875. Self-service 24hour credit card fueling. Activate MIRL/PAPI aft 2400hr. CTAF | Dan Trosen PHONE: 701-652-2911/652-5206 ADDL. PHONE: 701-652-3321/3131 PUBLIC TERMINAL PHONE: Yes |



CAVALIER 2C8

CAVALIER MUNICIPAL

ATTENDANCE: ON CALL
FUEL: 100LL, JETA REPAIRS: YES
LIGHTS: Med*dusk2230 BEACON: NONE
SNOW REMOVAL: Confirm after storm
UNICOM: 122.80
NAV: PAPI, AWOS, GPS
CTAF: 122.8



| FIELD ELEVATION | REMARKS | IN-PERSON CONTACT |
|-----------------|--|--|
| 892 | AWOS (118.275) AWOS 265-8050. Ry34 + 32' powerline 1200' from threshold. Building SE of ry 34 centerline. MXGwt S-12.5 | Harrold McConnell PHONE: 701-265-3186/520-8631 ADDL. PHONE: 701-265-4466 PUBLIC TERMINAL PHONE: Yes |



COLUMBUS D49

COLUMBUS MUNICIPAL

ATTENDANCE: UNATNDD

FUEL: NONE REPAIRS: NONE

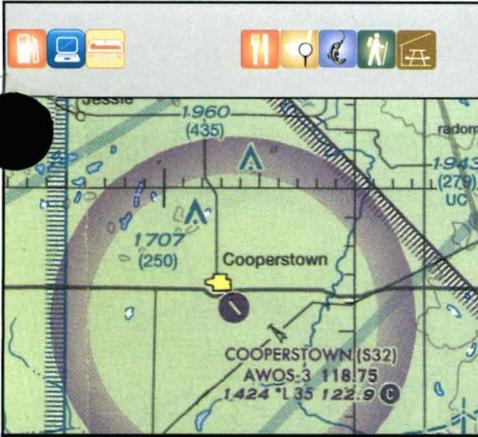
LIGHTS: Reflectors BEACON:
SNOW REMOVAL: Closed winter months

UNICOM: NAV: NONE

CTAF: 122.9



| FIELD ELEVATION | REMARKS | IN-PERSON CONTACT |
|-----------------|--|--|
| 1930 | Closed winter months. Call for grass mowing. Rwy 10/28 and 16/34 closed permanently. | Rich Castell - Manager PHONE: 701-339-0355 ADDL. PHONE: 701-939-7831/4511 PUBLIC TERMINAL PHONE: No |



COOPERSTOWN S32

COOPERSTOWN MUNICIPAL

ATTENDANCE: UNATTTD
 FUEL: *100LL REPAIRS: NONE

LIGHTS: Med*dusk/dawn BEACON: NONE
 SNOW REMOVAL: Irregular-Confirm

UNICOM: NAV: AWOS

CTAF: 122.9



| FIELD ELEVATION | REMARKS | IN-PERSON CONTACT |
|--|--|---|
| <p style="font-size: 2em; font-weight: bold;">1424</p> | <p>Fuel-self service credit card. AWOS 797-2566 CTAF increase intensity to medium. MxGWt S-12.5</p> | <p>John Wakefield PHONE: 701-789-0666 ADDL. PHONE: 701-789-0667 PUBLIC TERMINAL PHONE: Yes</p> |



CROSBY D50

CROSBY MUNICIPAL

ATTENDANCE: UNATNDD

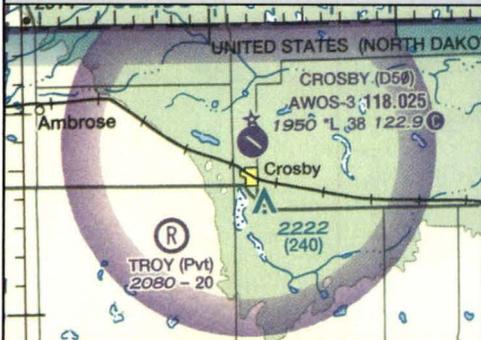
FUEL: *100LL REPAIRS: NONE

LIGHTS: MED*dusk0100 BEACON: CG
SNOW REMOVAL: Confirm after storm.

UNICOM:

NAV: PAPI, AWOS, GPS

CTAF: 122.9



| FIELD ELEVATION | REMARKS | IN-PERSON CONTACT |
|-----------------|---------|-------------------|
|-----------------|---------|-------------------|

1950

Rwy 03/21 closed winter. AWOS 965-6732 Fuel-self service credit card. Use CTAF for PCL after 0100. MxGWt S-12.5

Mike Melby -Chairman
PHONE: *701-570-0944/965-4284
ADDL. PHONE: 701-965-6512/4279/6038
PUBLIC TERMINAL PHONE: Yes



DEVILS LAKE DVL

DEVILS LAKE REGIONAL

ATTENDANCE: DAYTIME HOURS
 FUEL: JETA, *100LL REPAIRS: MAJOR

LIGHTS: MED*dusk/dawn BEACON: CG
 SNOW REMOVAL: Confirm after storm

UNICOM: 122.80
 NAV: ILS, VOR, VASI, PAPI, GPS

CTAF: 122.8



| FIELD ELEVATION | REMARKS | IN-PERSON CONTACT |
|-----------------|--|---|
| 1469 | AWOS-3 freq 125.875 (701-662-7214) To increase to med. lights CTAF. Birds/deer possible. | John Nord PHONE: 701-662-5833 ADDI. PHONE: 701-662-3221 FBO PUBLIC TERMINAL PHONE: Yes |



DICKINSON DIK

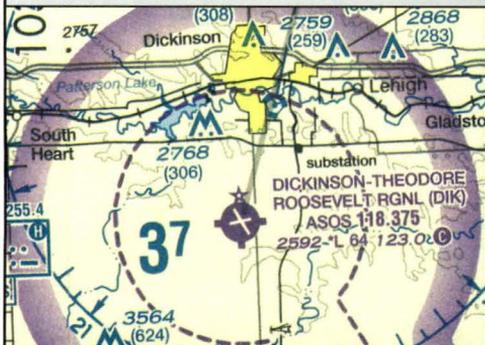
DICKINSON THEODORE ROOSEVELT REGIONAL

ATTENDANCE: ALL DAYS 8-5PM MST
FUEL:*100LL, JET A REPAIRS: MAJOR

LIGHTS: MED*dusk2200 BEACON: CG
SNOW REMOVAL: Regular Confirm

UNICOM: 123.00
NAV: LOC, ILS, VOR, RNAV, GPS

CTAF: 123.00



| FIELD ELEVATION | REMARKS | IN-PERSON CONTACT |
|-----------------|--|--|
| 2592 | Self-service 24-hr fuel After 2200 hrs act. MIRL/PAPI/REILS. ASOS 118.375/701-227-0280, TPA 1000, multi 1500 | Kelly Braun PHONE: 701-483-1062 ADDL PHONE: 701-483-4221 PUBLIC TERMINAL PHONE: Yes |



DRAYTON D29

DRAYTON MUNICIPAL

ATTENDANCE: UNATDDD

FUEL: NONE

REPAIRS: NONE

LIGHTS: LOW

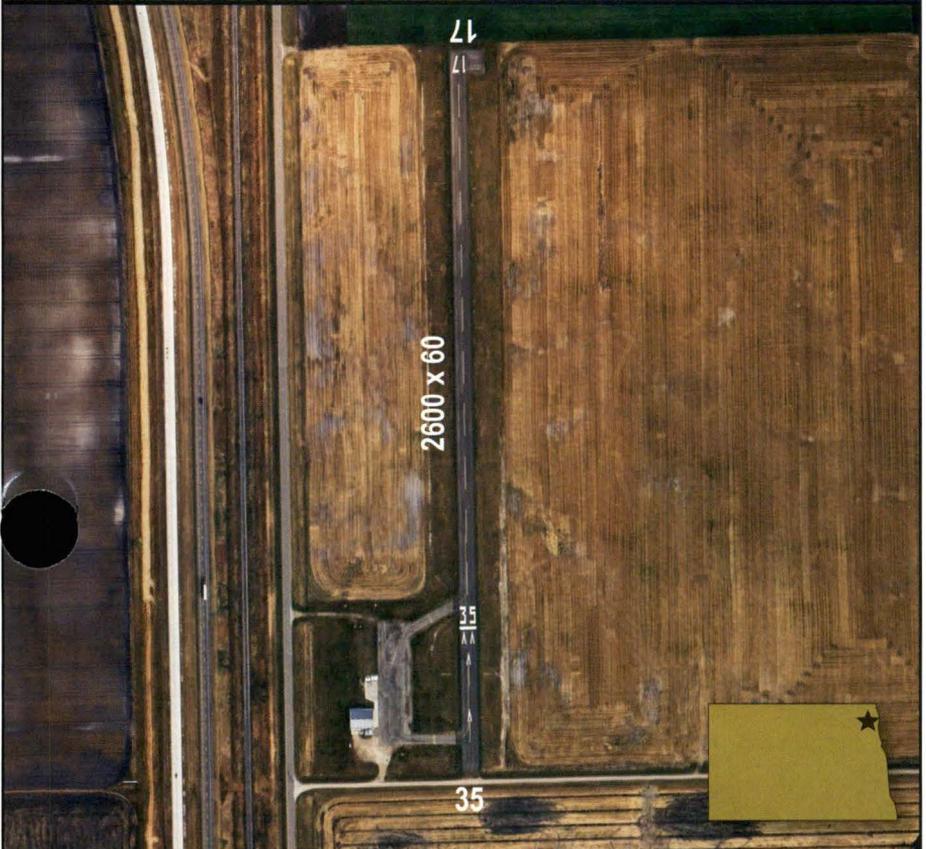
BEACON: NONE

SNOW REMOVAL: Irregular-Confirm

UNICOM:

NAV: NONE

CTAF: 122.9



FIELD ELEVATION

REMARKS

IN-PERSON CONTACT

798

Ry 35 displaced 320' to clear road. Apron soft when frost season. Small aircraft pavement rating. MxGwt S-4

Rob Boll
PHONE: 701-454-3317/6104
ADDL PHONE: 701-454-3590/6573
PUBLIC TERMINAL PHONE: None



DUNSEITH S28

INTERNATIONAL PEACE GARDEN

ATTENDANCE: UNATNDD

FUEL: NONE

REPAIRS: NONE

LIGHTS: NONE

BEACON: NONE

SNOW REMOVAL: Irregular must Confirm

UNICOM: 122.80

NAV: NONE

CTAF: 122.8

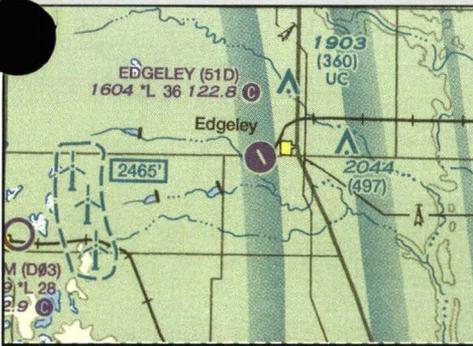
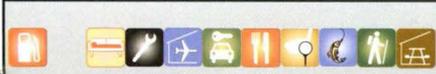


| FIELD ELEVATION | REMARKS | IN-PERSON CONTACT |
|-----------------|---------|-------------------|
|-----------------|---------|-------------------|

2314

Deer/bird on airport caution advised.
For US Customs 701-263-4513 or
204-534-6820 Canadian. MxGwt
\$12.5. Day use only.

Kyle Wanner
PHONE 701-328-9650
ADDL. PHONE: 701-425-5926/471-5548
PUBLIC TERMINAL PHONE: Customs



EDGELEY 51D

EDGELEY MUNICIPAL

ATTENDANCE: UNATTTD
 FUEL: *100LL REPAIRS: MAJOR

LIGHTS: MED*RDO-CTL BEACON: NONE
 SNOW REMOVAL: Irregular-Confirm

UNICOM: 122.80 NAV: PAPI, VASI

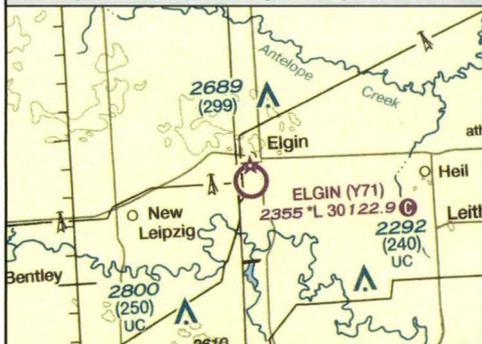
CTAF: 122.8



| FIELD ELEVATION | REMARKS | IN-PERSON CONTACT |
|-----------------|--|--|
| 1604 | Activate MIRL/PAPI-CTAF. Deer on/near airport possible. MXGWt S-12.5 Confirm snow removal before use. Fuel-self service credit card. Heated Hanger | Dave Lux PHONE: 701-320-8740 ADDL PHONE: 701-493-2927/269-2732 PUBLIC TERMINAL PHONE: Yes |



Transportation can be arranged. Call prior to arrival.



ELGIN Y71

ELGIN MUNICIPAL

ATTENDANCE: UNATNDD

FUEL: NONE

REPAIRS: NONE

LIGHTS: LIRL

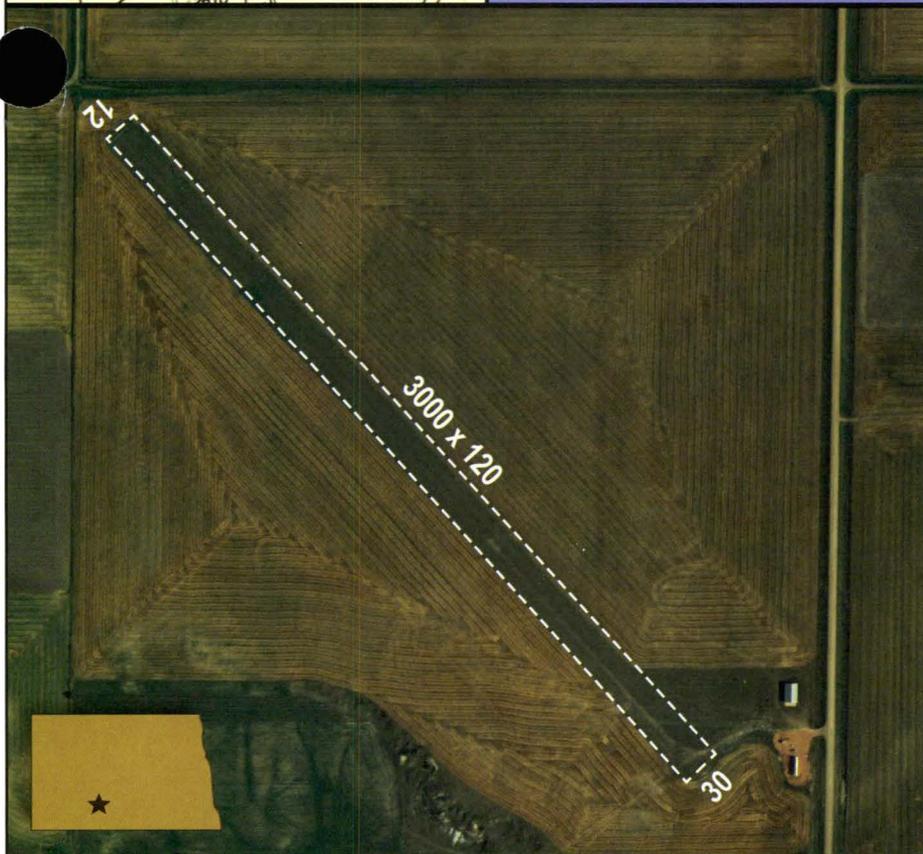
BEACON: NONE

SNOW REMOVAL: Irregular on request

UNICOM:

NAV: NONE

CTAF: 122.9



| FIELD ELEVATION | REMARKS | IN-PERSON CONTACT |
|-----------------|---|---|
| 2355 | Ry 30 -10' dropoff 100 from thr. No line-sight between Ry ends. Activate LIRL on CTAF | Aaron Levorsen PHONE: 701-584-2525/220-3442 PUBLIC TERMINAL PHONE: None |



ELLENDALE 4E7

ELLENDALE MUNICIPAL



ATTENDANCE: UNATTTD
 FUEL: NONE REPAIRS: NONE

LIGHTS: LOW*~~R~~DO-CTL BEACON: NONE
 SNOW REMOVAL: Irregular-Confirm

UNICOM: NAV: NONE

CTAF: 122.9



| FIELD ELEVATION | REMARKS | IN-PERSON CONTACT |
|-----------------|--|--|
| 1457 | Ry 17/35 closed winter months, surface clumpy & holes possible. Deer and birds possible. MxGWt S-12.5 Power lines N. of Airport. | Tom Ulmer PHONE: 701-349-3390 ADDL PHONE: 701-349-4152/4544/3252 PUBLIC TERMINAL PHONE: Yes |



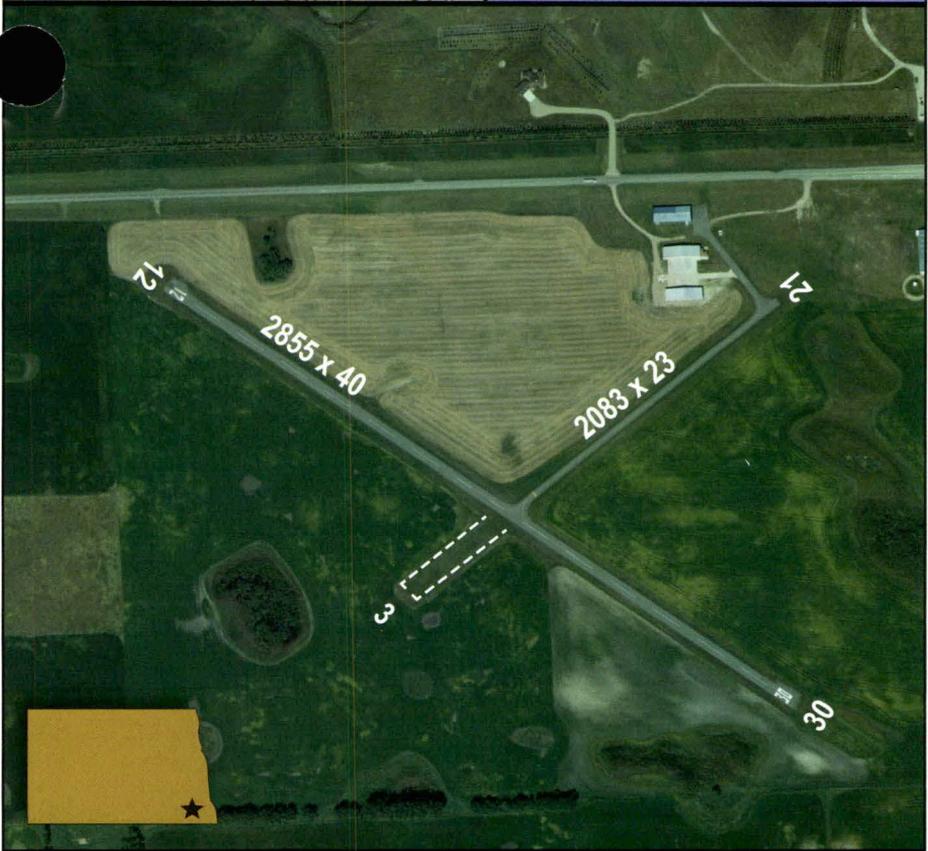
ENDERLIN 5N4 SKY HAVEN

ATTENDANCE: UNATNDD
 FUEL: 100LL REPAIRS: NONE

LIGHTS: LOW*^RDO-CTL BEACON: NONE
 SNOW REMOVAL: Regular-Confirm

UNICOM: 122.9 NAV: NONE

CTAF: 122.9



| FIELD ELEVATION | REMARKS | IN-PERSON CONTACT |
|-----------------|---|---|
| 1151 | Ry 3/21 use only as emergency X-wind. Ry 12/30 activate lights on CTAF. MxGwt S-8 | Bobby Geske PHONE 701-799-6082 ADDL PHONE: 701-437-3437 PUBLIC TERMINAL PHONE: Yes |



FARGO FAR

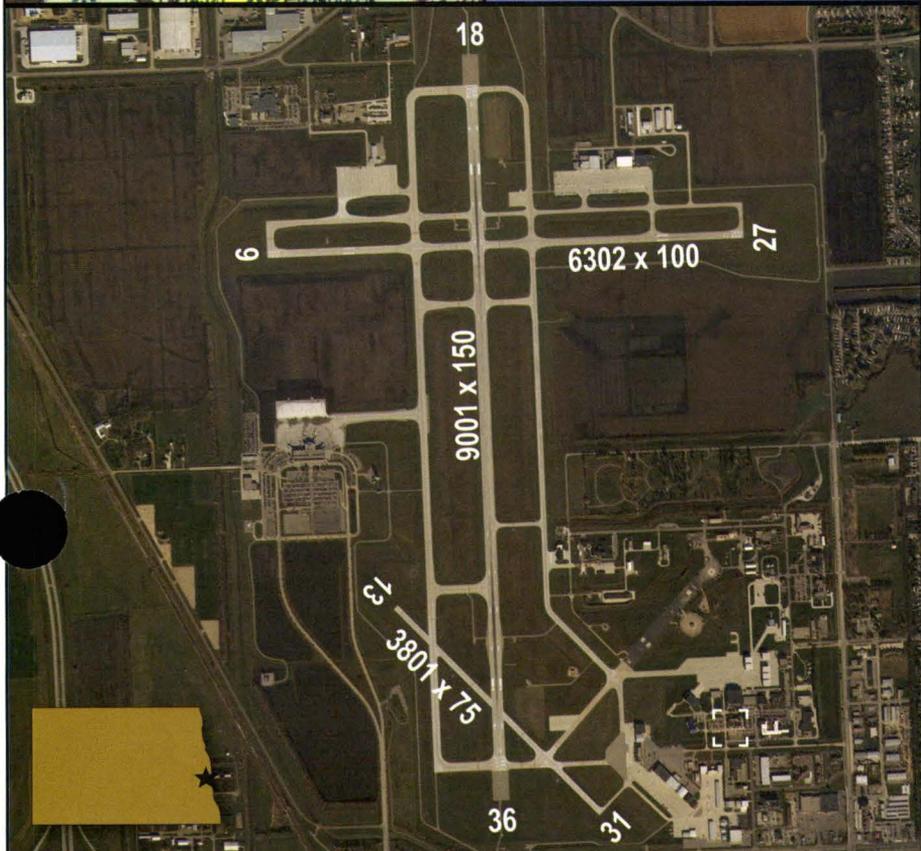
HECTOR INTERNATIONAL

ATTENDANCE: ATTENDED ALL HOURS
FUEL: JET A, 100LL, J8 REPAIRS: MAJOR

LIGHTS: HIGH*duskdawn BEACON: CG
SNOW REMOVAL: Regularly Schedule

UNICOM: 122.95
NAV: ILS, VOR, PAPI, GPS

TWR: 133.8



| FIELD ELEVATION | REMARKS | IN-PERSON CONTACT |
|---|---|--|
| <p style="font-size: 2em; font-weight: bold; text-align: center;">901</p> | <p>US Customs port of entry, ATIS 124.5 GND CON 121.9 ASOS 701-298-3877, TPA 900'AGL piston. Fargo Air Museum SE corner of airport.</p> | <p>Shawn Dobberstein PHONE: 701-241-1501 ADDL PHONE: See FBO list in front PUBLIC TERMINAL PHONE: Yes</p> |



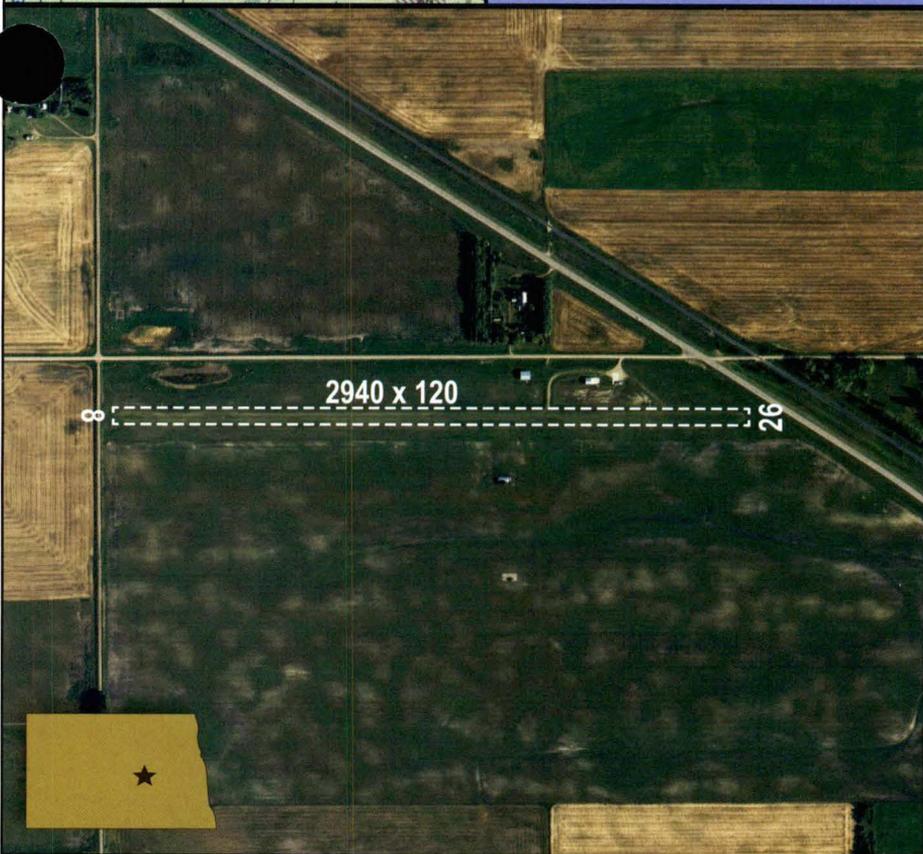
FESSENDEN D24

FESSENDEN-STREIBEL MUNICIPAL

ATTENDANCE: UNATNDD
 FUEL: NONE REPAIRS: NONE
 LIGHTS: LOW*RDO-CTL BEACON: NONE
 SNOW REMOVAL: NONE

UNICOM: NAV: NONE

CTAF: 122.9



| FIELD ELEVATION | REMARKS | IN-PERSON CONTACT |
|-----------------|--|---|
| 1619 | Daylight cone markers Ry 08 has 300' stwy & Ry 26 has 550' stwy lighted. Activate lights CTAF. Note road end of ry | Mark Nelson-charmn PHONE 701-547-3731 ADDL PHONE: 701-653-5069 PUBLIC TERMINAL PHONE: None |



FORT YATES Y27

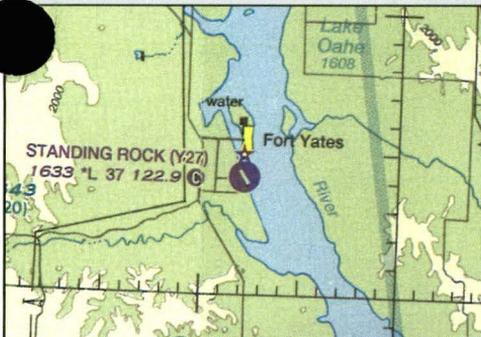
STANDING ROCK

ATTENDANCE: UNATTTD
FUEL: NONE REPAIRS: NONE

LIGHTS: MED*duskdawn BEACON: CG
SNOW REMOVAL: Irregular-Confirm

UNICOM: NAV: NONE

CTAF: 122.9



| FIELD ELEVATION | REMARKS | IN-PERSON CONTACT |
|-----------------|---|---|
| 1633 | Holes possible & irregular mowing. Deer possible. MxGWt S-11.5 | Kenny McGlauglin PHONE: 701-854-7432 ADDL PHONE: 701-854-8500 ext 7002 ADDL PHONE: 605-850-9244 PUBLIC TERMINAL PHONE: None |



GACKLE 9G9

GACKLE MUNICIPAL

ATTENDANCE: UNATNDD

FUEL: NONE REPAIRS: NONE

LIGHTS: NONE BEACON: NONE

SNOW REMOVAL: NONE - call prior

UNICOM: NAV: NONE

CTAF: 122.9



| FIELD ELEVATION | REMARKS | IN-PERSON CONTACT |
|--------------------|--|--|
| <p>1904</p> | <p>Yellow barrels on rwy edges. Deer/birds in vicinity. No snow removal. Check notams.</p> | <p>Ardell Schmidt-public works PHONE *701-320-3655/485-3655 ADDL PHONE: 701-485-3331 PUBLIC TERMINAL PHONE: None</p> |

GARRISON D05

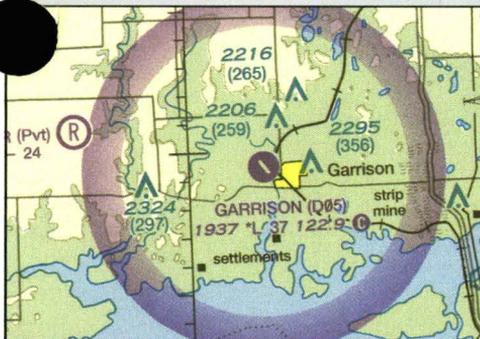
GARRISON MUNICIPAL

ATTENDANCE: UNATTTD
 FUEL: *100LL REPAIRS: NONE

LIGHTS: LOW*dusk0000 BEACON: NONE
 SNOW REMOVAL: Irregular-Confirm

UNICOM: NAV: PAPI, GPS

CTAF: 122.9



| FIELD ELEVATION | REMARKS | IN-PERSON CONTACT |
|--------------------|---|---|
| <p>1935</p> | <p>RY 3/21 closed in winter. Birds/deer possible. Courtesy car available. Fuel self-service credit card. MxGWt S-12.5</p> | <p>Jim Wilcox- Chairman PHONE: *701-463-7699/897-1571 ADDL PHONE: 701-463-2600 City PUBLIC TERMINAL PHONE: Yes</p> |



GLEN ULLIN D57

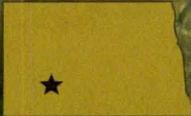
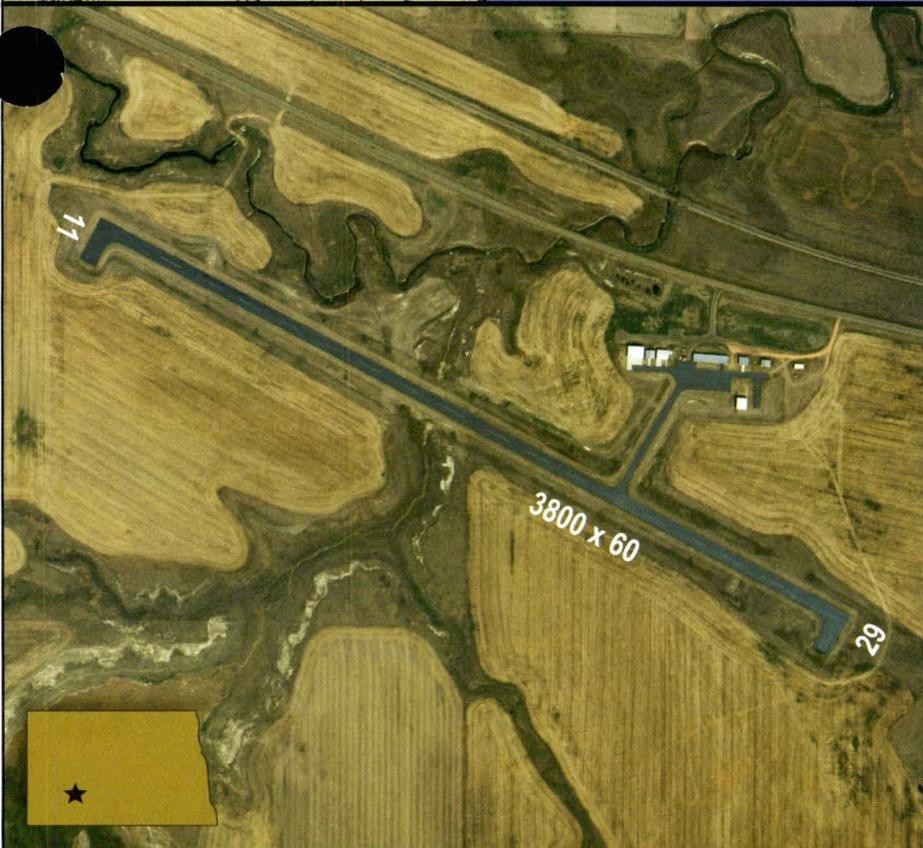
GLEN ULLIN REGIONAL

ATTENDANCE: UNATNDD
 FUEL: *100LL REPAIRS: NONE

LIGHTS: Med*RDO-CTL BEACON: CG
 SNOW REMOVAL: Irreglar-confirm

UNICOM: NAV: PAPI, AWOS

CTAF: 122.9



| FIELD ELEVATION | REMARKS | IN-PERSON CONTACT |
|-----------------|--|---|
| 2089 | Deer/birds on and in vicinity of airport. Activate RDO-CTL for MIRL/PAPI on CTAF. Fuel-self service credit card. Hangar space call ahead. AWOS 118.75 MxGwt S-12.5 | Gene Glasser PHONE *701-226-1147 ADDL PHONE: 701-226-7994 PUBLIC TERMINAL PHONE: Yes |



GRAFTON GAF

GRAFTON HUTSON FIELD

ATTENDANCE: Regular Business Hours

FUEL: JET A, 100LL REPAIRS: MINOR

LIGHTS: MED*dusk2200 BEACON: CG

SNOW REMOVAL: YES

UNICOM: 122.80

NAV: PAPI, AWOS, GPS

CTAF: 122.8



FIELD ELEVATION

824

REMARKS

Ry 8/26 soft if wet. Birds on/
near airport. MIRL/PAPI aft
2200-CTAF. Self service credit
card fuel. MxGWt S-12.5.

IN-PERSON CONTACT

Andrew Tibert
PHONE: *701-352-0271
ADDL PHONE: 701-520-9174
PUBLIC TERMINAL PHONE: Yes



GRAND FORKS GFK

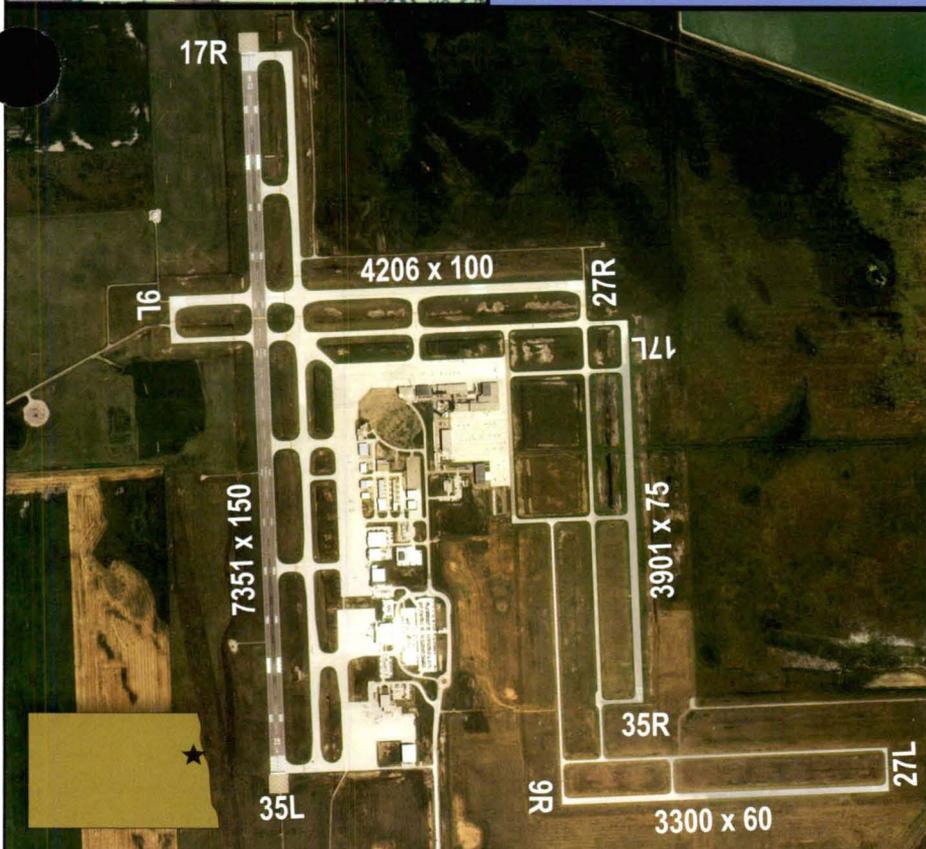
MARK ANDREWS FIELD

ATTENDANCE: ALL HOURS
FUEL: 100LL, JET A REPAIRS: MAJOR

LIGHTS: High*Duskdawn BEACON: CG
SNOW REMOVAL: If tower clse-CTAF

UNICOM: 122.95
NAV: ILS, VOR, PAPI, ASOS, GPS

CTAF: 118.4



FIELD ELEVATION

REMARKS

IN-PERSON CONTACT

844

US Customs avail to clear flights
24/7- call 701-772-3301. Birds on
or near airport. Atis 119.4, Pilot
controlled lighting for 17R/35L

Patrick Dame
PHONE: 701-795-6984
FBO PHONE: 701-772-5504
PUBLIC TERMINAL PHONE: Yes



GWINNER GWR

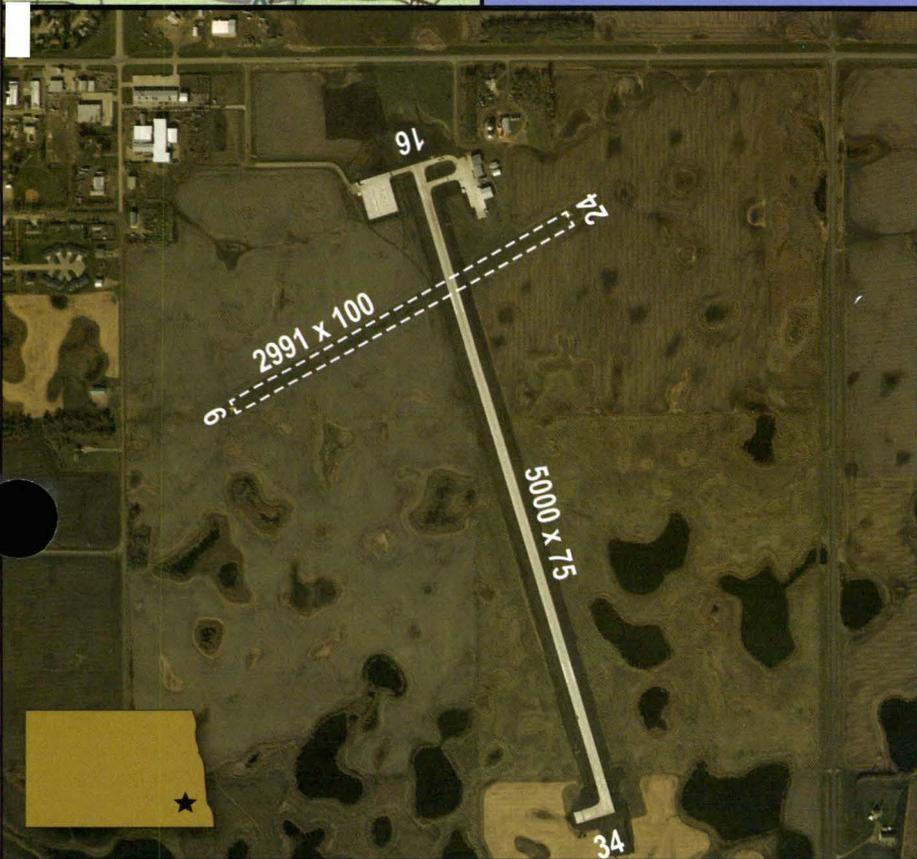
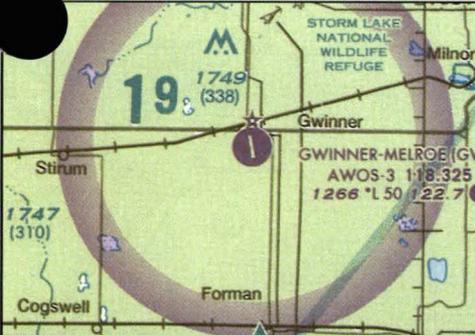
GWINNER-ROGER MELROE FIELD

ATTENDANCE: UNATDD
 FUEL: 100LL, JET A REPAIRS: NONE

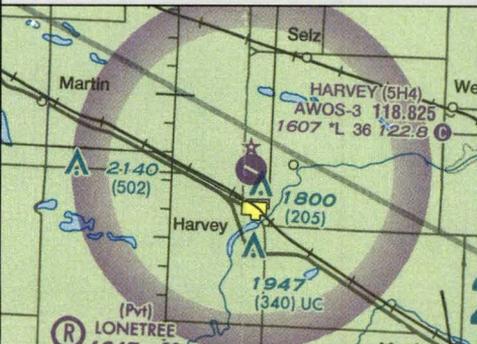
LIGHTS: MED*RDO-CTL BEACON: CG
 SNOW REMOVAL: Confirm after storm

UNICOM: 122.7
 NAV: PAPI, REIL, NDB, AWOS

CTAF: 122.7



| FIELD ELEVATION | REMARKS | IN-PERSON CONTACT |
|-----------------|--|--|
| 1265 | Ry 6/24 closed winter months & ends marked with red cones AWOS 678-6801 - 118.325 freq. MxGwT S-14 | Rick Hoistad - Chrmn PHONE: 701-680-8000/724-3068 ADDL PHONE: 701-678-2639/6363/6371 PUBLIC TERMINAL PHONE: Yes |



HARVEY 5H4

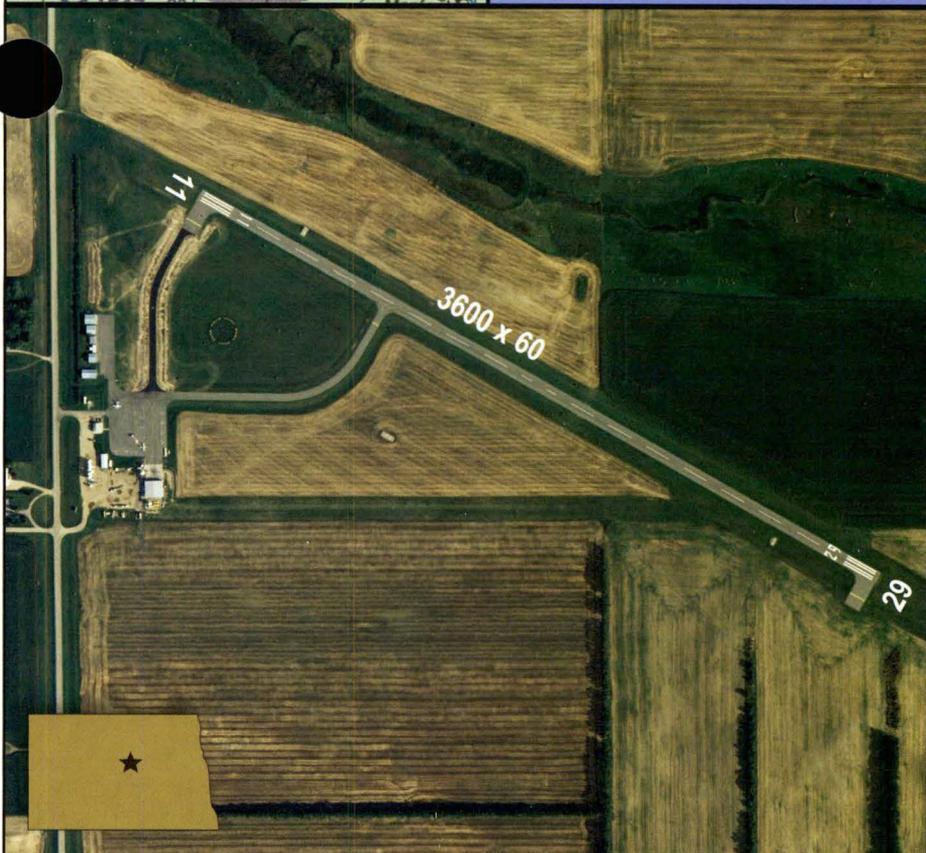
HARVEY MUNICIPAL

ATTENDANCE: UNATNDD
 FUEL: *100LL REPAIRS: NONE

LIGHTS: Med*Duskdawn BEACON: NONE
 SNOW REMOVAL: Regular- confirm

UNICOM: 122.80 NAV: PAPI, AWOS

CTAF: 122.8



FIELD ELEVATION

REMARKS

IN-PERSON CONTACT

1607

Self service credit card fuel.
 Increase light intensity activate
 CTAF. AWOS 324-2058.
 MxGwt S-12.5

Shari Nyhus - Chairperson
 PHONE: *701-324-2000
 ADDL PHONE: 701-324-4137/341-1042
 PUBLIC TERMINAL PHONE: None

HAZELTON 6H8

HAZELTON MUNICIPAL

ATTENDANCE: UNATTTD

FUEL: NONE

REPAIRS: NONE

LIGHTS: NONE

BEACON: NONE

SNOW REMOVAL: None-Confirm

UNICOM:

NAV: NONE

CTAF: 122.9



| FIELD ELEVATION | REMARKS | IN-PERSON CONTACT |
|--------------------|---|---|
| <p>2003</p> | <p>Ry 17/35 turf clumpy on south 1200' end. Ry 17 +16' Road 75' outward. 3 tiedowns at west apron</p> | <p>Mgr: Jim McLeish PHONE: 701-782-6816 PHONE: 701-220-6816 PUBLIC TERMINAL PHONE: None</p> |



HAZEN HZE

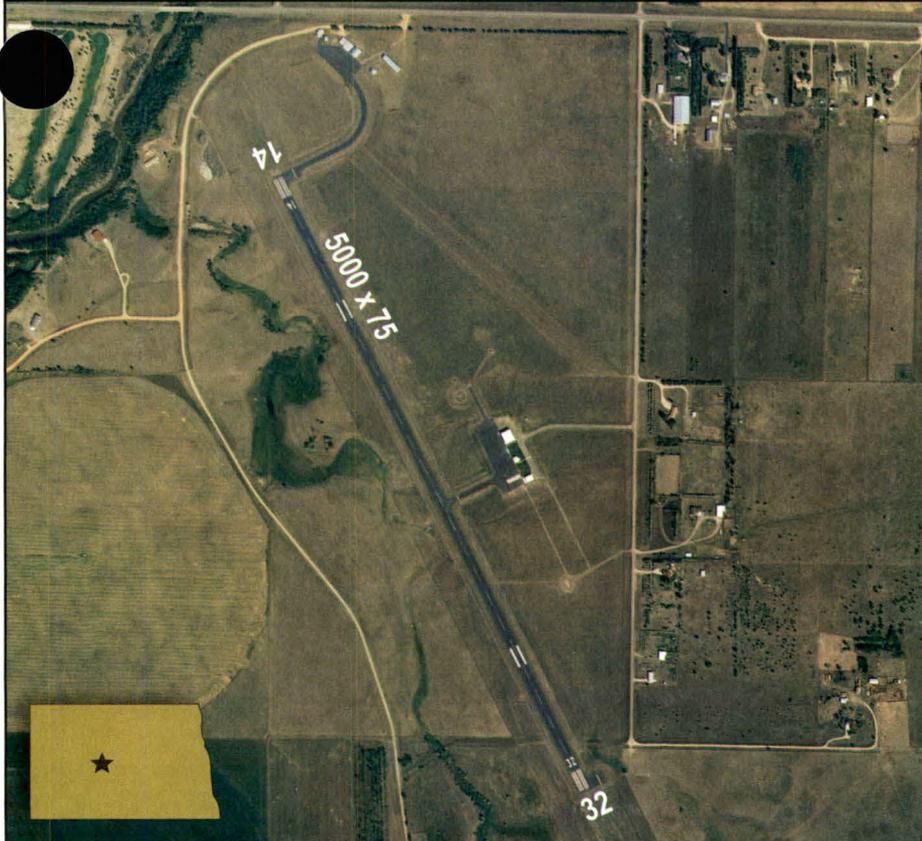
MERCER COUNTY REGIONAL

ATTENDANCE: UNATNDD
 FUEL: *100LL JETAw/prist REPAIRS: NONE

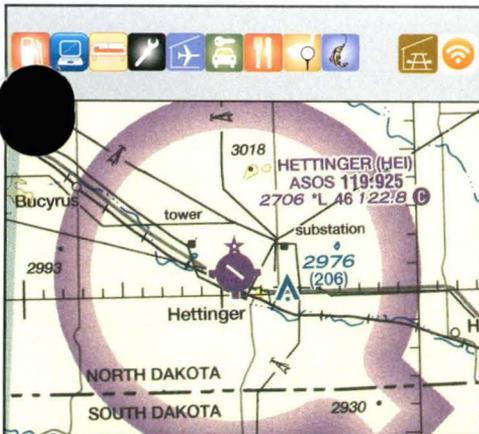
LIGHTS: Med*RDO-CTL BEACON: CG
 SNOW REMOVAL: Regular- confirm

UNICOM:
 NAV: PAPI, REIL, AWOS, GPS

CTAF: 122.8



| FIELD ELEVATION | REMARKS | IN-PERSON CONTACT |
|-----------------|---|---|
| 1813 | Activate lights, PAPI, REIL, CTAF. AWOS 118.675, 748-2443. Fuel- self-service credit card. Call ahead hangar. MxGWt S-17 | Steve Frovarp Manager/Clerk PHONE 701-880-0042 ADDL PHONE: 701-748-2550 PUBLIC TERMINAL PHONE: Yes |



HETTINGER HEI

HETTINGER MUNICIPAL

ATTENDANCE: Mon-Fri 7-5pm, Sat 7-noon
FUEL: *100LL, JET A **REPAIRS:** MAJOR

LIGHTS: MED*dusk2200 **BEACON:** CG
SNOW REMOVAL: Confirm w/mgr

UNICOM: 122.80
NAV: PAPI-ASOS, GPS

CTAF: 122.8



| FIELD ELEVATION | REMARKS | IN-PERSON CONTACT |
|-----------------|--|---|
| 2706 | Deer on/near airport. ASOS 119.925/701-567-4594. Aft 2200 actvt lights. Fuel self service credit card fuel. MxGWt S-11.5 | J.B. Lindquist PHONE: 701-567-2069 ADDL PHONE: 701-567-4469/2714 PUBLIC TERMINAL PHONE: No |



HILLSBORO 3H4

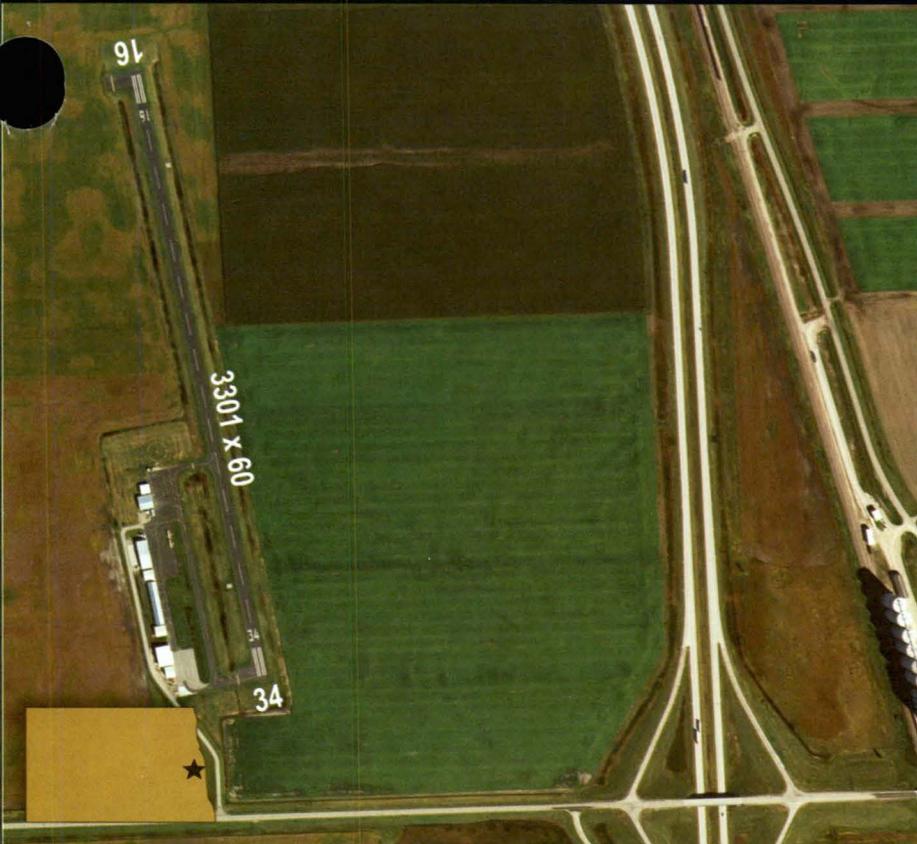
HILLSBORO REGIONAL

ATTENDANCE: MON-FRI 8-5PM
 FUEL: *100LL REPAIRS: MAJOR

LIGHTS: Med*RDO-CTL BEACON: CG
 SNOW REMOVAL: Regular-confirm after storm

UNICOM: 122.9 NAV: PAPI

CTAF: 122.9



| FIELD ELEVATION | REMARKS | IN-PERSON CONTACT |
|-----------------|--|---|
| 906 | Activate MIRL/PAPI-CTAF. For fuel-self service credit card. For snow removal 701-400-1113. flyhillsboro.com MxGWt S-16.5 | Chad Hanson PHONE *701-436-4039 Terminal 701-636-1113 ADDL PHONE: 701-400-1113 FBO PUBLIC TERMINAL PHONE: Yes |



JAMESTOWN JMS

JAMESTOWN REGIONAL

ATTENDANCE: Mon-Fri 7-5pm
 FUEL: 100LL, JET A +Prist REPAIRS: MAJOR

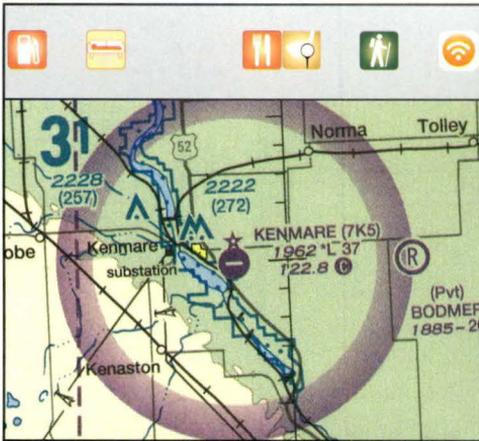
LIGHTS: HIGH* RDO-CTL BEACON: CG
 SNOW REMOVAL: Regular schedule

UNICOM: 123.00
 NAV: ILS, VOR, PAPI, ASOS, GPS

CTAF: 123



| FIELD ELEVATION | REMARKS | IN-PERSON CONTACT |
|-----------------|--|--|
| 1500 | Activate lights, PAPI, REILS-CTAF. Birds possible. ASOS 118.425 (701-251-9002). Credit card fuel | Sam Seafeldt PHONE: *701-252-6466/320-6466 ADDL PHONE: 701-952-1515/7978 PUBLIC TERMINAL PHONE: Yes |



KENMARE 7K5

KENMARE MUNICIPAL

ATTENDANCE: UNATNDD
FUEL: *100LL **REPAIRS:** NONE

LIGHTS: Med*RDO-CTL **BEACON:** NONE
SNOW REMOVAL: Irregular- confirm

UNICOM: **NAV:** PAPI, GPS

CTAF: 122.8



| FIELD ELEVATION | REMARKS | IN-PERSON CONTACT |
|-----------------|--|--|
| 1962 | For fuel: self service MC/Visa. Birds vicinity of airport. CTAF for MIRL/PAPI. MxGWt S-12. | Hank Bodmer PHONE *701-848-6322 ADDL PHONE: 701-848-6046 PUBLIC TERMINAL PHONE: Yes |

KILLDEER 9Y1

WEYDAHL FIELD

ATTENDANCE: UNATNDD

FUEL: NONE

REPAIRS: NONE

LIGHTS: Med*RDO-CTL BEACON: NONE

SNOW REMOVAL: Irregular-confirm

UNICOM:

NAV: NONE

CTAF: 122.9



| FIELD ELEVATION | REMARKS | IN-PERSON CONTACT |
|--------------------|--|--|
| <p>2245</p> | <p>Check NOTAMS Snow removal 701-523-6723/764-5295 or 260-2317 city. Deer in area. Surface limited for small aircraft MxGwt S-15</p> | <p>Gregg Synnes PHONE: 701-523-6723 ADDL PHONE: 701-764-5678 police PUBLIC TERMINAL PHONE: Yes</p> |



KINDRED K74

ROBERT ODEGAARD FIELD

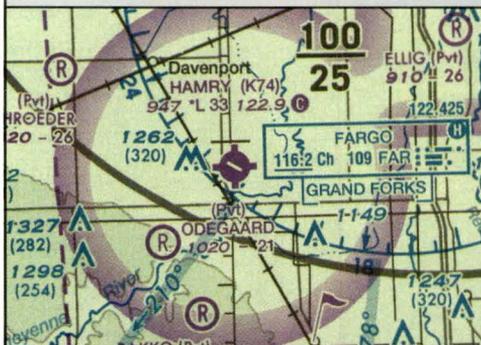
ATTENDANCE: MON-FRI 8-5PM

FUEL: *100LL REPAIRS: MAJOR

LIGHTS: Med* dusk 2330 BEACON: NONE
SNOW REMOVAL: Regular- confirm after storm

UNICOM: NAV: PAPI

CTAF: 122.9



FIELD ELEVATION

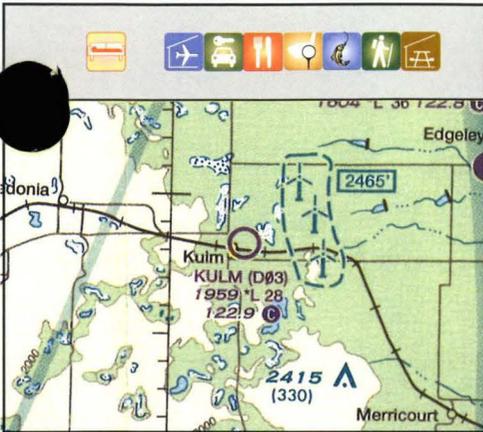
REMARKS

IN-PERSON CONTACT

947

MIRL/PAPI after 2330 hour-
CTAF. For fuel: Self-service
credit card.

Casey Odegaard
PHONE *701-428-9990
ADDL PHONE: 701-367-6710
PUBLIC TERMINAL PHONE: Yes



KULM D03

PRUETZ MUNICIPAL

ATTENDANCE: UNATNDD
 FUEL: NONE REPAIRS: NONE

LIGHTS: Dusk-Dawn BEACON: NONE
 SNOW REMOVAL: Regular- confirm after storm

UNICOM: NAV: NONE

CTAF: 122.9



| FIELD ELEVATION | REMARKS | IN-PERSON CONTACT |
|--|---|--|
| <p style="font-size: 2em; font-weight: bold;">1959</p> | <p>Waterfowl & deer on or near airport. Car available upon request.</p> | <p>Lorence Holmgren PHONE: 701-830-2205 ADDL PHONE: 701-830-0292/647-2207 PUBLIC TERMINAL PHONE: None</p> |

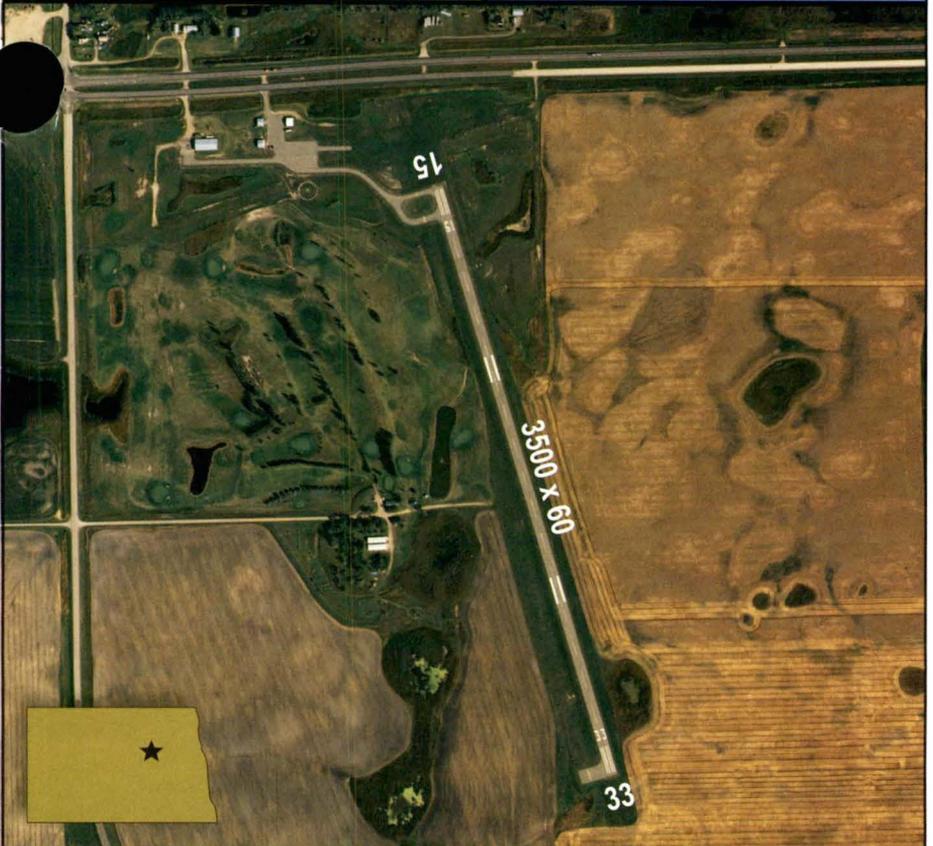


LAKOTA 5L0

LAKOTA MUNICIPAL



ATTENDANCE: UNATNDD
 FUEL: NONE REPAIRS: NONE
 LIGHTS: Med*dusk-2200 BEACON: CG
 SNOW REMOVAL: Irregular- Call confirm
 UNICOM: NAV: PAPI
 CTAF: 122.8



| FIELD ELEVATION | REMARKS | IN-PERSON CONTACT |
|-----------------|---|---|
| 1511 | After 2200hr CTAF for MIRL/ PAPI. Deer/birds possible on runway. MxGWt S-12.5 | Matt Nelson PHONE 713-320-4770/247-2561 ADDL PHONE: 701-247-3112 PUBLIC TERMINAL PHONE: None |

LA MOURE 4F9

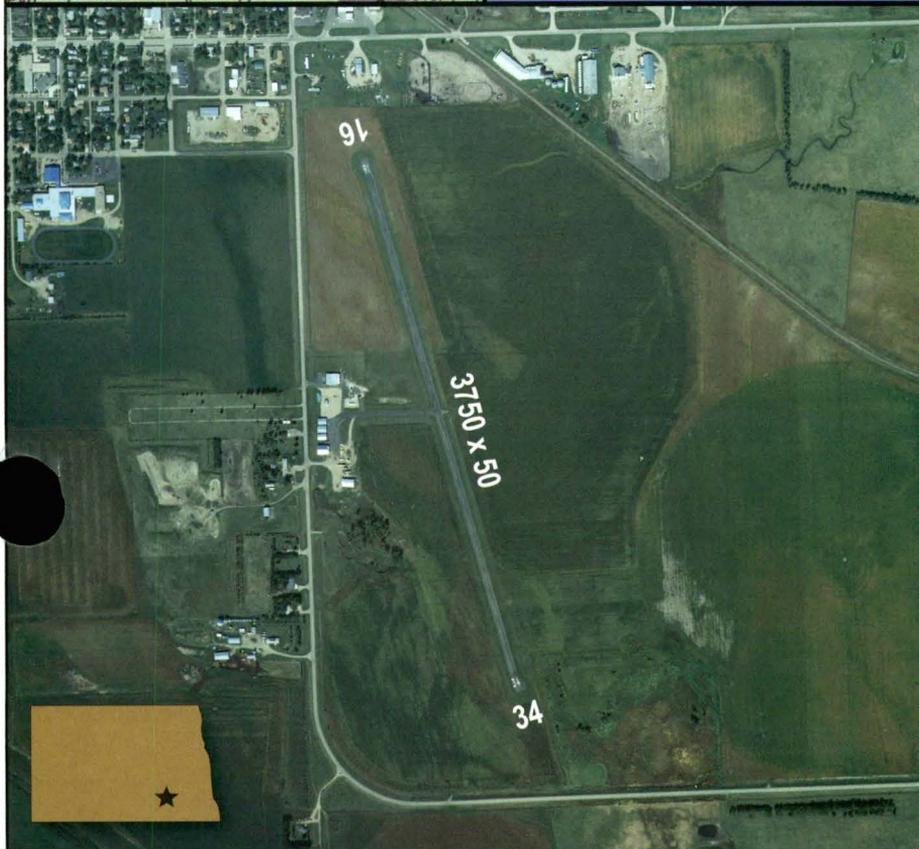
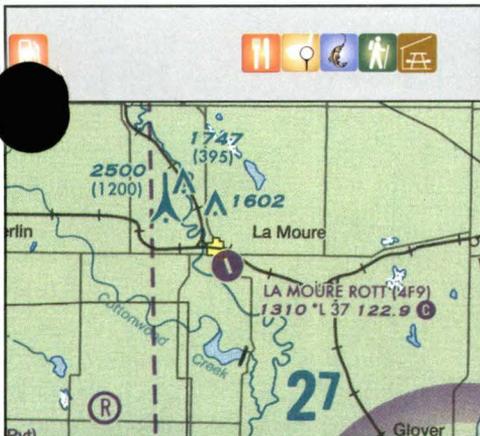
LA MOURE ROTT MUNICIPAL

ATTENDANCE: May-Sep daylight
 FUEL: *100LL CALL AHEAD REPAIRS: NONE

LIGHTS: low*RDO-CTL BEACON: NONE
 SNOW REMOVAL: Regular- confirm after storm

UNICOM: NAV: NONE

CTAF: 122.9



FIELD ELEVATION

1310

REMARKS

Irrigation 15' pivot 120' from rwy centerline. Cultivated fields 30' from threshold. Activate lights CTAF.

IN-PERSON CONTACT

Blane Robert
 PHONE: *701-883-5047/320-4189
 ADDL PHONE: 701-709-0284/320-5657
 PUBLIC TERMINAL PHONE: None

LANGDON D55

ROBERTSON FIELD

ATTENDANCE: MON-FRI 9-5PM
 FUEL: 100LL REPAIRS: NONE

LIGHTS: Med*RDO-CTL BEACON: CG
 SNOW REMOVAL: Irregular- confirm

UNICOM: 122.80
 NAV: PAPI, AWOS, GPS

CTAF: 122.8



| FIELD ELEVATION | REMARKS | IN-PERSON CONTACT |
|--------------------|---|---|
| <p>1608</p> | <p>Ry 8/26 closed in winter. Deer & Birds possible. MIRL/PAPI-CTAF. AWOS 256-2121. MxGwt \$12.5 Credit Card Fuel after hours.</p> | <p>Ryan Howatt PHONE 701-370-9710 ADDL PHONE: 701-256-3639/9500 701-370-2076 PUBLIC TERMINAL PHONE: Yes</p> |



LARIMORE 2L1

LARIMORE MUNICIPAL

ATTENDANCE: Mon-Sat on call
 FUEL: NONE REPAIRS: NONE

LIGHTS: NONE BEACON: NONE
 SNOW REMOVAL: Irregular- confirm

UNICOM: NAV: NONE

CTAF: 122.9



| FIELD ELEVATION | REMARKS | IN-PERSON CONTACT |
|-----------------|---|--|
| 1130 | Ry shoulders soft when wet. Cultivated field @ Rwy 12 end. Ry 30 dsplcd 200'. MxGWt S-4 | *Jesse Morten PHONE: 701-343-2065/2790 ADDL PHONE: 701-343-6273/218-779-4244 PUBLIC TERMINAL PHONE: Yes |



LEEDS D31

LEEDS MUNICIPAL

ATTENDANCE: UNATTNDD
 FUEL: NONE REPAIRS: NONE

LIGHTS: Low*RDO-CTL BEACON: CG
 SNOW REMOVAL: Confirm after storm

UNICOM: NAV: NONE

CTAF: 122.8



| FIELD ELEVATION | REMARKS | IN-PERSON CONTACT |
|-----------------|---------|-------------------|
|-----------------|---------|-------------------|

1508

Ry lights located 15' from edge.
 Ry 9 threshold lights located at
 600' grass stopway. CTAF for
 lights. MxGwt S-7

Gary Larson
 PHONE 701-746-7309
 ADDL PHONE: 701-466-2000
 PUBLIC TERMINAL PHONE: None



LIDGERWOOD 4N4

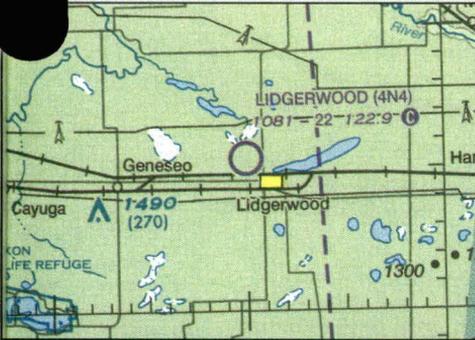
LIDGERWOOD MUNICIPAL

ATTENDANCE: UNATNDD
FUEL: NONE REPAIRS: NONE

LIGHTS: NONE BEACON: NONE
SNOW REMOVAL: NO REMOVAL- confirm

UNICOM: NAV: NONE

CTAF: 122.9



| FIELD ELEVATION | REMARKS | IN-PERSON CONTACT |
|--------------------|--|---|
| <p>1081</p> | <p>Ry soft when wet. Check winter conditions before use due to no snow removal, call 701-538-4343/4556. Birds in area.</p> | <p>Alfred Neiber PHONE: 701-640-0107/538-7441 PUBLIC TERMINAL PHONE: None</p> |



LINTON 7L2

LINTON MUNICIPAL

ATTENDANCE: MON-FRI 8-5:30PM /ON CALL
 FUEL: 100LL, JET A REPAIRS: MAJOR

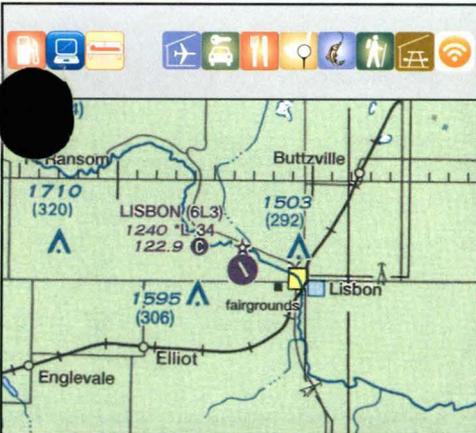
LIGHTS: Med*RDO-CTL BEACON: NONE
 SNOW REMOVAL: Confirm prior use

UNICOM:
 NAV: PAPI, AWOS, GPS

CTAF: 122.9



| FIELD ELEVATION | REMARKS | IN-PERSON CONTACT |
|--------------------|--|---|
| <p>1779</p> | <p>Act. MIRL/PAPI on CTAF. Deer & Birds possible. Self service credit card fueling. AWOS 254-4965. MxGwt S-12.5</p> | <p>Mike Gunia PHONE 701-254-5449/321-0913 ADDL PHONE: 701-254-4905/321-1226 PUBLIC TERMINAL PHONE: Yes</p> |



LISBON 6L3

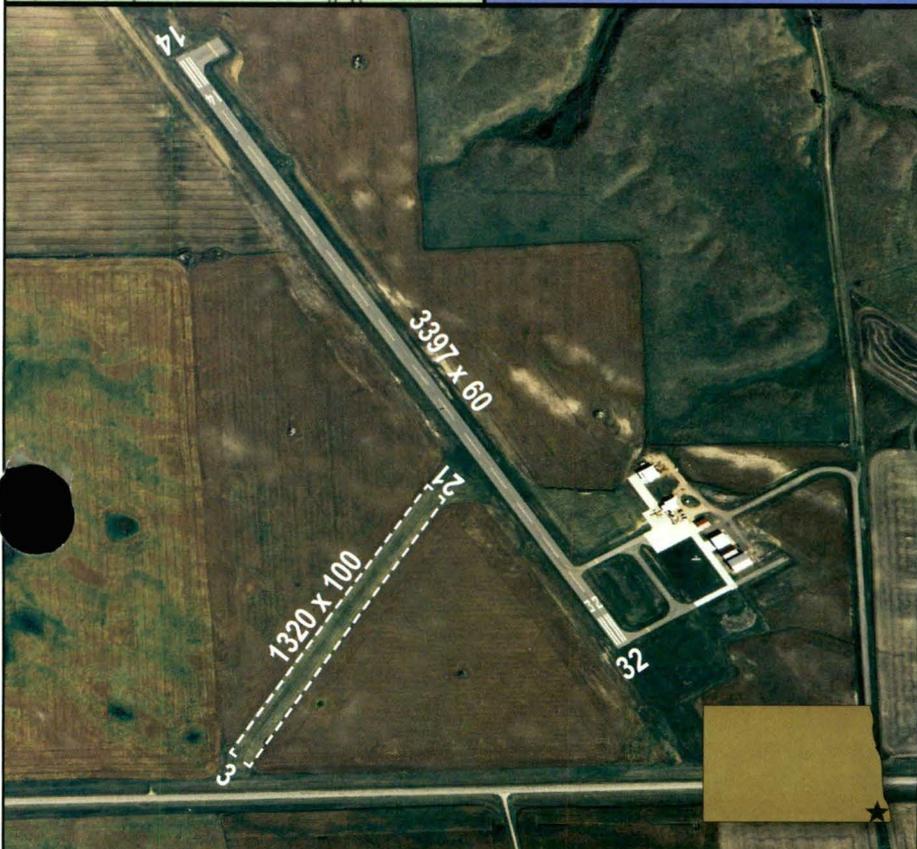
LISBON MUNICIPAL

ATTENDANCE: MAY-SEP Daylight/on call
 FUEL: *100LL REPAIRS: NONE

LIGHTS: Med*RDO-CTL BEACON: CG
 SNOW REMOVAL: Irregular - Call Mgr.

UNICOM: NAV: PAPI

CTAF: 122.9



| FIELD ELEVATION | REMARKS | IN-PERSON CONTACT |
|-----------------|--|---|
| 1240 | Ry 03/21 closed winters. Concrete apron for Twin aircraft. Activate CTAF for MIRL/PAPI, self service fuel credit card. GPS appr coming MxWgt S12.5 | John Georger PHONE: 701-683-5501 ADDL PHONE: 701-640-2212 |



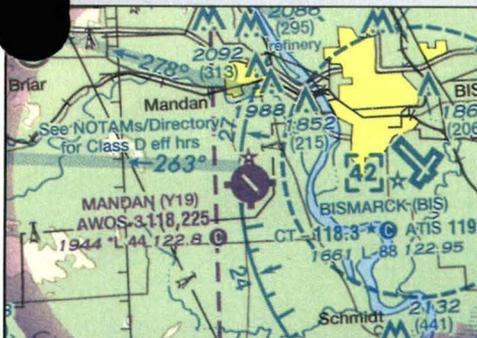
MADDOCK 6D3

MADDOCK MUNICIPAL

| | |
|---|---------------|
| ATTENDANCE: ON CALL | |
| FUEL: NONE | REPAIRS: NONE |
| LIGHTS: Low/Solar | BEACON: NONE |
| SNOW REMOVAL: Irregular - call to confirm | |
| UNICOM: | NAV: NONE |
| CTAF: 122.9 | |



| FIELD ELEVATION | REMARKS | IN-PERSON CONTACT |
|-----------------|--|--|
| 1600 | New west side public apron and taxiways with hanger. | Richard Slater PHONE: 701-739-4875 ADDL PHONE: 701-438-2444 PUBLIC TERMINAL PHONE: None |



MANDAN Y19

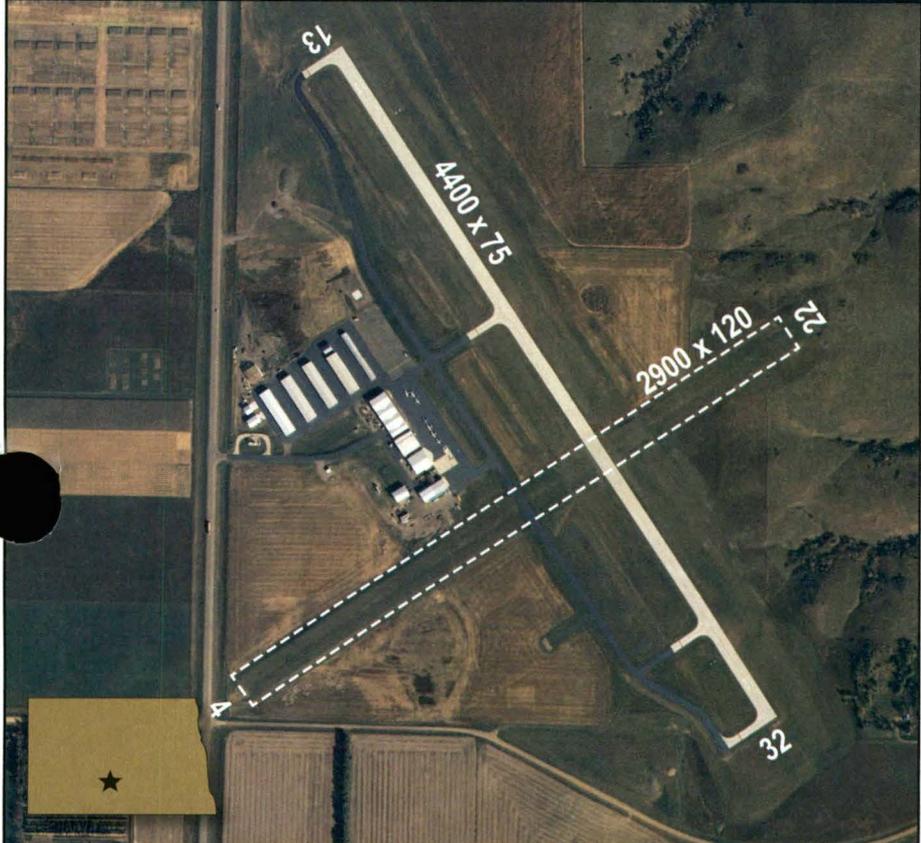
MANDAN MUNICIPAL

ATTENDANCE: Mon-Fri 8-7pm/Weekends on Call
 FUEL: *100LL, JET A REPAIRS: MAJOR

LIGHTS: Med*RDO-CTL BEACON: CG
 SNOW REMOVAL: Regular - Confirm

UNICOM: 122.80
 NAV: PAPI, REIL, AWOS

CTAF: 122.8



| FIELD ELEVATION | REMARKS | IN-PERSON CONTACT |
|-----------------|---|--|
| 1944 | Fuel: 100LL self service credit card, jet A call ahead. CTAF for MIRL, PAPI, REIL. AWOS 118.225, 663-0271. MxGWT 12.5 TPA 800' AGL. Deer & Birds possible. Camping and Showers available. | Jim Lawler PHONE: *701-663-0669/391-1394 ADDL PHONE: 701-220-0715/663-9864 PUBLIC TERMINAL PHONE: Yes www.mandanairport.com |



MAYVILLE D56

MAYVILLE MUNICIPAL

ATTENDANCE: APR-OCT 7-7PM / ON CALL

FUEL: NONE

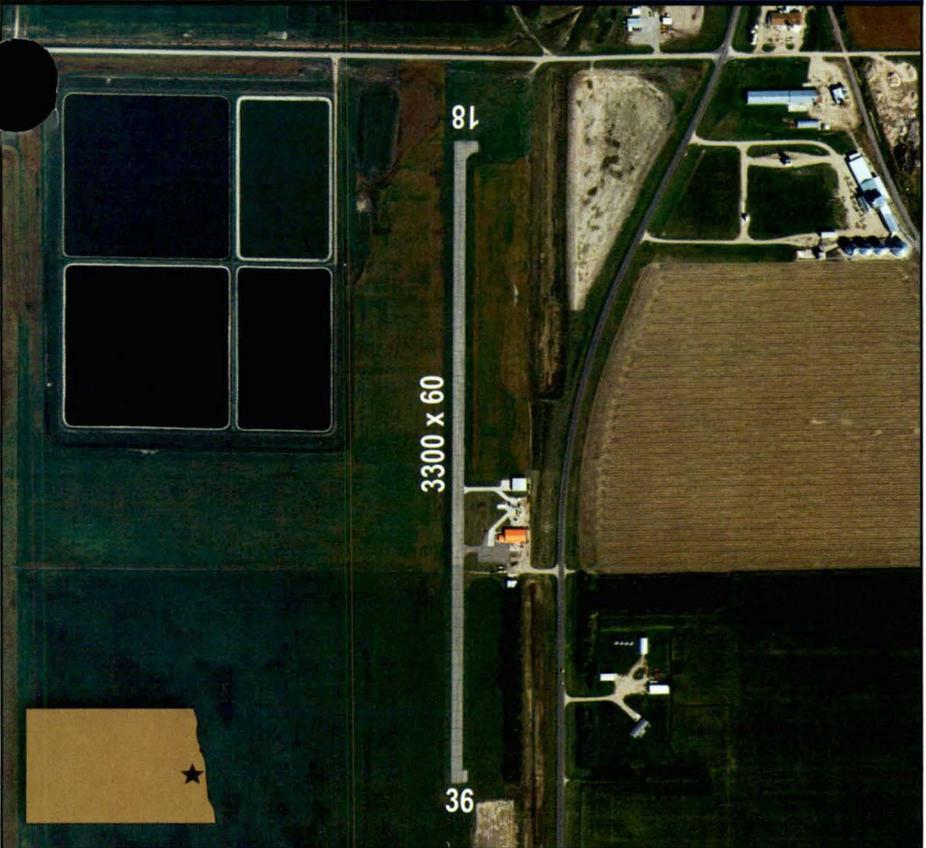
REPAIRS: NONE

LIGHTS: Med-Intensity BEACON: CG

SNOW REMOVAL: Irregular - confirm

UNICOM: 122.80 NAV: NONE

CTAF: 122.8



FIELD ELEVATION

REMARKS

IN-PERSON CONTACT

977

Activate lights CTAF.
MxGwt S-12.5

Richard Fugleberg
PHONE 701-786-2790
ADDL PHONE: 701-430-1521
PUBLIC TERMINAL PHONE: Yes

MCCLUSKY 7G2

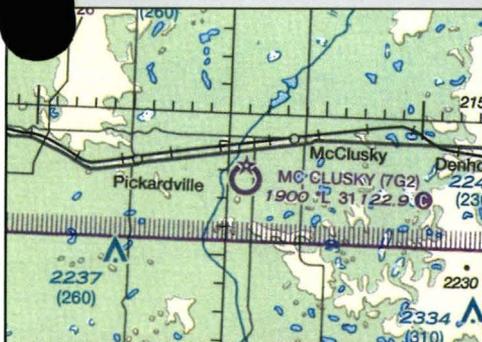
MCCLUSKY MUNICIPAL

ATTENDANCE: UNATNDD
FUEL: NONE REPAIRS: NONE

LIGHTS: Low*RDO-CTL BEACON:
SNOW REMOVAL: Emergency only-call

UNICOM: NAV: NONE

CTAF: 122.9



| FIELD ELEVATION | REMARKS | IN-PERSON CONTACT |
|--------------------|---|---|
| <p>1900</p> | <p>Ry 13/31 turf grass clumps + paved run-up area. Activate lights-CTAF. Snow removal emergency only.</p> | <p>Orrin Holen PHONE: *701-363-2221/527-7875 ADDL PHONE: 701-363-2945 PUBLIC TERMINAL PHONE: None</p> |



MCVILLE 8M6

MCVILLE MUNICIPAL

ATTENDANCE: UNATNDD

FUEL: NONE

REPAIRS: NONE

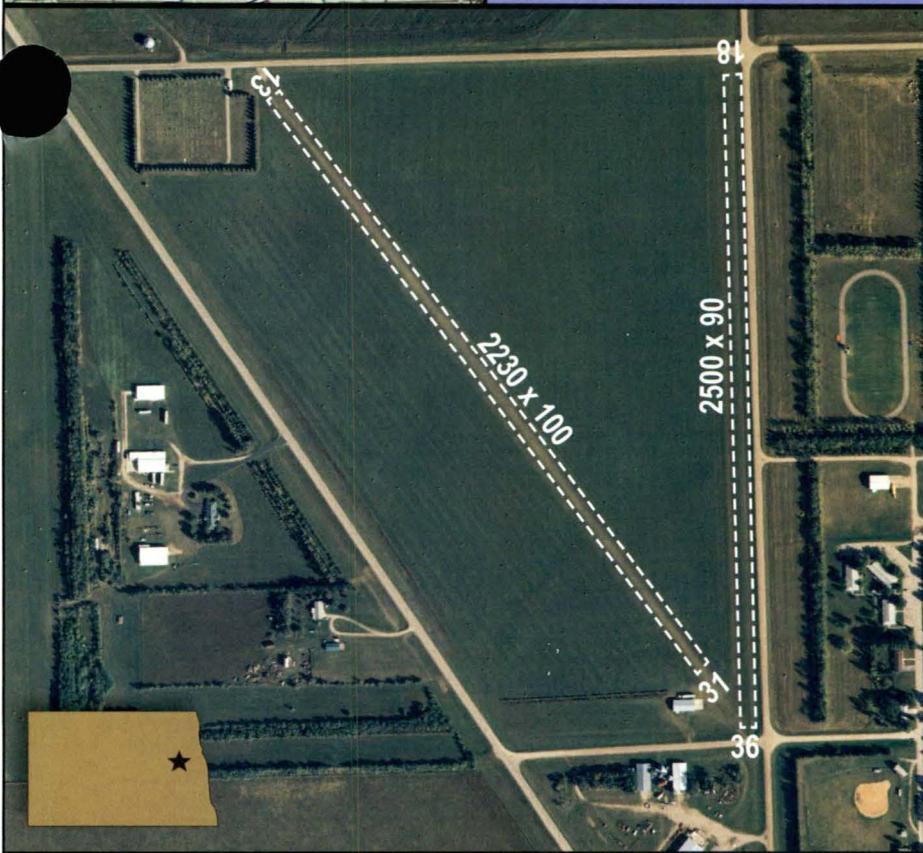
LIGHTS: Low 13/31 BEACON: NONE

SNOW REMOVAL: Irregular - confirm

UNICOM:

NAV: NONE

CTAF: 122.9



FIELD ELEVATION

REMARKS

IN-PERSON CONTACT

1473

Activate runway lighting 13/31
CTAF; No lighting 18/36

Neil Reiten
PHONE 701-739-1345
ADDL PHONE: 701-322-4343
PUBLIC TERMINAL PHONE: None



MILNOR 4R6

HARRIS LUNNEBERG FIELD

ATTENDANCE: UNATNDD

FUEL: NONE

REPAIRS: NONE

LIGHTS: Low

BEACON: NONE

SNOW REMOVAL: Irregular - confirm

UNICOM:

NAV: NONE

CTAF: 122.9



FIELD ELEVATION

REMARKS

IN-PERSON CONTACT

1091

Ry 08/26 crosswinds possible due to tall trees. Deer on or near airport.
www.milnorairport.com

Mark Gainor - chrnm
PHONE: 701-680-1001
ADDL PHONE: 701-680-1146
PUBLIC TERMINAL PHONE: Yes



MINOT MOT

MINOT INTERNATIONAL

ATTENDANCE: 24-HOUR SERVICES
FUEL: 100LL, JET A REPAIRS: MAJOR

LIGHTS: HighDusk2400 BEACON: CG
SNOW REMOVAL: Regular 24-hr Service

UNICOM: 122.95
NAV: ILS, VOR, PAPI, ASOS, GPS

CTAF: 118.2



FIELD ELEVATION

REMARKS

IN-PERSON CONTACT

1716

Custom service all hours 838-6704.
After tower closure activate lighting.
Deer & birds possible. Ry 8 dsplcd
thshld 393', trees. Dakota territory
Air Museum north end of field.

Andrew Solsvig
PHONE 701-857-4724
ADDL PHONE: 701-857-4725 JD Karhoff
PUBLIC TERMINAL PHONE: Yes



MINTO D06

MINTO MUNICIPAL

ATTENDANCE: May-Sep 8-5pm /On Call
FUEL: NONE REPAIRS: NONE

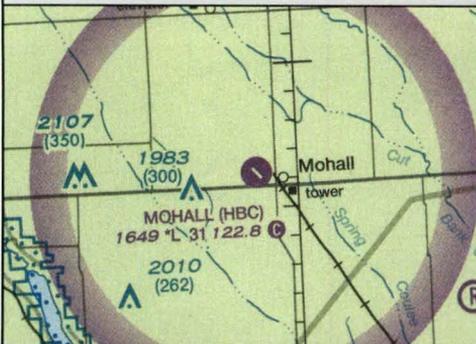
LIGHTS: NONE BEACON: NONE
SNOW REMOVAL: Irregular - confirm

UNICOM: NAV: NONE

CTAF: 122.9



| FIELD ELEVATION | REMARKS | IN-PERSON CONTACT |
|-----------------|---|--|
| 820 | Ry 17/35 - 2400'x 20' concrete and remaining grass clumpy, soft when wet. Contact mgr prior to use! | Brad Guadry PHONE: *701-248-3224/218-779-7940 ADDL PHONE: 701-248-3359 PUBLIC TERMINAL PHONE: Yes |



MOHALL HBC

MOHALL MUNICIPAL

ATTENDANCE: YEAR-ROUND ON CALL
 FUEL: *100LL, A JET REPAIRS: NONE

LIGHTS: LOW*^RD0-CTL BEACON: CG
 SNOW REMOVAL: Irregular - confirm

UNICOM: 122.80 NAV: NONE

CTAF: 122.8



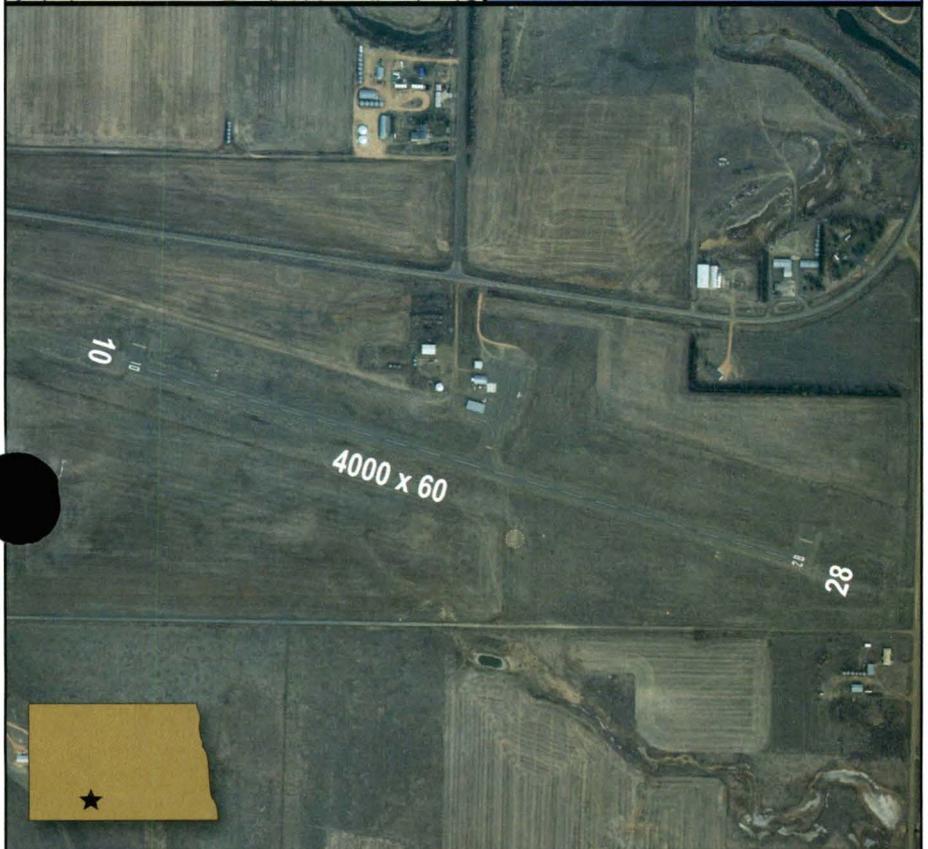
| FIELD ELEVATION | REMARKS | IN-PERSON CONTACT |
|--------------------|---|---|
| <p>1649</p> | <p>CTAF activate Ry 13/31 lights. Fuel-self-service-Credit Card. Birds and deer possible. MxGWt S-12.5. TPA 800'</p> | <p>Mike Nehring PHONE 701-263-1008/756-7177 ADDL PHONE: 701-756-7258/6464 PUBLIC TERMINAL PHONE: Yes</p> |



MOTT 3P3

MOTT MUNICIPAL

| | |
|-----------------------------------|---------------|
| ATTENDANCE: UNATNDD | |
| FUEL: *100LL | REPAIRS: NONE |
| LIGHTS: Low*RDO-CTL BEACON: NONE | |
| SNOW REMOVAL: Irregular - confirm | |
| UNICOM: | NAV: PAPI |
| CTAF: 122.9 | |



| FIELD ELEVATION | REMARKS | IN-PERSON CONTACT |
|-----------------|---|---|
| 2411 | For fuel: self service credit card. For lights activate CTAF. Bird and deer possible. MxGwt S-12.5. Car upon request. | Rex Kelsch PHONE: *701-824-2983 ADDL PHONE: 701-440-0281/824-3111 PUBLIC TERMINAL PHONE: Yes |



NAPOLEON 5B5

NAPOLEON MUNICIPAL

ATTENDANCE: UNATNDD

FUEL: 100LL

REPAIRS: NONE

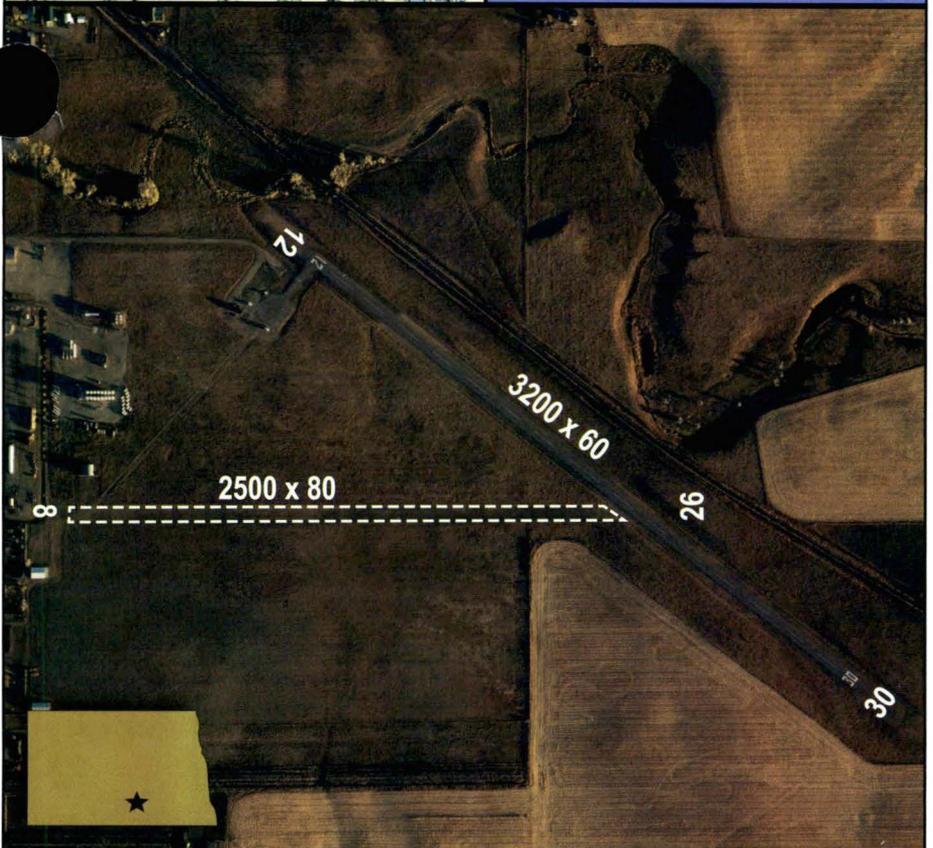
LIGHTS: LOW*dusk0100 BEACON: NONE

SNOW REMOVAL: Regular - Contact after storm

UNICOM:

NAV: NONE

CTAF: 122.9



FIELD ELEVATION

REMARKS

IN-PERSON CONTACT

1983

Ry 08/26 closed in winter. For fuel after hours call police 754-2626. CTAF lights after 0100. MxGWt S-6

Dave Sorgatz
PHONE *701-754-2226/2958
ADDL PHONE: 701-754-2626 Police
701-220-5444
PUBLIC TERMINAL PHONE: None



NEW ROCKFORD 8J7

TOMLINSON FIELD

ATTENDANCE: UNATNDD
 FUEL: NONE REPAIRS: NONE

LIGHTS: Low*duskdawn BEACON: NONE
 SNOW REMOVAL: Irregular - confirm

UNICOM: NAV: NONE

CTAF: 122.9



| FIELD ELEVATION | REMARKS | IN-PERSON CONTACT |
|--------------------|--|---|
| <p>1533</p> | <p>Confirm winter conditions. MxGWt S-12.5</p> | <p>Erling Rolfson PHONE: 701-947-2417/650-8418 ADDL PHONE: 701-947-2461 PUBLIC TERMINAL PHONE: Yes</p> |



NEW TOWN 05D

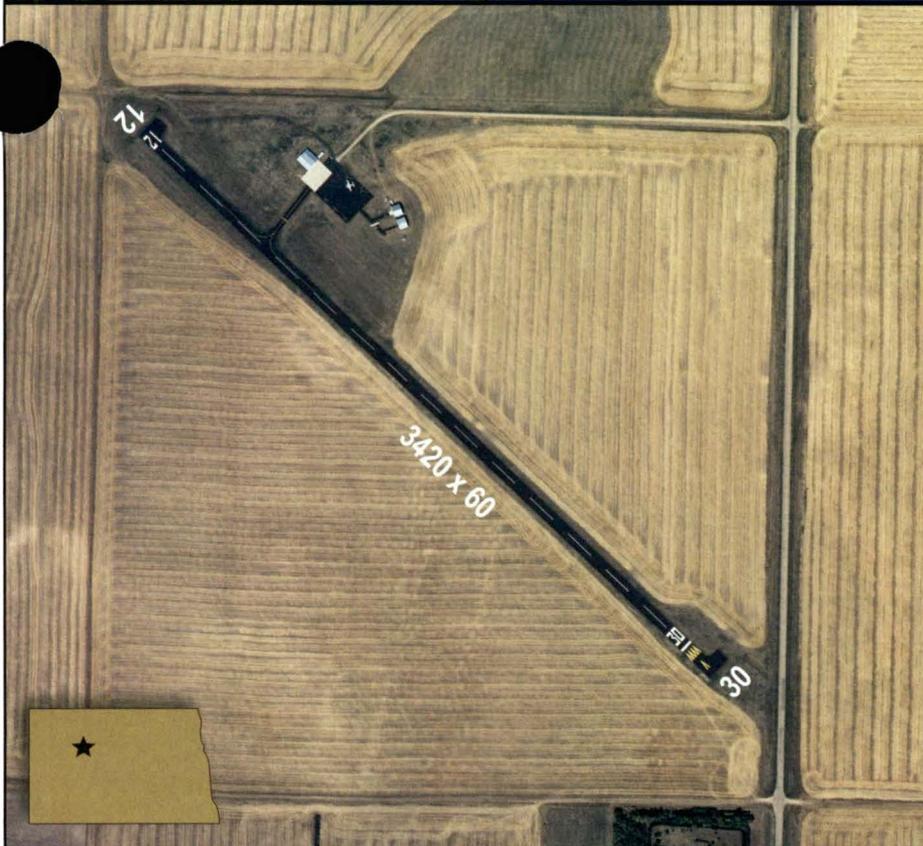
NEW TOWN MUNICIPAL

ATTENDANCE: UNATNDD
FUEL: NONE REPAIRS: NONE

LIGHTS: Med*RDO-CTL BEACON: NONE
SNOW REMOVAL: Irregular - confirm

UNICOM: NAV: PAPI

CTAF: 122.9



FIELD ELEVATION

REMARKS

IN-PERSON CONTACT

1925

Ry 12 -8' dropoff. CTAF activate lights. Deer & Birds possible. MxGWt S-12.5

Mylo Wolding
PHONE 701-898-4918
ADDL PHONE: 701-421-9019
PUBLIC TERMINAL PHONE: Yes



NORTHWOOD 4V4

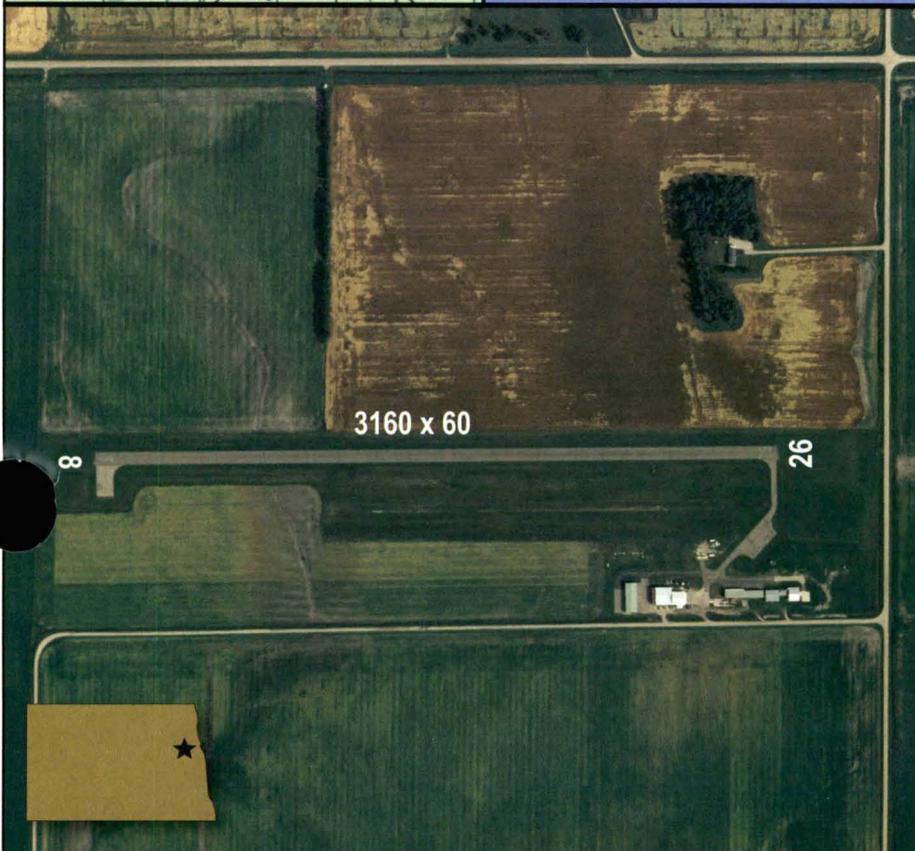
MUNICIPAL - VINCE FIELD

ATTENDANCE: MON-SAT 8-5PM
 FUEL: 100LL REPAIRS: MAJOR

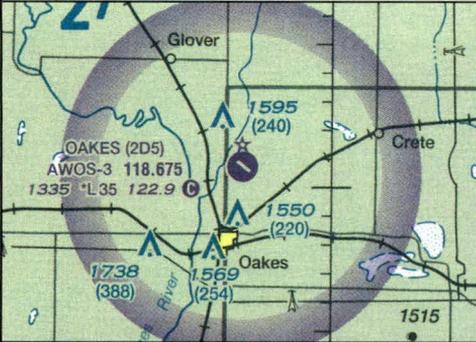
LIGHTS: Med*dusk2400 BEACON: CG
 SNOW REMOVAL: Regular - call after storm

UNICOM: 122.80 NAV: PAPI

CTAF: 122.8



| FIELD ELEVATION | REMARKS | IN-PERSON CONTACT |
|-----------------|--|--|
| 1117 | Activate MIRL/PAPI after 2400hr-CTAF. Right hand traffic patterns Ry 8 MxGWt S-12.5 | Rich Altendorf PHONE: 701-587-5171/6014 ADDL PHONE: 701-587-6331 218-779-1242 PUBLIC TERMINAL PHONE: Yes |



OAKES 2D5

OAKES MUNICIPAL

ATTENDANCE: MON-FRI ON CALL
FUEL: 100LL, JET A REPAIRS: NONE

LIGHTS: Med*RDO-CTL BEACON: CG
SNOW REMOVAL: Irregular - confirm

UNICOM: NAV: PAPI, AWOS

CTAF: 122.9



FIELD ELEVATION

REMARKS

IN-PERSON CONTACT

1335

Ry 17/35 closed winter months
& surface clumpy. MIRL/PAPI
activate CTAF. AWOS 742-3991

Arnie Widmer
PHONE 701-742-3145/2293
ADDL PHONE: 701-742-2095/2192/2231
PUBLIC TERMINAL PHONE: Yes



PAGE 64G

PAGE REGIONAL

ATTENDANCE: Mon-Fri 8-5/ on call weekends
 FUEL: 100LL, JET A REPAIRS: MAJOR

LIGHTS: Low*RDL-CTL BEACON: NONE
 SNOW REMOVAL: Irregular - confirm

UNICOM: NAV: NONE

CTAF: 122.9



| FIELD ELEVATION | REMARKS | IN-PERSON CONTACT |
|--|--|--|
| <p style="font-size: 2em; font-weight: bold;">1218</p> | <p>Activate lights CTAF. Grain fields at both Ry ends.</p> | <p>Tim McPherson PHONE: 701-668-2302/799-8629 ADDL PHONE: 701-488-2586 PUBLIC TERMINAL PHONE: Yes</p> |



PARK RIVER Y37

W.C. SKJERVEN

ATTENDANCE: MON-FRI 8-5PM ON CALL
 FUEL: 100LL REPAIRS: MAJOR

LIGHTS: Med*RDO-CTL BEACON: CG
 SNOW REMOVAL: Confirm after storm

UNICOM: 122.8 NAV: PAPI

CTAF: 122.8



| FIELD ELEVATION | REMARKS | IN-PERSON CONTACT |
|-----------------|---|---|
| 1104 | Ry 4/22 closed winter months & surface clumpy. Deer on or near airport. MIRL/PAPI activate CTAF. MxGWt S-12 | Glenn Wharam PHONE 701-284-7303/7804 ADDL PHONE: 701-331-1110/284-6755 PUBLIC TERMINAL PHONE: No |

PARSHALL Y74

PARSHALL-HANKINS

ATTENDANCE: May-Sep on call

FUEL: 100LL

REPAIRS: NONE

LIGHTS: Med*dusk2300

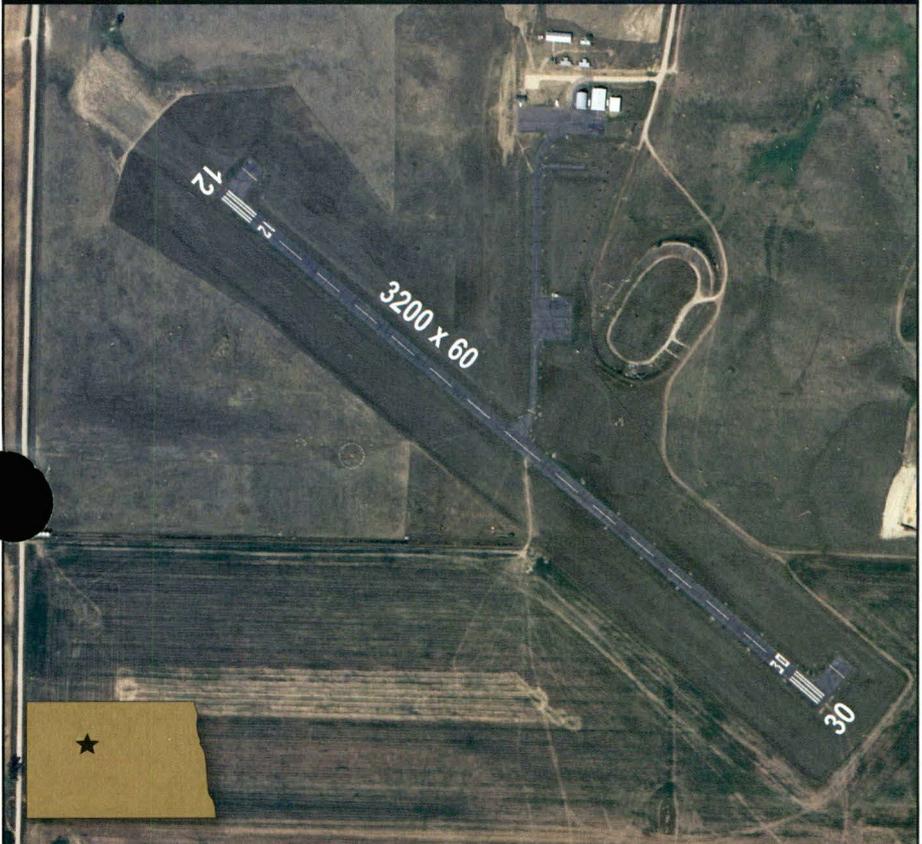
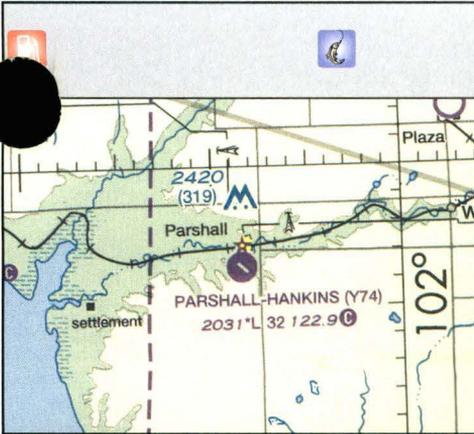
BEACON: CG

SNOW REMOVAL: Irregular - call

UNICOM:

NAV: NONE

CTAF: 122.8



FIELD ELEVATION

REMARKS

IN-PERSON CONTACT

2031

City snow removal 862-3459.
Activate MIRL after 2300 hr.
MxGWt S-12.

Richard Bolkan
PHONE: 701-898-3144
ADDL PHONE: 701-862-3386
PUBLIC TERMINAL PHONE: Yes



PEMBINA PMB

THOMAS NORD FIELD

ATTENDANCE: 8-8, 7 DAYS A WEEK
FUEL: *100LL REPAIRS: MINOR

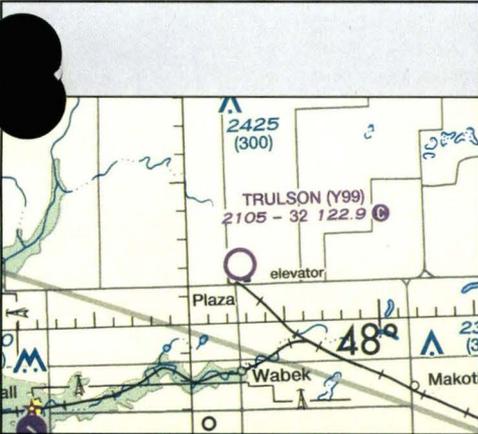
LIGHTS: Med*dusk0000 BEACON: YES
SNOW REMOVAL: REG-Confirm after storm

UNICOM: 122.8
NAV: VOR@Hallock, PAPI, GPS

CTAF: 122.8



| FIELD ELEVATION | REMARKS | IN-PERSON CONTACT |
|-----------------|---|--|
| 795 | US Customs service. Deer possible. After 0000hr activate MIRL/PAPI. MxGWt S-12.5. Ry 15 dsplacd thshld. | Terry Nord PHONE 701-825-6615 ADDL PHONE: 701-331-4458 PUBLIC TERMINAL PHONE: Yes |



PLAZA Y99

TRULSON FIELD

ATTENDANCE: UNATNDD
 FUEL: NONE REPAIRS: NONE

LIGHTS: NONE BEACON: NONE
 SNOW REMOVAL: Irregular - confirm w/airport mgr

UNICOM: NAV: NONE

CTAF: 122.9



| FIELD ELEVATION | REMARKS | IN-PERSON CONTACT |
|--------------------|---|---|
| <p>2105</p> | <p>Call prior for conditions. Birds possible.</p> | <p>Jay Harstad PHONE: 701-898-3387/453-3387 PUBLIC TERMINAL PHONE: None</p> |



RICHARDTON 4E8

RICHARDTON MUNICIPAL

ATTENDANCE: UNATNDD
FUEL: NONE REPAIRS: NONE

LIGHTS: NONE BEACON: NONE
SNOW REMOVAL: NONE

UNICOM: NAV: NONE

CTAF: 122.9



FIELD ELEVATION

REMARKS

IN-PERSON CONTACT

2498

Ry grass clumping & rough with holes possible. Cattle grazing Sep-Dec. 120' wind mill 800' north Ry 29.

Jody Hoff
PHONE 701-974-3315
ADDL PHONE: 701-974-4230/3399 city
PUBLIC TERMINAL PHONE: None



RIVERDALE 37N

GARRISON DAM RECREAT'L AIRPORT

ATTENDANCE: UNATNDD

FUEL: NONE

REPAIRS: NONE

LIGHTS: NONE

BEACON: NONE

SNOW REMOVAL: No snow removal

UNICOM:

NAV: NONE

CTAF: 122.9



FIELD ELEVATION

REMARKS

IN-PERSON CONTACT

1723

Airport closed in winter. Ry is gravel with loose small stone & foot when wet. Deer & birds possible. MxGWt S-4. 11 dscplacd threshold. Daytime use. Ry 11 rt traffic.

Kyle Wanner
PHONE: 701-328-9650
ADDL PHONE: 701-425-5926/471-5548



ROLETTE 2H9

ROLETTE AIRPORT

ATTENDANCE: UNATNDD

FUEL: NONE

REPAIRS: NONE

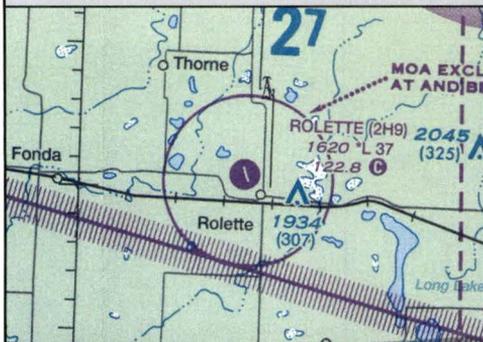
LIGHTS: Low*^RD0-CTL BEACON: NONE

SNOW REMOVAL: Irregular - confirm

UNICOM:

NAV: NONE

CTAF: 122.8



FIELD ELEVATION

REMARKS

IN-PERSON CONTACT

1620

Activate rwy lights CTAF. Rwy width only 40' with lights 20' from edges. MxGWt S-8

Mark Myhre
PHONE 701-246-3395
ADDL PHONE: 701-246-3348
PUBLIC TERMINAL PHONE: None



ROLLA 06D

ROLLA MUNICIPAL

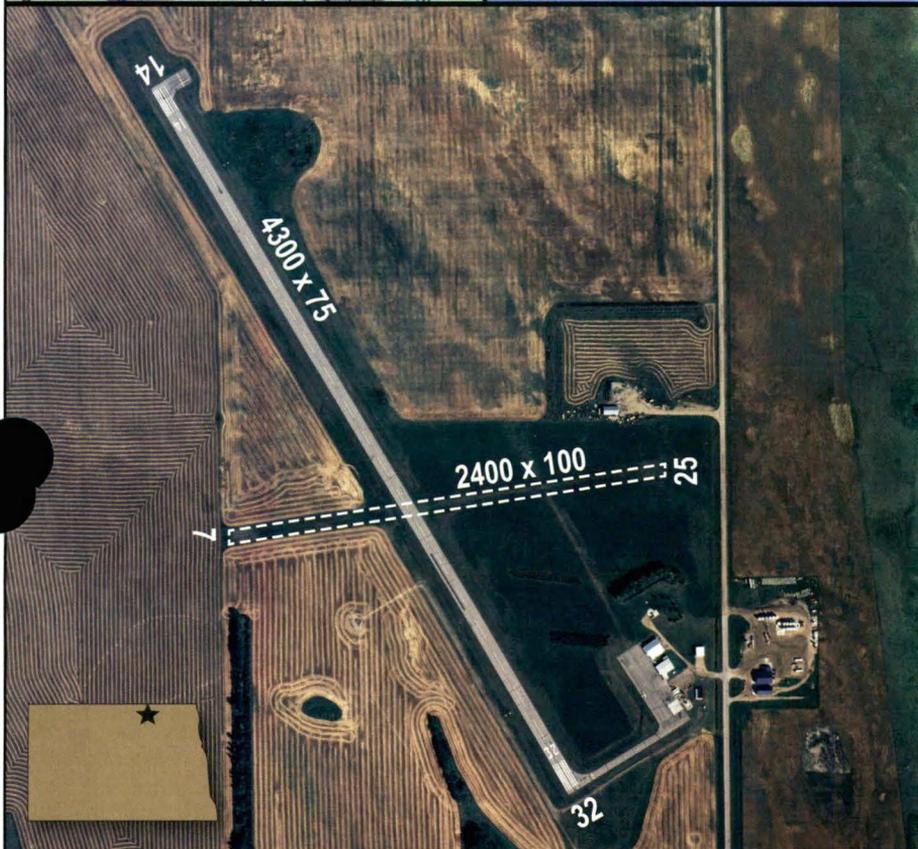


ATTENDANCE: Mon-Sat daylight hrs
FUEL: *100LL, JET A **REPAIRS:** MINOR

LIGHTS: Med*RDO-CTL **BEACON:** CG
SNOW REMOVAL: confirm aft storm

UNICOM: 122.80 **NAV:** PAPI

CTAF: 122.8



FIELD ELEVATION

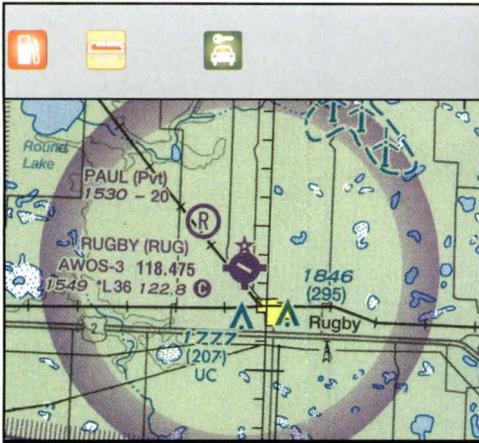
REMARKS

IN-PERSON CONTACT

1822

Ry 7/25 closed winters. Activate MIRL-CTAF/PAPI. Birds & deer possible. Fuel self service credit card. MxGWt S-12.5

Gordon Krech
 PHONE: 701-477-5145/550-9884
 ADDL PHONE: 701-477-6780/550-0134
 PUBLIC TERMINAL PHONE: Yes



RUGBY RUG

RUGBY MUNICIPAL

ATTENDANCE: Mon-Fri 8-5pm/ On Call
 FUEL: 100*LL, JET A Call Prior REPAIRS: NONE

LIGHTS: Med*RDO-CTL BEACON: CG
 SNOW REMOVAL: Regular - confirm

UNICOM: 122.80 NAV: PAPI, AWOS

CTAF: 122.8



| FIELD ELEVATION | REMARKS | IN-PERSON CONTACT |
|--------------------|--|--|
| <p>1548</p> | <p>Fuel-self service credit card. Activate MIRL & PAPI-CTAF. Birds & deer possible. AWOS 776-6100. MxGWt S-12.5</p> | <p>Steve Schneider PHONE 701-776-5171/5176 ADDL PHONE: 701-208-1630/776-5746 PUBLIC TERMINAL PHONE: Yes</p> |



STANLEY 08D

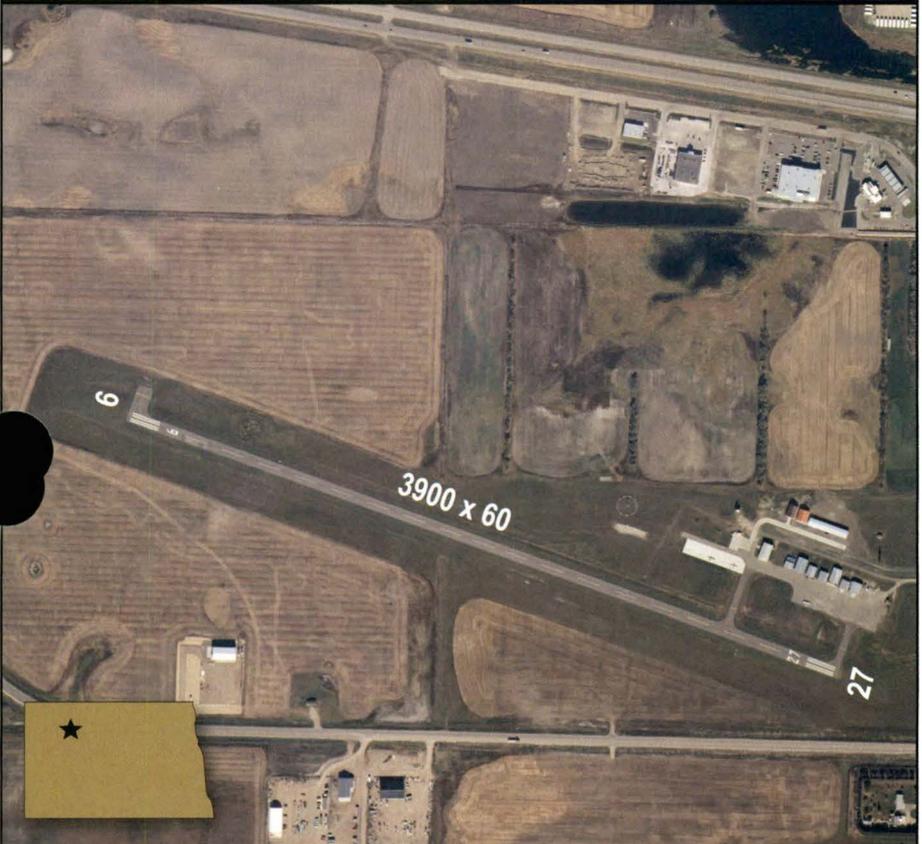
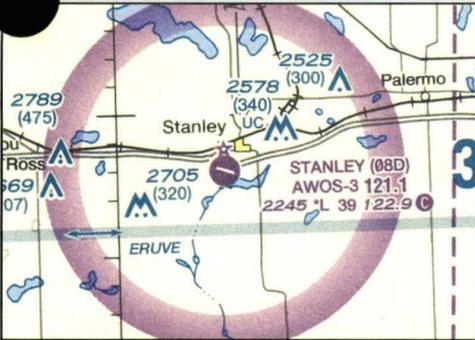
STANLEY MUNICIPAL

ATTENDANCE: UNATNDD
 FUEL: *100LL REPAIRS: MAJOR

LIGHTS: Med*RDO-CTL BEACON: CG
 SNOW REMOVAL: Regular - confirm

UNICOM: NAV: RY27-PAPI, GPS

CTAF: 122.9



FIELD ELEVATION

REMARKS

IN-PERSON CONTACT

2245

Activate MIRL PAPI-CTAF. Birds/
 deer on or near airport. Self
 service credit card fuel. MxGWt
 S-14. Road off end of ry.

Steven Martens
 PHONE: 701-629-0087/628-3417
 ADDL PHONE: 701-628-3129/629-1244
 PUBLIC TERMINAL PHONE: Yes



ST. THOMAS 4S5

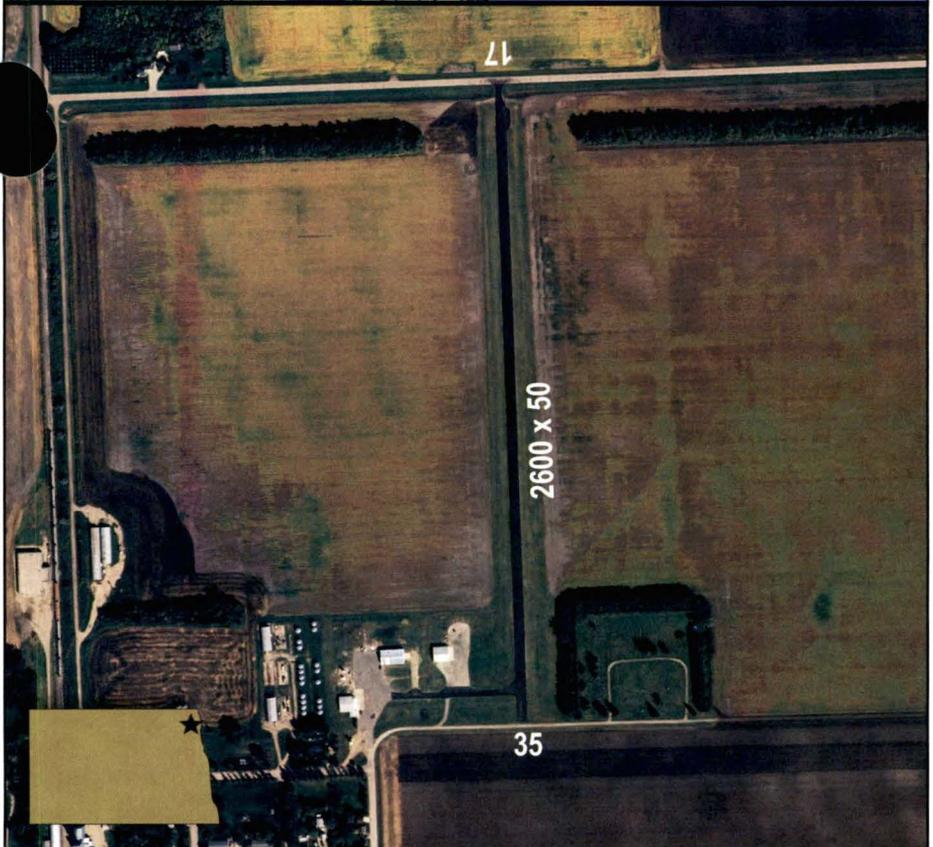
ST. THOMAS MUNICIPAL

ATTENDANCE: UNATNDD - CALL
FUEL: NONE REPAIRS: NONE

LIGHTS: Low*RDO-CTL BEACON: NONE
SNOW REMOVAL: Confirm after storm

UNICOM: NAV: NONE

CTAF: 122.9



FIELD ELEVATION

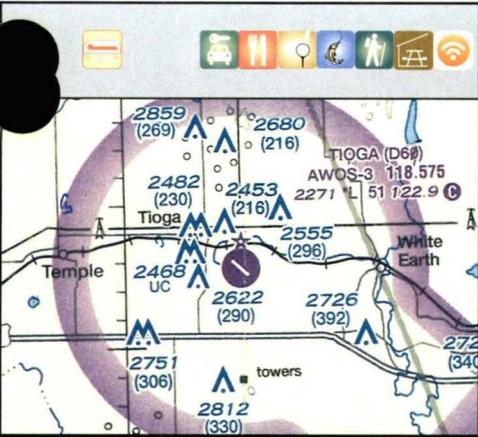
REMARKS

IN-PERSON CONTACT

837

Roadways located at both
Ry ends. Displcd thresholds
lighted only. Activate lights
122.8. MxGWt S-5

John Blair - apt auth
PHONE 701-520-1597
ADDL PHONE: 701-257-6765/6629
PUBLIC TERMINAL PHONE: Yes



TIOGA D60

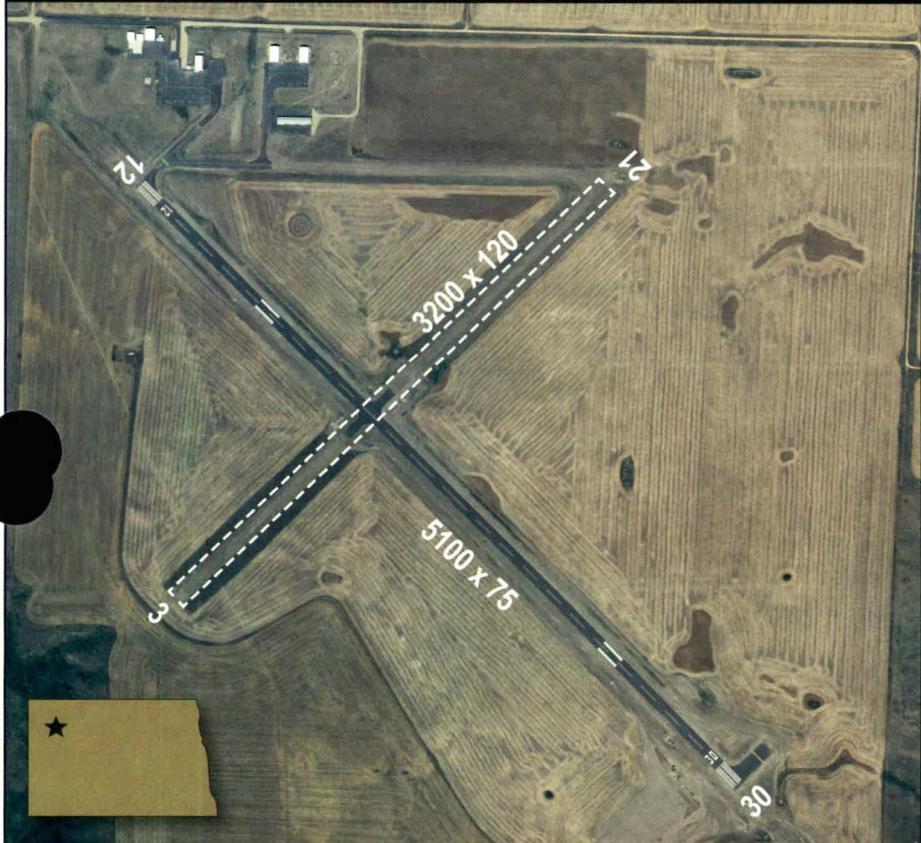
TIOGA MUNICIPAL

ATTENDANCE: All days Daylight/On call
FUEL: 100LL, JET A **REPAIRS:** MINOR

LIGHTS: Med* dusk/dawn **BEACON:** CG
SNOW REMOVAL: Confirm after storm

UNICOM: **NAV:** PAPI, AWOS, GPS

CTAF: 122.9



| FIELD ELEVATION | REMARKS | IN-PERSON CONTACT |
|-----------------|---|---|
| 2271 | Ry 3/21 grass clumpy. PAPI/ MIRL activate CTAF. AWOS 664- 4490. MxGwt S-25. | Chris Norgaard - mgr/chrmn PHONE: 507-649-0831 ADDL PHONE: TAC-701-664-3012 KFS-701-664-2220 PUBLIC TERMINAL PHONE: Yes |



TOWNER D61

TOWNER MUNICIPAL

ATTENDANCE: UNATNDD

FUEL: NONE

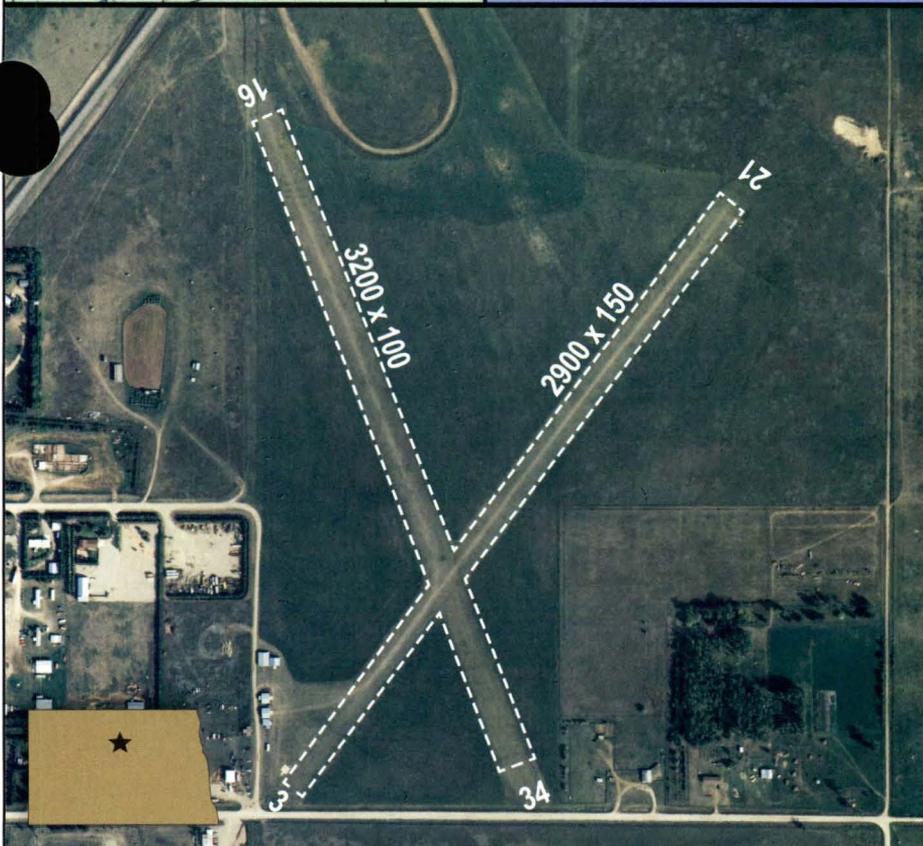
REPAIRS: NONE

LIGHTS: Low*^RD0-CTL BEACON: CG

SNOW REMOVAL: Confirm after storms

UNICOM: 122.80 NAV: NONE

CTAF: 122.8



FIELD ELEVATION

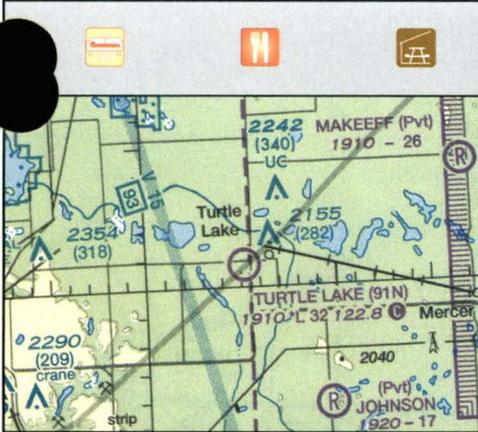
REMARKS

IN-PERSON CONTACT

1484

Ry 34 - 3' ditch at stopway. Ry 16 + 30' pole 500' from end. Activate Ry 16/34 lights - CTAF

Daniel Gunter
PHONE 701-537-3519/537-5132
ADDL PHONE: 701-537-5849
PUBLIC TERMINAL PHONE: NONE



TURTLE LAKE 91N

TURTLE LAKE MUNICIPAL

ATTENDANCE: UNATNDD
 FUEL: NONE REPAIRS: NONE

LIGHTS: Low* RDO-CTL BEACON: NONE
 SNOW REMOVAL: Irregular - confirm

UNICOM: NAV: NONE

CTAF: 122.8



| FIELD ELEVATION | REMARKS | IN-PERSON CONTACT |
|-----------------|---|---|
| 1910 | Ry 8/26 grass center sparse & clumpy. Activate lights - CTAF. Ry8 end -10' dropoff. Deer & birds in area. | Joe Johnson PHONE: 701-448-2253/2252 ADDL PHONE: 701-448-2654/391-6028 PUBLIC TERMINAL PHONE: None |



VALLEY CITY BAC

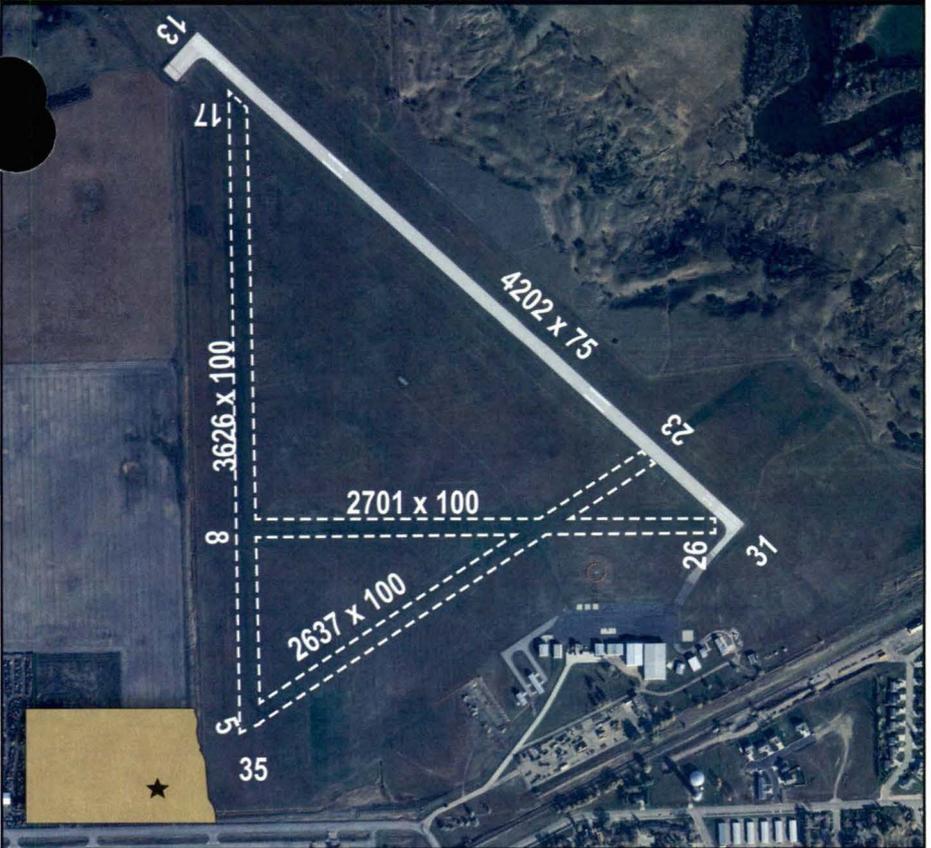
BARNES COUNTY MUNICIPAL

ATTENDANCE: Mon-Fri 8-5pm On Call
FUEL: *100LL, JET A REPAIRS: MAJOR

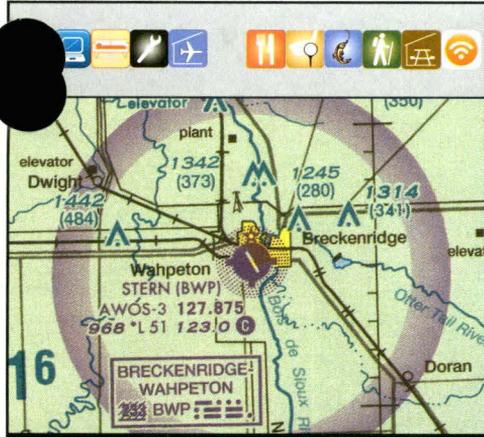
LIGHTS: Med*duskdawn BEACON: CG
SNOW REMOVAL: Regular

UNICOM: 122.80
NAV: PAPI, REIL, NDB, AWOS

CTAF: 122.8



| FIELD ELEVATION | REMARKS | IN-PERSON CONTACT |
|-----------------|---|---|
| 1402 | Turf Ry's closed winters. Activate PAPI/MIRL-CTAF. Self service credit card fuel. AWOS 845-9117. TPA 2200 MSL. MxGwt S-12.5 | Michael Lerud PHONE 701-840-5903 ADDL PHONE: 701-845-2100 793-0626 FBO PUBLIC TERMINAL PHONE: Yes |



WAHPETON BWP

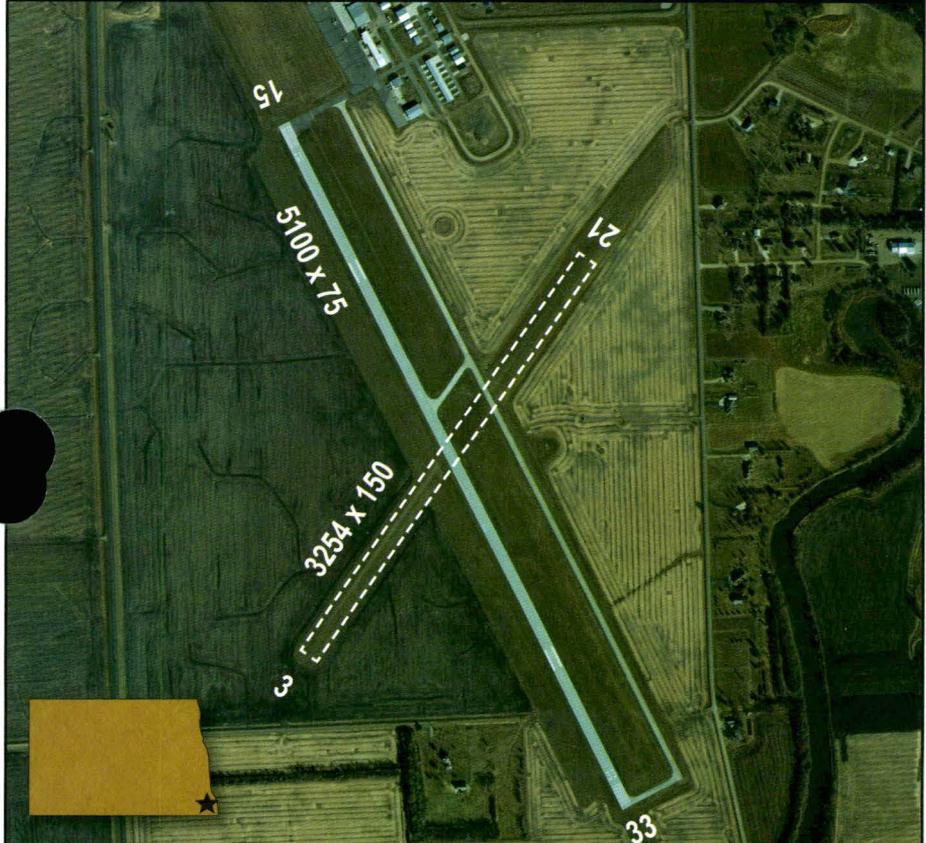
HARRY STERN

ATTENDANCE: Mon-Fri 8-5pm/ On Call
FUEL: 100*LL, JET A **REPAIRS:** MAJOR

LIGHTS: Med*duskdawn **BEACON:** CG
SNOW REMOVAL: Confirm after storm

UNICOM: 123.00
NAV: PAPI, REIL, GPS, AWOS

CTAF: 123



| FIELD ELEVATION | REMARKS | IN-PERSON CONTACT |
|-----------------|--|--|
| 968 | Self service credit card 100LL. AWOS 127.875/642-9800. Ry 3/21 closed winters. Activate lights, REIL-CTAF. MxGWt S-34/Dual-50 | Cindy Schreiber-Beck PHONE: 701-642-5777/899-3232/361-0230 ADDL PHONE: Police 642-7722 PUBLIC TERMINAL PHONE: Yes |



WALHALLA 96D

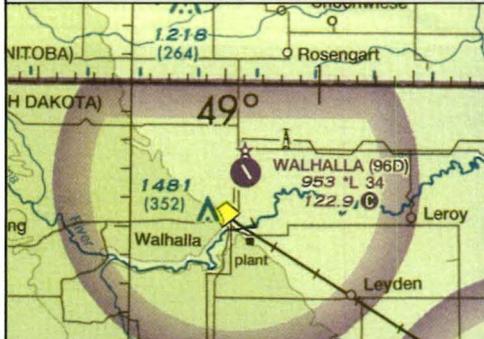
WALHALLA MUNICIPAL

ATTENDANCE: Daylight Hours
FUEL: *100LL REPAIRS: NONE

LIGHTS: Med*dusk2200 BEACON: CG
SNOW REMOVAL: Confirm prior to use

UNICOM: NAV: PAPI, AWOS

CTAF: 122.9



| FIELD ELEVATION | REMARKS | IN-PERSON CONTACT |
|-----------------|---------|-------------------|
|-----------------|---------|-------------------|

953

Activate PAPI/MIRL after 2200hr-CTAF. Self service card fuel. Deer possible. AWOS 549-3402, 118.175 MxGWt S-20.

David Carignan
PHONE 701-549-3500
ADDL PHONE: 701-549-3801
PUBLIC TERMINAL PHONE: None

WASHBURN 5C8

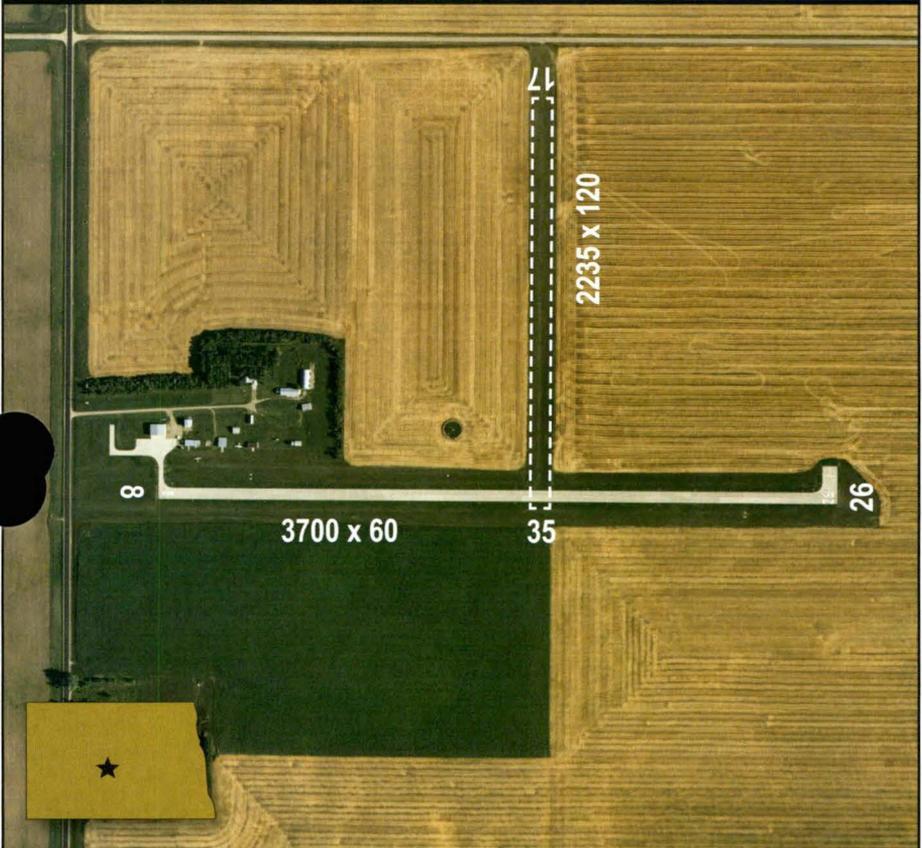
WASHBURN MUNICIPAL

ATTENDANCE: UNATNDD
FUEL: NONE REPAIRS: NONE

LIGHTS: Med*RDO-CTL BEACON: CG
SNOW REMOVAL: Irregular - confirm

UNICOM: NAV: PAPI

CTAF: 122.9



| FIELD ELEVATION | REMARKS | IN-PERSON CONTACT |
|-----------------|---|--|
| 1908 | Ry 17/35 closed winter months. Deer and Birds possible. Activate MIRL/PAPI-CTAF | Ron Becker-Chrmn PHONE: 701-315-0860/751-3123 ADDL PHONE: 701-462-7331/8413 PUBLIC TERMINAL PHONE: None |



WATFORD CITY S25

WATFORD CITY MUNICIPAL

ATTENDANCE: UNATNDD

FUEL: *100LL

REPAIRS: MAJOR

LIGHTS: Med*dusk2200

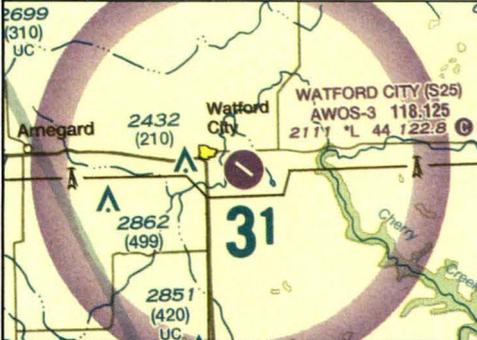
BEACON: CG

SNOW REMOVAL: Regular - confirm

UNICOM: 122.80

NAV: PAPI, AWOS, GPS

CTAF: 122.8



FIELD ELEVATION

REMARKS

IN-PERSON CONTACT

2111

Ry 18/36 closed in winter. Actvt PAPI/MIRL aft 2200-CTAF. Self-service credit card fuel. AWOS 701-842-4855. MxGwt S-12.5

Tim Taylor
PHONE 701-444-6411/770-7171
ADDL PHONE: 701-444-3772/770-6739
PUBLIC TERMINAL PHONE: Yes



WEST FARGO D54

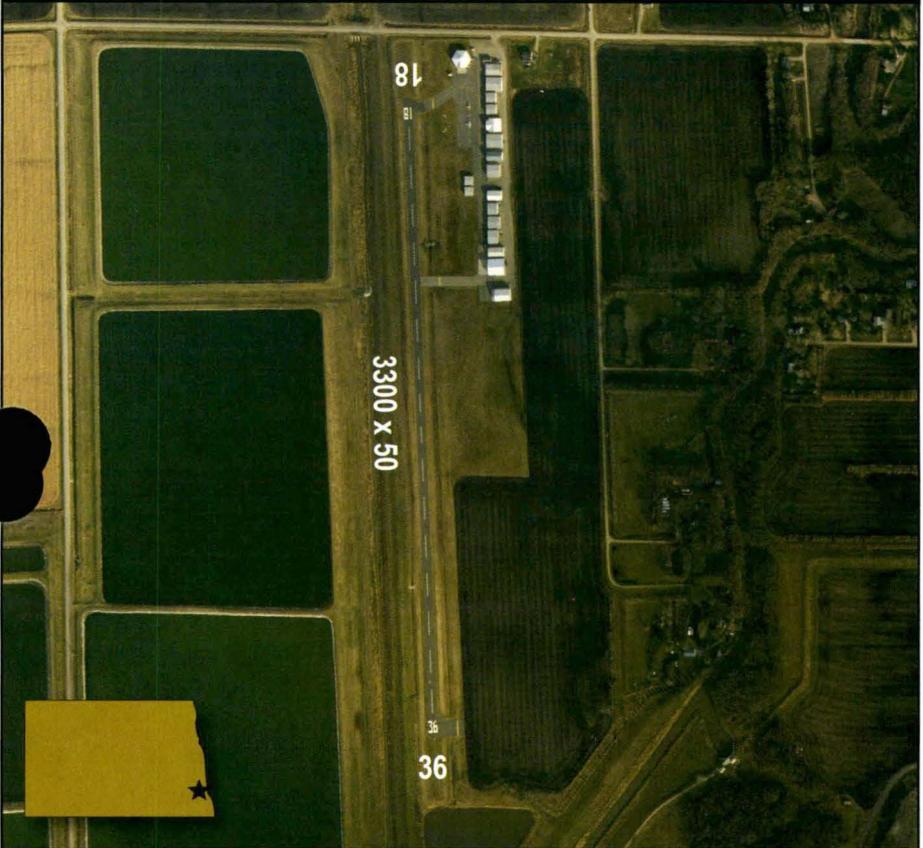
WEST FARGO MUNICIPAL

ATTENDANCE: Mon-Fri 8-5pm/On Call
FUEL: 100LL REPAIRS: MAJOR

LIGHTS: Low*RDO-CTL BEACON: CG
SNOW REMOVAL: Confirm w/mgr

UNICOM: NAV: NONE

CTAF: 122.7



| FIELD ELEVATION | REMARKS | IN-PERSON CONTACT |
|-----------------|--|---|
| 896 | Right traffic Ry17. Active lights-CTAF. Birds possible. Parachute jumping. Self-service 100LL fuel only. TPA 1700'. MxGWt S-12.5 | Keith Schonert PHONE: 701-281-9394 ADDL PHONE: 701-371-2655 PUBLIC TERMINAL PHONE: Yes |



WESTHOPE D64

WESTHOPE MUNICIPAL

ATTENDANCE: UNATNDD

FUEL: NONE

REPAIRS: NONE

LIGHTS: Low*RDO_CTL BEACON: NONE

SNOW REMOVAL: Irregular - confirm

UNICOM:

NAV: NONE

CTAF: 122.9



FIELD ELEVATION

REMARKS

IN-PERSON CONTACT

1494

Lights located 55' from ry centerline. Ry 13 +3' Road 100' outbound. Activate lights-CTAF. MxGWt S-4

Chad Tofteland
PHONE 701-263-1304
ADDL PHONE: 701-263-1383
PUBLIC TERMINAL PHONE: Outside



WILLISTON ISN

SLOULIN FIELD INTERNATIONAL

ATTENDANCE: 24 Hour Service
FUEL: *100LL, JET A **REPAIRS:** MAJOR

LIGHTS: Med*Duskdawn **BEACON:** CG
SNOW REMOVAL: Yes

UNICOM: 122.80
NAV: PAPI, REIL, VOR, GPS

CTAF: 122.8



FIELD ELEVATION

1982

REMARKS

Customs on call. Ry 11/29 increase intensity, Ry 2/20 actvt lgts. Right-hand traffic Ry 11&20. ASOS-125.92. Check Unicom Freq prior to arrival. MxGWt S-16.

IN-PERSON CONTACT

Steve Kjergaard
 PHONE: 701-774-8594/580-5699
 ADDL PHONE: FBO 701-774-2300



WISHEK 6L5

WISHEK MUNICIPAL

ATTENDANCE: UNATNDD

FUEL: NONE

REPAIRS: NONE

LIGHTS: LOW*RDO-CTL BEACON: CG

SNOW REMOVAL: Irregular - confirm

UNICOM:

NAV: NONE

CTAF: 122.9



FIELD ELEVATION

2035

REMARKS

Activate lights and beacon -
CTAF . Confirm snow removal
with apt mgr or AFSS. Birds &
deer possible. MxGWt S-8

IN-PERSON CONTACT

Jeff Schauer
PHONE: 701-866-0500
ADDL PHONE: 701-452-2314/4291
PUBLIC TERMINAL PHONE: Outside

METAR ABBREVIATIONS

ABBREVIATIONS

| | |
|---------------------------------------|--|
| AO | Automated Observation without precipitation discriminator (rain/snow) |
| AO2 | Automated Observation with precipitation discriminator (rain/snow) |
| D | Amended Forecast (TAF) |
| CMG | Becoming (expected between 2-digit beginning hour and 2-digit ending hour) |
| BKN | Broken |
| CLR | Clear at or below 12,000 feet (AWOS/ASOS report) |
| COB | Correction to the observation |
| FEW | 1 or 2 octas (eighths) cloud coverage |
| FM | From (4 digit beginning time in hours and minutes) |
| LDG | Landing |
| M | In temperature field means "minus" or below zero |
| M | In RVR listing indicates visibility less than lowest reportable sensor value (e.g. M600) |
| NO | Not available (e.g. SLPNO, RVRNO) |
| NSW | No Significant Weather |
| OVC | Overcast |
| P | In RVR indicates visibility greater than highest reportable sensor value (e.g. P6000FT) |
| P6SM | Visibility greater than 6 SM (TAF only) |
| PROB40 | Probability 40 percent |
| R | Runway (used in RVR measurement) |
| RMK | Remark |
| RV/RWY | Runway |
| SCT | Scattered |
| SKC | Sky Clear |
| SLP | Sea Level Pressure (e.g., 1013 reported as 013) |
| SM | Statute mile(s) |
| SPECI | Special Report |
| TEMPO | Temporary changes expected (between 2-digit beginning hour and 2-digit ending hour) |
| TKOF | Takeoff |
| T01760158, 10142, 20012 and 401120084 | In Remarks-examples of temperature information |
| V | Varies (wind direction and RVR) |
| VC | Vicinity |
| VRB | Variable wind direction when speed is less than or equal to 6 knots |
| VV | Vertical Visibility |
| WS | Wind shear (In TAFs, low level and not associated with convective activity) |

DESCRIPTORS

| | | | |
|----|----------------------|----|--------------|
| OC | Patches | MI | Shallow |
| BL | Blowing | PR | Partial |
| DR | Low Drifting | SH | Showers |
| FZ | Supercooled/freezing | TS | Thunderstorm |

WEATHER PHENOMENA

| | | | |
|----|-------------------------|----|---|
| BR | Mist | PE | Ice Pellets |
| DS | Dust Storm | P0 | Dust/Sand Whirls |
| DU | Widespread Dust | PY | Spray |
| DZ | Drizzle | RA | Rain |
| FC | Funnel Cloud | SA | Sand |
| FC | Tornado/Water Spout | SG | Snow Grains |
| FG | Fog | SN | Snow |
| FU | Smoke | SQ | Squall |
| GA | Hail | SS | Sandstorm |
| GS | Small Hail/Snow Pellets | UP | Unknown Precipitation (Automated Observations) |
| HZ | Haze | | |
| IC | Ice Crystals | VA | Volcanic Ash |

CLOUD TYPES

| | | | |
|----|--------------|-----|------------------|
| CB | Cumulonimbus | TCU | Towering Cumulus |
|----|--------------|-----|------------------|

CLOSE YOUR FLIGHT PLAN

FLIGHT PLAN

AFSS 1-800-992-7433

| | | | | | | | | | | | | | |
|--|--|----------------------------|--|--|--|---|--|--------------------|--|---|--|----------------------|--|
| 1. TYPE VFR IFR D/FR | | 2. AIRCRAFT IDENTIFICATION | | 3. AIRCRAFT TYPE SPECIAL EQUIPMENT | | 4. TRUE AIRSPEED | | 5. DEPARTURE POINT | | 6. DEPARTURE TIME PROPOSED (Z) ACTUAL (Z) | | 7. CRUISING ALTITUDE | |
| 5. ROUTE OF FLIGHT KTS | | | | | | | | | | | | | |
| 9. DESTINATION (Name of Airport and City) | | | | 10. EST TIME ENROUTE HOURS MINUTES | | 11. REMARKS | | | | | | | |
| 12. FUEL ON BOARD HOURS MINUTES | | 13. ALTERNATE AIRPORT | | | | 14. PILOT'S NAME, ADDRESS & TELEPHONE NUMBER & AIRCRAFT HOME BASE | | | | 15. NUMBER ABOARD | | | |
| 16. COLOR OF AIRCRAFT | | | | | | | | | | | | | |
| 17. DESTINATION CONTACT/TELEPHONE (OPTIONAL) | | | | | | | | | | | | | |

- /X - NO TRANSPONDER.
- /T - TRANSPONDER NO ALTITUDE ENCODING CAPABILITY.
- /U - TRANSPONDER WITH ALTITUDE ENCODING CAPABILITY.
- /D - DME, BUT NO TRANSPONDER.
- /B - DME, AND TRANSPONDER, BUT NO ALTITUDE ENCODING CAPABILITY.
- /A - DME AND TRANSPONDER WITH ALTITUDE ENCODING CAPABILITY.
- /M - TACAN ONLY, BUT NO TRANSPONDER.
- /N - TACAN ONLY AND TRANSPONDER, BUT NO ALTITUDE ENCODING CAPABILITY.
- /F - TACAN ONLY AND TRANSPONDER WITH ALTITUDE ENCODING CAPABILITY.
- /C - RNAV AND TRANSPONDER, BUT NO ALTITUDE ENCODING CAPABILITY.
- /R - RNAV AND TRANSPONDER WITH ALTITUDE ENCODING CAPABILITY.
- /W - RNAV BUT NO TRANSPONDER.
- /G - GPS



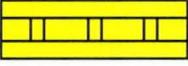
FLIGHT LOG

| DEPARTURE POINT | VOR | RADIAL | DISTANCE | TIME | | GROUND SPEED |
|---------------------------------------|--------------|---------|---------------|---------------------------|----------|--------------|
| | IDENT. FREQ. | TO FROM | LEG REMAINING | POINT - POINT CUMMULATIVE | TAKE OFF | |
| CHECK POINT | | / | | | ETA | |
| | | | | | ATA | |
| | | / | | | | |
| | | | | | | |
| | | / | | | | |
| | | | | | | |
| | | / | | | | |
| | | | | | | |
| DESTINATION | | / | | | | |
| | | | TOTAL | | | |
| PREFLIGHT CHECK LIST | | | | DATE | | |
| EN ROUTE WEATHER / WEATHER ADVISORIES | | | | | | |
| DESTINATION WEATHER | | | | WINDS ALOFT | | |
| ALTERNATE WEATHER | | | | | | |
| FORECASTS | | | | | | |
| NOTAMS / AIRSPACE RESTRICTIONS | | | | | | |

GUIDE FOR AIRFIELD SIGNS

SIGN and LOCATION

PILOT ACTION or SIGN PURPOSE

| | |
|---|--|
|  <p>On Taxiways at Intersection with a Runway</p> | <p>Controlled Airport - Hold unless ATC Clearance has been received.</p> <p>Uncontrolled Airport - Proceed when no traffic conflict exists.</p> |
|  <p>Runway / Runway Intersection</p> | <p>Taxiing - Same action as above.</p> <p>Taking Off or Landing - Disregard unless a "Land, Hold Short" clearance has been accepted.</p> |
|  <p>Taxiway in Runway Approach of Departure Area</p> | <p>Controlled Airport - Hold when instructed by ATC.</p> <p>Uncontrolled Airport - Proceed when no traffic conflict exists.</p> |
|  <p>ILS Critical Area</p> | <p>Hold when approaches are being made with visibility less than 2 miles or ceiling less than 800 feet.</p> |
|  <p>Areas where Aircraft are Forbidden to Enter</p> | <p>Do not enter.</p> |
|  <p>Taxiway</p> | <p>Identifies taxiway on which aircraft is positioned.</p> |
|  <p>Runway</p> | <p>Identifies runway on which aircraft is positioned.</p> |
|  <p>Edge of Protected Airway for Runway</p> | <p>These signs are used on controlled airports to identify the boundary of the runway protected area. It is intended that pilots exiting this area would use this sign as a guide to judge when the aircraft is clear of the protected area.</p> |
|  <p>Edge of ILS Critical Area</p> | <p>These signs are used on controlled airports to identify the boundary of the LS critical area. It is intended that pilots exiting this area would use this sign as a guide to judge when the aircraft is clear of the ILS critical area.</p> |
|  <p>Taxiways and Runway</p> | <p>On Taxiways - Provides direction to turn at next intersection to maneuver aircraft onto named runway.</p> |

GUIDE FOR AIRFIELD SIGNS

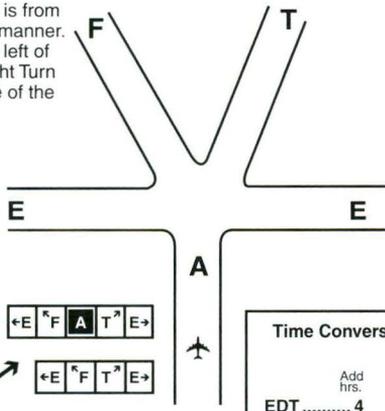
SIGN and LOCATION

PILOT ACTION or SIGN PURPOSE

| | |
|---|---|
|  Taxiways | Provides general taxiing direction to named runway. |
|  Taxiways and Runways | Provides general taxiing direction to identified destination. |
|  Runway | Provides remaining runway length in 1,000 feet increments. |

ARRANGEMENT OF SIGNS AT INTERSECTION

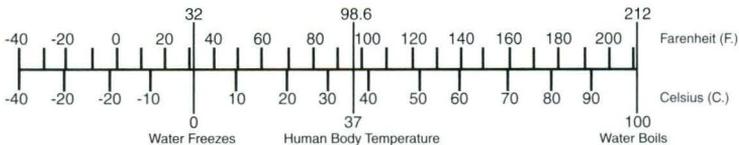
Note: Orientation of signs is from left to right in a clockwise manner. Left Turn Signs are on the left of the Location Sign and Right Turn Signs are on the right side of the Location Sign.



Alternate array of signs shown to illustrate sign orientation when Location Sign not installed.

| Time Conversion to UTC (Z) | | |
|----------------------------|----------|------------|
| | Add hrs. | Add hrs. |
| EDT | 4 | MDT..... 6 |
| EST..... | 5 | MST..... 7 |
| CDT..... | 5 | PDT..... 7 |
| CST..... | 6 | PST..... 8 |
| Hawaii & Alaska | 10 | |

TEMPERATURE CONVERSION



INTERCEPTING SIGNALS

Signals initiated by intercepting aircraft and responses by intercepted aircraft (as set forth in ICAO Annex 2-Appendix A, 2.1)

| Series | Intercepting Aircraft Signals | Meaning | Intercepted Aircraft Responds | Meaning |
|--------|---|--|--|--|
| 1 | <p>Day - Rocking wings from a position slightly above and ahead of, and normally to the left of, the intercepted aircraft and, after acknowledgement, a slow level turn, normally to the left, on to the desired heading.</p> <p>Night - Same and, in addition, flashing navigational lights at irregular intervals.</p> <p>Note 1 - Meteorological conditions or terrain may require the intercepting aircraft to take up a position slightly above and ahead of, and to the right of, the intercepted aircraft and to make the subsequent turn to the right.</p> <p>Note 2 - If the intercept aircraft is not able to keep pace with the intercepting aircraft, the latter is expected to fly a series of race-track patterns and to rock its wings each time it passes the intercepted aircraft.</p> | You have been intercepted! Follow me. | <p>Aeroplanes: Day - Rocking wings and following.</p> <p>Night - Same and, in addition, flashing navigational lights at regular intervals.</p> <p>Helicopters: Day or Night-Rocking Aircraft, flashing navigational lights at irregular intervals and following.</p> | Understood, will comply. |
| 2 | <p>Day or Night - An abrupt break-away maneuver from the intercepted aircraft consisting of a climbing turn of 90 degrees or more without crossing the line of flight of the intercepted aircraft.</p> | You may proceed. | <p>Aeroplanes: Day or Night - Rocking Wings.</p> <p>Helicopters: Day or Night - Rocking Aircraft.</p> | Understood, will comply. |
| 3 | <p>Day - Circling aerodrome, lowering landing gear and over-flying runway in direction of landing or, if the intercepted aircraft is a helicopter, over-flying the helicopter landing area.</p> <p>Night - Same and, in addition, showing steady landing lights.</p> | Land at this aerodrome. | <p>Aeroplanes: Day - Lowering landing gear, following the intercepting aircraft and, if after over-flying the runway landing is considered safe, proceed to land. Night - Same and, in addition, showing steady lights (if carried).</p> <p>Helicopters: Day or Night - Follow the intercepted aircraft and proceed to land, showing a steady landing light (if carried).</p> | Understood, will comply. |
| 4 | <p>Day or Night - Raising landing gear (if fitted) and flashing landing lights while passing over runway in use or helicopter landing area at a height exceeding 2,000 ft (in case of helicopter, at a height exceeding 170 ft, but not exceeding 330 ft) above the aerodrome level, and continuing to circle runway in use or helicopter landing area. If unable to flash landing lights, flash any other lights available.</p> | Aerodrome you have designated is inadequate. | <p>Day or Night - If it is desired that the intercepted aircraft follow the intercepting aircraft to an alternate aerodrome, the intercepting aircraft raises its landing gear (if fitted) and uses the Series 1 signals prescribed for intercepting aircraft.</p> <p>It is decided to release the intercepted craft, the intercepting aircraft uses the Series 2 signals prescribed for intercepting aircraft.</p> | Understood, follow me. Understood, you may proceed. |
| | <p>Day or Nights - Regular switching on and off of all available lights but in such a manner as to be distinct from flashing lights.</p> | Cannot comply. | <p>Day or Night - Use Series 2 signals prescribed for intercepting aircraft.</p> | Understood |
| 6 | <p>Day or Nights - Irregular flashing of all available lights.</p> | In distress. | <p>Day or Night - Use Series 2 signals prescribed for intercepting aircraft.</p> | Understood |

Light Gun Signals

| Color and Type of Signal | Movement of Vehicles, Equipment and Personnel | Aircraft on the Ground | Aircraft in Flight |
|---------------------------|---|-------------------------------------|---|
| Steady Green | Cleared to Cross, Proceed or Go | Cleared for Take-off | Cleared to Land |
| Flashing Green | Not Applicable | Cleared for Taxi | Return for Landing, to be Followed by Steady Green at the Proper Time |
| Steady Red | STOP | STOP | Give Way to Other Aircraft and Continue Circling |
| Flashing Red | Clear the Taxiway/Runway | Taxi Clear of the Runway in Use. | Airport Unsafe, Do not Land |
| Flashing White | Return to Starting Point on Airport | Return to Starting Point on Airport | Not Applicable |
| Alternating Red and Green | Exercise Extreme Caution | Exercise Extreme Caution | Exercise Extreme Caution |

10 Ways To Help Prevent

Runway Incursions

1 See The “Big Picture”

Monitor both ground and tower communications when possible.

2 Transmit Clearly

Make your instructions and read-backs complete and easy to understand.

3 Listen Carefully

Listen to your clearance. Listen to what you read back. Do not let communications become automatic.

4 Copy Clearances

Clearances can change. Keep a note pad and copy your clearance. If needed, refer to your notes.

5 Situational Awareness

Know your location. If unfamiliar with an airport keep a current airport diagram available for easy reference.

6 Admit When Lost

If you get lost on an airport, ask ATC for help. Better to damage your pride than your airplane.

7 Sterile Cockpit

Maintain a sterile cockpit until reaching cruising altitude. Explain to your passengers that talking should be kept to a minimum.

8 Understand Signs, Lights And Markings

Keep current with airport signs, lights and markings. Know what they mean and what action to take.

9 Never Assume

Do not take clearances for granted. Look both ways before entering or crossing taxiways and runways.

10 Follow Procedures

Establish safe procedures for airport operations. Then follow them.

For more information see the following:
www.faa.gov/runwaysafety

AIRPORT IDENTIFIERS

| IDENT. | LOCATION | CTAF | IDENT. | LOCATION | CTAF |
|---------------|-------------|-------------|--------|---------------|--------------|
| [REDACTED]2 | Arthur | 122.9* | D55 | Langdon | 122.8* |
| [REDACTED]Y | Ashley | 122.9* | 2L1 | Larimore | 122.9 |
| [REDACTED]U | Beach | 122.8* | D31 | Leeds | 122.8* |
| 95D | Beulah | 122.9* | 4N4 | Lidgerwood | 122.9 |
| BIS | Bismarck | 118.3* -TWR | 7L2 | Linton | 122.9* |
| D09 | Bottineau | 122.8* | 6L3 | Lisbon | 122.9 |
| 5134 | Bowbells | 122.9 | 7G2 | McClusky | 122.9* |
| BWW | Bowman | 122.8* | 8M6 | McVile | 122.9 |
| 9D7 | Cando | 122.9* | 6D3 | Maddock | 122.9 |
| 46D | Carrington | 122.9* | Y19 | Mandan | 122.8* |
| 5N8 | Casselton | 122.8* | D56 | Mayville | 122.8* |
| 2C8 | Cavalier | 122.8* | 4R6 | Milnor | 122.9 |
| D49 | Columbus | 122.9 | MOT | Minot | 118.2* -TWR. |
| S32 | Cooperstown | 122.9* | D06 | Minto | 122.9 |
| D50 | Crosby | 122.9* | HBC | Mohall | 122.8* |
| DVL | Devils Lake | 122.8* | 3P3 | Mott | 122.9* |
| DIK | Dickinson | 123.0* | 5135 | Napoleon | 122.9* |
| D29 | Drayton | 122.9* | 8,17 | New Rockford | 122.9 |
| S28 | Dunseith | 122.8 | 05D | New Town | 122.9* |
| 51D | Edgeley | 122.8* | 4V4 | Northwood | 122.8* |
| Y71 | Elgin | 122.9* | 2D5 | Oakes | 122.9* |
| 4E7 | Ellendale | 122.9* | 64G | Page Regional | N/A |
| 5N4 | Enderlin | 122.9* | Y37 | Park River | 122.8* |
| FAR | Fargo | 133.8 - TWR | Y74 | Parshall | 122.8* |
| D24 | Fessenden | 122.9* | PMB | Pembina | 122.8* |
| Y27 | Fort Yates | 122.9 | Y99 | Plaza | 122.9 |
| 9G9 | Gackle | 122.9 | 4E8 | Richardton | 122.9 |
| D05 | Garrison | 122.9* | 37N | Riverdale | 122.9 |
| [REDACTED]57 | Glen Ullin | 122.9* | 2H9 | Rolette | 122.8* |
| [REDACTED]AF | Grafton | 122.8* | 06D | Rolla | 122.8* |
| [REDACTED]GFK | Grand Forks | 118.4* TWR | RUG | Rugby | 122.8* |
| 7N6 | Grenora | 122.9 | 4S5 | St. Thomas | 122.9* |
| GWR | Gwinner | 122.7* | 08D | Stanley | 122.9* |
| 5H4 | Harvey | 122.8* | D60 | Tioga | 122.9* |
| 6H8 | Hazelton | 122.9 | D61 | Towner | 122.8* |
| HZE | Hazen | 122.8* | 91N | Turtle Lake | 122.8* |
| HEI | Hettinger | 122.8* | 6D8 | Valley City | 122.8* |
| 3H4 | Hillsboro | 122.9* | BWP | Wahpeton | 123.0* |
| JMS | Jamestown | 123.0* | 96D | Walhalla | 122.9* |
| 7K5 | Kenmare | 122.8* | 5C8 | Washburn | 122.9* |
| 9Y1 | Killdeer | 122.9* | S25 | Watford City | 122.8* |
| K74 | Kindred | 122.9* | D54 | West Fargo | 122.7* |
| 5K9 | Kulm | 122.9 | D64 | Westhope | 122.9* |
| 5L0 | Lakota | 122.9* | ISN | Williston | 122.8* |
| 4F9 | LaMoure | 122.9* | 6L5 | Wishek | 122.9* |

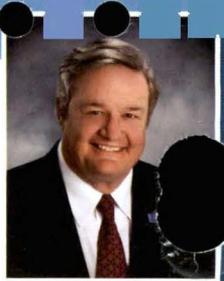
* - Aircraft Radio Controlled Airport Lighting Activation and/or increase intensity level through 3, 5, or 7 microphone clics.



— State of —
North Dakota

Office of the Governor

Jack Dalrymple
Governor



Welcome to the Legendary Skies of North Dakota!

Whether you're taking off from a rural airstrip or a runway in one of our larger cities, and traveling recreationally or for business, we're glad you're here. North Dakota offers many great destinations, breathtaking natural wonders, and exciting events for residents and visitors alike. I encourage you to visit www.ndtourism.com to learn more about things to do and see in our state.

North Dakota is at the forefront of the aviation industry with aircraft used in most every way – in our growing industries, our communities, and our everyday lives. Aviation generates \$1.2 billion on average in North Dakota each year. The John D. Odegard School of Aerospace Sciences at the University of North Dakota in Grand Forks has a long standing reputation of being one of the best aviation schools in the country. In April 2014, the Northern Plains Unmanned Aerial Systems (UAS) Test Site was designated as the nation's first operational site by the Federal Aviation Administration.

As North Dakota leads the way in the development of UAS, we remain committed to creating an environment where private enterprise, public and private research organizations, and educational institutions may pursue new and exciting opportunities in the aviation industry.

Sincerely,

Jack Dalrymple
Governor



Commissioners

Jay B. Lindquist, Chairman, Hettinger
Maurice Cook, Bismarck
Dr. Kim Kenville, Grand Forks
Warren Pietsch, Minot
Cindy Schreiber-Beck, Wahpeton

Mission

To serve the public by providing economic and technical assistance for the aviation community while ensuring the safe and cost effective advancement of aviation in North Dakota.



**NORTH DAKOTA
AERONAUTICS COMMISSION**

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"A Statewide Voice for Aviation"

HB 1006
3-5-15
2

TESTIMONY OF

KYLE C. WANNER

EXECUTIVE DIRECTOR, NORTH DAKOTA AERONAUTICS COMMISSION

BEFORE THE

SENATE APPROPRIATIONS COMMITTEE

March 5th, 2015

HOUSE BILL 1006

Chairman Holmberg and members of the committee,

My name is Kyle Wanner and I am the Director of the North Dakota Aeronautics Commission and will be providing testimony today regarding House Bill 1006.

(Slide 2) The Aeronautics Commission is comprised of a Governor appointed board of 5 members who appoint a director who in turn hires a staff to operate the agency. The agency was created by the Legislature in 1947 to support the aviation community in North Dakota and its mission is to serve the public by providing economic and technical assistance for the aviation community while ensuring the cost effective advancement of aviation in North Dakota.

(Slide 3) To introduce our commissioners, Jay B. Lyndquist of Hettinger is currently the commission chairperson. Other members include: state representative Cindy Schreiber – Beck of Wahpeton, Maurice Cook of Bismarck, Kim Kenville of Grand Forks, and Warren Pietsch of Minot whom cumulatively comprise the full commission board.

(Slide 4) The Commission staff is currently comprised of six employees including a director. The commission has requested the governor and the legislature to consider one additional full time equivalent employee to aid the aeronautics commission with the additional workload resulting from the increased airport infrastructure requests, aircraft registrations, and excise tax collections. The additional employee would also help us train and prepare for the upcoming retirement of our administrative officer to help ensure that 30 years of experience is passed along.

2.1

(Slide 5) The North Dakota Aeronautics Commission serves multiple functions. One of those functions includes providing airport infrastructure grant funding to the 89 public service airports throughout the state. The commission also offers aviation education funding to encourage and promote aviation in North Dakota. The aeronautics staff visits at least 1/3 of all of the public airports in the state annually which is a great opportunity to develop a positive relationship with the airports, learn about their needs and priorities and make recommendations on safety enhancing projects. The staff also updates the airport information after each inspection so that pilots have the most up to date information to use as they utilize the North Dakota airport system. Additionally, the commission updates and provides aviation publications on statewide aviation studies, airport directories, and aeronautical charts.

The commission also has regulatory functions which include the collecting of aviation taxes and fees through aircraft registrations, aerial applicator registrations, aircraft dealers, aircraft excise tax, and aviation fuel taxes

Finally, the commission and its staff represent the state in aeronautical matters before other state and federal agencies.

(Slide 6) Aviation is important to North Dakota especially in this stage of growth that our state is experiencing. Not only is it a critical and efficient means of transportation for goods and people, but our airports act as key economic engines for their communities as well. Our last economic impact of aviation study was conducted in 2010 and revealed that aviation creates over 15,000 direct jobs and provides a total output of 1.6 billion dollars into the state's economy. We are currently undergoing an update to that 2010 study and are anticipating a very large economic increase being seen at our airports due to the incredible growth and development that is occurring.

(Slide 7) To provide some highlights from this past biennium I will start by discussing the airport infrastructure funding along with the improvements that have recently taken place.

Last session, a total of 74 million dollars was made available from the state for airport infrastructure projects.

60 million of general fund appropriation was allocated for airport improvements in oil impacted counties through the energy impact and infrastructure office. The oil impacted airports utilized the Aeronautics Commission's grant application process and the Commission became the advisory committee for all recommendations of those dollars. The final approval for the grants was then provided by the Board of University and School Lands.

Additionally, \$14 million in state grants was also allocated from the Aeronautics Commission for airport infrastructure projects. \$6.55 million of that total amount was general fund appropriation.

2.2

(Slide 8) In providing grant funding to airports, the aeronautics commission utilizes a priority system to help make an objective determination of funding needs. The commission can also recommend lower priority projects to receive funding as well, but the project may require additional justification and explanation of the community's need for the project. This slide shows the commission's current priority rating of airport projects. For example, a runway rehabilitation project receives a higher priority score than the expanding an aircraft apron area. This is due to the fact that it is a higher priority to maintain existing pavement than it is to develop additional pavement. A runway project also receives a higher priority than an aircraft apron project due to the fact that the runway is the most important pavement surface of an airport.

(Slide 9) As stated previously, approximately 14 million dollars in airport infrastructure funding was provided from the commission over the last two years and 6.55 million was from the general fund appropriation. As you can see from this graph, a large majority of the projects that were provided funding were identified as high priority projects. It is important to note that 93% of the total funding that was provided by the Aeronautics Commission last biennium was allocated to airports that exist in non-oil producing counties. This was made possible due to the oil impact funding that was also available for airports and the fact that extensive funding needs also exist on the eastern part of the state. The funding that was provided to airports in oil producing counties were for projects not related to growth or capacity such as pavement maintenance projects.

(Slide 10) Multiple Key Infrastructure projects have been completed at our commercial service airports over the past year. To name a few:

- Fargo received the funding required to complete the first phase of its Taxiway Rehabilitation project. Approximately 35 million of need remains for future phases of this taxiway rehabilitation which may take multiple years to complete.
- Grand Forks recently completed the construction of a new snow removal equipment building and received the required funding from the state and FAA to complete the construction of a new aircraft/fire-fighting and rescue building. Grand Forks is in need of a commercial service apron expansion and apron rehabilitation in the upcoming biennium.
- Devils Lake recently completed an extension of its primary runway from 5500 feet to 6400 feet to accommodate larger aircraft. This expansion happened just in time for United to begin Jet Service in the community last June. Devils Lake is planning runway safety area improvements over the next biennium to comply with FAA standards.
- Jamestown completed the construction of a taxiway and public hangar area to encourage the growth of general aviation at the airport. The airport is planning a wetland mitigation project in the upcoming biennium to detract wildlife from the airport.

(Slide 11)

- Minot completed the construction of a new Snow Removal Equipment Building and a critical taxiway rehabilitation project. The airport also received the funding required to begin the construction of a new terminal building, parking lot, access road, and commercial terminal apron area. Supplemental funding for the terminal project, a crosswind runway shift and a general aviation apron rehabilitation and expansion has been identified as additional short term needs for Minot.
- Bismarck underwent a critical runway maintenance project this past year to keep their primary runway open. Bismarck will be undergoing a master plan and will need to look at options to fund a 60 million dollar reconstruction of the primary runway.
- Dickinson underwent a terminal and commercial service apron expansion and received the funding needed to expand its general aviation apron. Dickinson is completing a master plan effort and will be entering the environmental stage of their plan to construct a new runway. The airport will have very large infrastructure needs in the 2017-2019 biennium as they look to fund a new runway and terminal project.
- Williston has completed pavement rehabilitation projects to keep the current airport operational and has spent much of the last biennium working on planning and environmental issues for the relocated airport project. Williston is currently working to complete the environmental stage and is planning to be ready to acquire land for a relocated airport this summer. The city currently anticipates opening a new airport in 2018.

(Slide 12) Multiple high priority projects were also able to become completed for the general aviation airports this last biennium. To mention a few:

The new Bowman airport is expected to open March 2015
Mayville, Killdeer, and New Town Airports all underwent reconstruction

11 Runway Rehabilitation Projects were also able to be completed at:

| | |
|-----------|----------|
| Rolla | Rolette |
| Larimore | Gwinner |
| Kenmare | Mandan |
| Stanley | Parshall |
| Walhalla | Oakes |
| Ellendale | |

The state has also identified multiple high priority projects at the general aviation airports that will be a focus this next biennium which includes runway rehabilitations at Edgeley, Garrison, Hettinger, Hillsboro, Langdon, and Linton. Mohall and Tioga will also require the construction of a new apron and taxiway reconfiguration to accommodate the growing needs of the airport and its community.

(Slide 13) I would also like to take some time to show you some pictures that help tell the story of what is happening at the airports. Two years ago the Mohall airport had 3 based aircraft which has now grown to 30. Seven new hangars were constructed in one year.

(Slide 14) Multiple airports have had issues with the pavement not being built to handle larger aircraft. That has been the case in Watford City which also suffered from poor pavement conditions. Here is a picture of a jet falling through the pavement in 2011

(Slide 15) In 2012, the airport was only able to secure the amount of federal funding required to reconstruct half of the aircraft apron pavement currently there. The airport also had a great need for an expansion of its existing pavement and additional taxiways to allow development to occur.

(Slide 16) Once an increased amount of state funding became available last biennium for the airports, we were able to utilize the maximum amount of federal funding possible and complete the apron project this past summer in large part due to the additional state funds. Immediately 6 hangars have already been constructed on the airport with additional plans being made for more.

(Slide 17) Here is an aerial photo of the new Bowman airport that is slated to open in spring 2015.

(Slide 18) Here is a fun picture of the Williston Airport and shows the large increase in activity they have been seeing.

(Slide 19) This slide shows all of the locations where an aircraft that had filed a flight plan decided to fly into Williston within the year 2013. We are currently working to create similar graphics for our other airports, but this is the first one that we have been able to complete.

(Slide 20) Here is an aerial photo of the Minot construction that is taking place. The new terminal is anticipated to be open by the end of the year 2015 if everything continues as anticipated.

(Slide 21) Here is a fun picture of our capital city airport which has also seen increased activity. The airport also recently expanded its auto parking lot to accommodate the increase in passenger demand.

(Slide 22) Here is a picture of Fargo's phase 1 taxiway project. A new taxiway is needed to be built from the commercial service apron so that the current taxiway can be rehabilitated and air service will not shut down to the city for an extended period of time.

(Slide 23) This past biennium, the North Dakota Aeronautics commission worked on the Unmanned Aircraft Systems integration team and helped to secure North Dakota as one of six selected test sites in the country. This last May, the FAA administrator came to Grand Forks to announce that our state would be the first operational test site. I also serve as a member of the Northern Plains Unmanned Systems Authority which oversees the test site and it has been an exciting time as our state works to help our country safely integrate this industry.

(Slide 24) There currently exists 33 Automated Weather Observation Systems at airports across the state which greatly help to provide weather to pilots, businesses, and medical providers as they fly into and around our airports. The Aeronautics Commission identified a problem this last biennium in that we had multiple airports that have had their AWOS systems begin to drop out of the five year maintenance and inspection cost free service that was provided by their original AWOS equipment installer. In order to save costs through economies of scale, our agency went out for a statewide bid to find a company that would be willing to provide a low cost inspection schedule for all of the airports that needed it. The commission was successful in securing a company and the aeronautics commission currently covers 100% of the costs of the scheduled tri-annual inspections at these airports. Each local airport is responsible for the costs of any unscheduled inspections or repair parts that will be needed as breakdowns occur. This program has been a great success as the state continues to support the maintenance of these weather reporting facilities.

(Slide 25) For your reference, this slide shows a map of the AWOS coverage within the state.

(Slide 26) This last biennium, the aeronautics commission has been working on four studies which all have a benefit to the aviation community and decision makers. Each study that was or is currently being conducted is listed on this slide, but I will describe each study in further detail on future slides.

(Slide 27) In 2012, the aeronautics commission contracted with an experienced consultant firm to inspect and take inventory of all of the airport pavements throughout the state. The study was finalized in 2013 and the results can be found at the website shown on the slide. The commission plans to update this information in 2015. The 2012 study shows that there exists approximately 52 million square feet of pavement at our airports that needs to be maintained.

The bottom picture on the slide shows a summary of the condition of all of the airport pavement. Approximately 71% of the pavement was identified to be in good condition which leaves 29% of the pavement in fair or poor condition which would require a rehabilitation project.

(Slide 28) This slide shows an example of what the pavement website looks like. Anyone with internet access can view this site and look at the pavement condition at the public airports. The website has pictures of each pavement section and shows each pavement section in a color corresponding to its condition. The viewer can even use a scrolling function to view what the pavement condition is forecasted to be in the future. The website also describes the distresses that were identified in the inspection and provides a maintenance plan with estimated costs to maintain the pavement in the most cost beneficial way. The commission has been conducting pavement condition studies since the 1980s, but for the first time, we have been able to turn the information into an interactive website instead of providing the information to each airport within a 3-ring binder that may be forgotten on a shelf. The information is continually used by airport management, consultants, the FAA, and the state as we make funding decisions related to maintaining our pavement.

(Slide 29) 72 out of the 89 public use airports in the state are paved. The breakdown includes 8 commercial service airports, 45 general aviation airports eligible to receive federal aid, and 19 general aviation airports ineligible for federal aid. The two pie charts on the bottom of the slide show how much pavement is being utilized by function (runway, taxiway ect.) It is also important to note that 72% of the pavement in the state exists outside of the oil producing counties. This is important as the commission acknowledges the growth and capacity needs of the oil impacted areas, but also acknowledges that we need to maintain our pavement throughout the rest of the state.

(Slide 30) Recognizing the growing needs of our airports, the commission contracted with the Upper Great Plains Transportation Institute to study and review the infrastructure needs of the airport system. The study was recently concluded and you should have received an executive summary of the study as one of your handouts. UGPTI identified a 10 year need of approximately \$857 million dollars for our airport system. They also recommended that the state appropriate \$50 million per year in addition to the federal and local investments.

(Slide 31) The commission also decided that now was the time to update our state aviation system plan. This plan provides a 20 year outlook on our aviation system and provides decision makers with a tool to manage and develop this system. The last time that the state's aviation system plan was finalized was in 2008 and the aviation system in North Dakota has seen tremendous growth in the number of pilots, based aircraft, airline flights, passenger enplanements, flight operations, and airport parking demands since that time.

(Slide 32) You should have also received the executive summary from the aviation system plan as a handout and additional information on the system plan as well as the full chapters that are available for the public to read can be found on the project website that is located at ndaviationplan.com

(Slide 33) This slide highlights the amount of airline passengers that are boarding commercial service flights in North Dakota. In the year that we last updated the system plan, the state boarded 652,000 annual airline passengers and it was forecasted that we would reach 1 million annual airline passenger enplanements sometime around the year 2030. In all actuality we reached the 1 million mark only 5 years later in 2012. Now, here in 2014, we have had a seventh consecutive record breaking year and have surpassed over 1.2 million passengers in North Dakota. This is incredible when you consider the fact that the airline passenger numbers have doubled in 10 years when you compare 2005 numbers to 2014 numbers.

(Slide 34) This slide shows that the incredible growth that the aviation industry is seeing throughout North Dakota is isolated to our state. When looking at the percentage growth of passenger enplanements, you can see that the percentage growth in North Dakota is far above the surrounding states and significantly higher than the U.S. as a whole.

(Slide 35) Due to the increased passenger demand, air service is continually improving throughout the state. As of last June, we now have jet service at all 8 of our commercial service airports for the 1st time in our state's history. In looking at our flight destinations available to the flying public - North Dakota is currently averaging 75 airline departures per day to 12 different non-stop destination airports. For perspective, in 2007 the state averaged 52 airline departures per day to 5 non-stop destination airports.

(Slide 36) General Aviation activity has also increased throughout the state which can be seen in the growth in the amount of aircraft registrations that the state office provides. In 2007, there were 1,630 aircraft registered in North Dakota and in 2014, the state has had a record 2,016 aircraft register with our office. This is an increase of 386 planes or a 24% statewide increase since 2007.

(Slide 37) This slide shows the updated forecasts of aircraft operations and based aircraft at our airports. An operation is either an aircraft take-off or a landing. The new forecasts are showing a continued trend of growth in both operations and based aircraft at our airports in North Dakota.

(Slide 38) This slide shows the updated passenger boarding forecasts. The western airports of Minot, Williston, and Dickinson are still expected to see triple digit percentage increases in passengers over the next 20 years and the other airports are expected to continue to see growth that is much higher than the average 1-3 percent growth that most airports in the United States experience.

(Slide 39) As a part of the state system plan, we also tasked the experienced aviation consulting firm to quantify the airport infrastructure needs similarly to what UGPTI had also conducted a study on. The intent was to discover what the results would be from two independent and experienced research groups. What we found is that the system plan consultant estimated a 10 year need of \$844 million dollars which is very similar to the 10 year need of \$857 million that UGPTI had concluded in their study.

The funding needs for the next two years for the airports throughout the state is estimated to be approximately \$358 million dollars

(Slide 40) It is estimated that \$462 million or 55% of the total statewide 10 year needs exist in the oil producing counties for their large capacity and growth related projects. \$251 million has been identified as short term needs over the next two years for the oil producing counties.

(Slide 41) It is estimated that \$381 million or 45% of the total statewide 10 year needs exist in the eastern counties to maintain infrastructure and to also accommodate the growth that they have been experiencing. \$107 million has been identified as short term needs over the next two years for the eastern counties.

(Slide 42) The exciting growth and increased utilization of the airports has a large economic benefit to the communities but doesn't come without its challenges. We are continually working to help airports that have a lack of aircraft parking space or a lack of space for developers to build hangars. We are also tackling the issue that multiple airports specifically in the western part of the state are experiencing in that the pavement strength was not designed for the large aircraft that are currently using them. Capacity related projects are competing for funding with projects that are needed to just maintain existing pavement infrastructure. Other challenges that are currently being faced by the airport community is the fact that construction costs are at all-time highs and our state has a small construction season window to complete projects.

2.8

(Slide 43) Federal funding has and will continue to be a key part of solving the infrastructure funding challenges that our state is currently face with. Airports that are eligible to receive federal dollars compete nationally for funding and may receive up to 90% funding if funds are available. There have been many cases where federal grants have been provided at less than 90% due to this being the case.

Nationally, the federal dollars that are made available for airport infrastructure projects has remained very similar to the levels provided since 2001, however costs for maintaining and growing airports across the country has continued to increase resulting in higher competition for those federal dollars. Federal funding is currently authorized through 2015 and congress will need to pass a reauthorization bill sometime this year to ensure continued funding for airport infrastructure projects.

Knowing how important it is to leverage federal funding for much needed infrastructure projects in North Dakota, I met with upper level FAA personnel multiple times at their national and regional office. We also were also excited to help host the FAA Administrator as he visited the state in the spring of 2014 to announce North Dakota as the first operational UAS test site. The administrator was also able to visit Williston and see first-hand the challenges that our airport infrastructure is facing. That meeting was critical as the FAA's support has noticeably grew since that time.

(Slide 44) This chart shows the historical FAA funding that has been brought into North Dakota. The state's normal 5 year average of annual funding has been approximately 26.5 million dollars. You can see that over the last 3 years that we were have been successful in bringing in significantly higher than average federal funding for airport infrastructure projects. Even at a time when federal dollars are continually harder to bring into the state, we have been successful due to the justified infrastructure needs and the ability to leverage federal dollars with additional state dollars. We are hopeful that as we continue to educate the FAA on the needs within the state, that their level of funding and commitment to help with our challenges continues into the future.

(Slide 45) The Aeronautics Commission budget is comprised of both special fund and general fund dollars. The special fund dollars are received from multiple revenue streams such as fuel taxes, aircraft excise, and registrations taxes. We also receive funding from the federal government for conducting airport inspections.

The Aeronautics Commission is currently budgeted to receive 1 million dollars in general fund allocation for airport improvements in the next biennium. Last biennium, the commission received 6.55 million in general fund appropriation.

(Slide 46) This slide provides a graphical view of the executive budget recommendations. The commission is anticipating new special fund revenues to reach approximately 6.2 million dollars over the course of the next biennium. The grants line item is currently the largest expenditure of our agency which is appropriate as the commission feels that it is important that the aviation tax dollars being collected goes back out to the communities for infrastructure related projects. The executive budget currently plans for a total of 6 million dollars to be made available for airport grants in the upcoming biennium. The executive budget also calls for 50 million dollars in the energy impact and infrastructure office for oil impacted airport projects.

(Slide 47) As our agency continues to help provide a vision and path for aviation to succeed and contribute to our communities, there are currently multiple topics of interest that our agency will continue to monitor as we move into the next biennium.

As continued economic and business development occurs, our planning team will need to be able to help each affected community react to any needed changes resulting from increased use. This may include a complex project like a runway extension or it may be as simple as adding additional space to park a car or aircraft.

The U.S. is currently experiencing a shortage in airline pilots which is beginning to impact regional and mainline carriers. This pilot shortage is occurring for several reasons, including a long anticipated wave of retirements, recent changes in federal training requirements, and minimal compensation that is being offered to new pilots on regional carriers. This may affect our communities in the future and is a subject that will be monitored.

(Slide 48) The safe integration of Unmanned Aircraft Systems into the national airspace system is going to continue to be a large area of focus to the commission. The utilization of UAS is going to continue to increase and we hope North Dakota can continue to be a leader in this area.

Airline Fleet changes are on the horizon as the trend is to fly less flights but with larger aircraft. The 50 seat regional jet is expected to retire over the next 5 years and be replaced with larger 70 – 90 seat aircraft. This shift in airline fleet mix is important in our infrastructure conversations so that our airports are ready to accommodate this fleet mix change when it occurs.

(Slide 49) NextGen is the transformation of the national airspace system from a ground based system of air traffic control to a satellite based system of traffic management. We will continue to work with the FAA to implement and upgrade technology at our airports so that this system can become fully functional to allow a larger number of aircraft to more efficiently travel through our skies.

The commission also monitors the utilization of airspace within the state and currently there is a proposal to expand the Powder River Military Operations area into southwestern North Dakota. The Air Force has recently submit an Environmental Impact Statement to the FAA for final approval. If approved, this military operations area could have a negative impact on air traffic in the southwestern part of the state. The commission has recommended to the FAA that multiple mitigations need to be in place prior to the approval of the airspace and is continually working on this issue.

2.10

412 Aerodynamics Commission
HB 1006

| | Executive Recommendation | House Version | Change |
|--------------------------------|--------------------------|---------------|------------|
| Salaries and wages | \$1,481,276 | \$1,452,906 | (\$28,370) |
| Accrued Leave Payments | 0 | 0 | 0 |
| Operating expenses | 2,058,100 | 2,058,100 | 0 |
| Capital assets | 300,000 | 300,000 | 0 |
| Grants | 7,500,000 | 7,500,000 | 0 |
| Total all funds | \$11,339,376 | \$11,311,006 | (\$28,370) |
| Less estimated income | 10,339,376 | 10,311,006 | (28,370) |
| Total general fund | \$1,000,000 | \$1,000,000 | \$0 |
| Full-time equivalent positions | 7.00 | 7.00 | 0.00 |

| | Executive Recommendation | | | House Version | | | Change | | | | | |
|-----------------------------|--------------------------|--------------|-------------|---------------|------|--------------|-------------|-------------|------|--------------|-------------|-------------|
| | FTE | General Fund | Other Funds | Total Funds | FTE | General Fund | Other Funds | Total Funds | FTE | General Fund | Other Funds | Total Funds |
| Ongoing | | | | | | | | | | | | |
| Compensation Package | | | 105,272 | 105,272 | | | 81,091 | 81,091 | 0.00 | 0 | (24,181) | (24,181) |
| Market Increase | | | 4,189 | 4,189 | | | | 0 | 0.00 | 0 | (4,189) | (4,189) |
| Total Ongoing | - | 0 | 109,461 | 109,461 | 0.00 | 0 | 81,091 | 81,091 | 0.00 | 0 | (28,370) | (28,370) |
| One-Time | | | | | | | | | | | | |
| | | | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 |
| Total One-Time | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 |
| Total Budget Changes | | 0 | 109,461 | 109,461 | | 0 | 81,091 | 81,091 | | 0 | (28,370) | (28,370) |

2.11

HB 1006
3-5-15
#3



HB 1006

North Dakota Aeronautics Commission Budget Hearing

Senate Appropriations Committee - March 5th, 2015

Kyle Wanner, Director



Agency Mission

To serve the public by providing economic and technical assistance for the aviation community while ensuring the safe and cost effective advancement of aviation in North Dakota.



Meet the Commissioners

5 Member Board Appointed by the Governor



Jay B. Lindquist,
Hettinger



Dr. Kim Kenville,
Grand Forks



Cindy Schreiber-Beck,
Wahpeton



Warren Pietsch,
Minot



Maurice Cook,
Bismarck

Organizational Chart

Five Member
Aeronautics Commission Board

Director

Administrative
Officer

Licensing
Specialist

Airport
Planner

Airport
Planner

Aviation
Education
Coordinator

*Account
Technician

* Additional FTE Request

The North Dakota Aeronautics Activities

- Airport Infrastructure Grant Funding
- Aviation Education Promotion and Funding
- Airport Safety Inspections
- Update Aviation Publications and Planning Documents
- Regulatory Functions to include:
 - Aircraft Registrations
 - Aerial Applicator Registrations
 - Aircraft Dealers
 - Aircraft Excise and Fuel Tax
- Represent the state in aeronautical matters before state and federal agencies



Importance of Aviation to North Dakota

- A critical method of transportation for goods and people
- Supports local and state economies
- Serves important operations:
 - Emergency transportation
 - Traveling Medical Doctors
 - Crop spraying
 - Flight training
 - Just in time delivery of parts and materials used for oil drilling and agricultural operations
 - Weather research and modification
 - US border protection
 - Testing of Unmanned Aerial Vehicles (UAVs)
 - ...and many others



2010 Economic Impact of Aviation Study

- Aviation creates 15,480 direct jobs
- Total annual output of 1.6 Billion dollars into the economy

Highlights from 2013-2014

Airport Infrastructure Funding

\$60 million of general funds was allocated for airport improvements in oil impacted counties

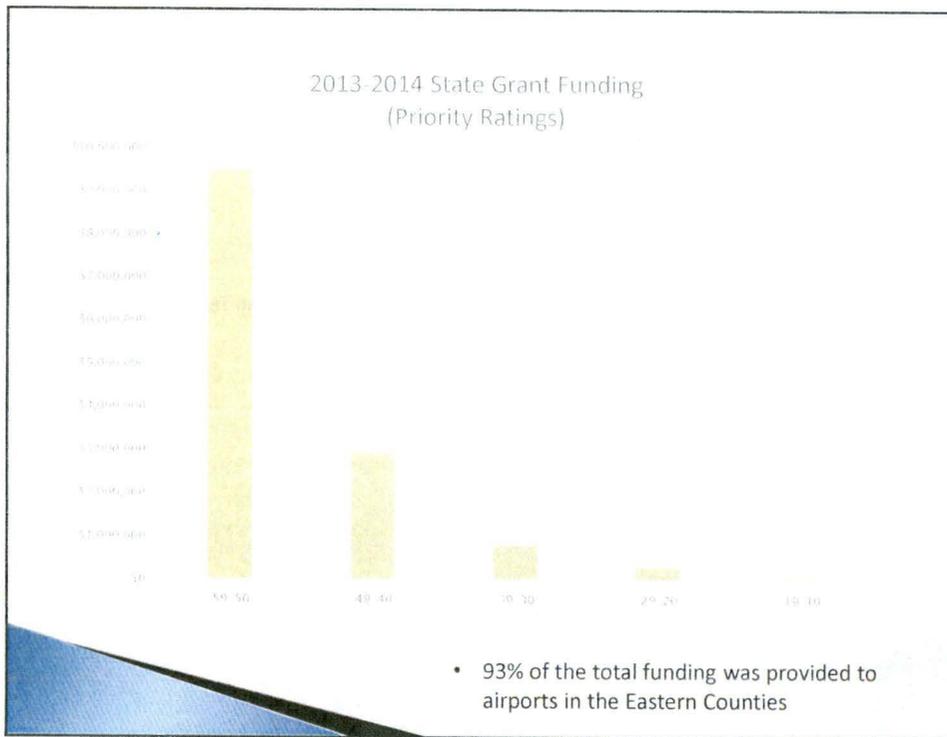
- Allocations recommended by the Aeronautics Commission and approved by the Board of University and School Lands.

Additional \$14 million in state grants were allocated for airport infrastructure projects

- 6.55 million was general fund appropriation
- 93% of the total funding was provided to airports in the Eastern Counties

Priority of Airport Projects

| Priority Rating of Airport Projects | | | | | |
|--|---|---|---|--|--|
| High | | | | | Low |
| Categories | 50 | 40 | 30 | 20 | 10 |
| OBSTRUCTIONS, NAVIGATION, AND LIGHTING | Approach Obstruction Removal Marking/Lighting Obstructions Displaced Threshold Airfield Light Replacement/Repair | Relocate roads, P-lines, Buildings Airport Beacons Airside Security Improvements Lighted Windsocks Painting of Airside Markings | Wireless/Security Fencing Weather Reporting System - AWOS Navigation Aids - PAPI/VASI Reflector Markings Radio Controlled Runway Lights | Segmented Circle Airfield Signage Runway Edge Identifier Lights | Runway Surface Sensors |
| PRESERVATION OF EXISTING SYSTEM | Pavement Reconstruction Drainage & Culverts Earthwork & Grading Crack Filling Seal / Fog Coats | Realignments Pavement Overlays Runway/Taxiway Extensions Regrade & Smoothen Turfs Reseed & Fertilize Turfs | Helipad Areas Access Roads Terminals - Air Service SRE Building | Extend runway/taxiway Runway Grooving Auto Parking Terminals - General Aviation Fuel Facilities* | Storage Buildings Airport Signage (Community Hangars)* |
| PLANNING | Emergency Grants Federal Grants TSA Requirements | Project Engineering/Design New Construction | Air Service / Air Cargo Studies Master Plan Studies Airport Layout Plan Studies | Other Special Plans (economic, air service, etc.) | |
| LAND EASEMENTS AND ACQUISITION | Zoning Implementation Land Acq. for Obstruction Removal | Land Acquisition for RPZ Land Acq. for New Airport | Land Acq. for Operational Capacity | Land Acq. for Future Expansion | |
| ENVIRONMENTAL | | Environmental Assessments Environmental Impact Statements | Wetlands Delineation/Mitigation SWPPP, SPCC, SWM, ect. | FAA Part 150 Studies Other Special Studies | |
| AIRFIELD EQUIPMENT | NAFF Equipment | | Mower Unit Snow Removal Equipment | Tractors Operations Vehicles Turf Rollers / Sweepers | |



Highlights from 2013-2014

- Key Airport Infrastructure Projects Completed
 - Commercial Service Airports
 - Fargo
 - Taxiway Rehabilitation Phase 1
 - Grand Forks
 - New Snow Removal and Aircraft/Fire-Fighting and Rescue Building
 - Devils Lake
 - Primary Runway Extension
 - Jamestown
 - Taxilane Construction for Hangar Development
 - Wetland Mitigation

Highlights from 2013-2014

Commercial Service Airports

- Minot
 - New Snow Removal Equipment Building
 - Terminal Building/Parking Lot/Access Roads/Commercial Terminal Apron currently being updated
- Bismarck
 - Runway Maintenance
- Dickinson
 - Commercial Service Apron Expansion
- Williston
 - Taxiway Rehabilitation and Airport Relocation planning/environmental

Highlights from 2013-2014

General Aviation Airports

- Bowman - new airport expected to open March 2015
- Mayville Airport Reconstruction
- Killdeer Airport Reconstruction
- New Town Airport Reconstruction

11 Runway Rehabilitation Projects

- | | |
|-------------|------------|
| • Rolla | • Rolette |
| • Larimore | • Gwinner |
| • Kenmare | • Mandan |
| • Stanley | • Parshall |
| • Walhalla | • Oakes |
| • Ellendale | |

Mohall Airport

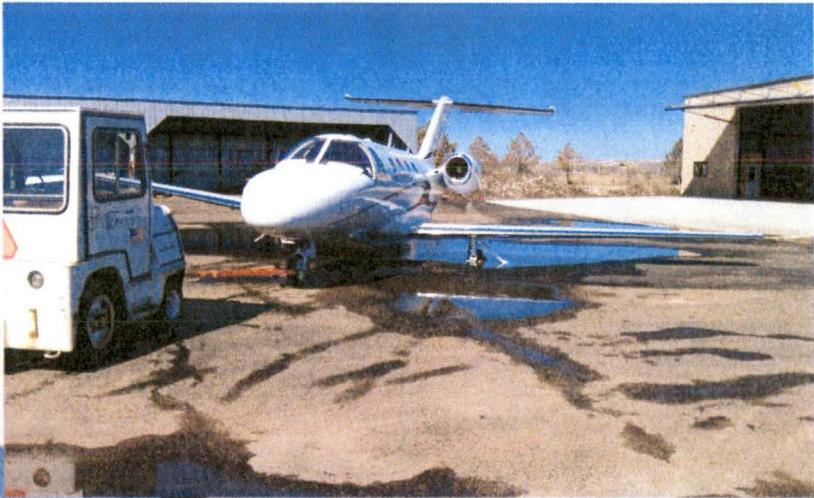
2011

2013



Watford City

2011



Watford City

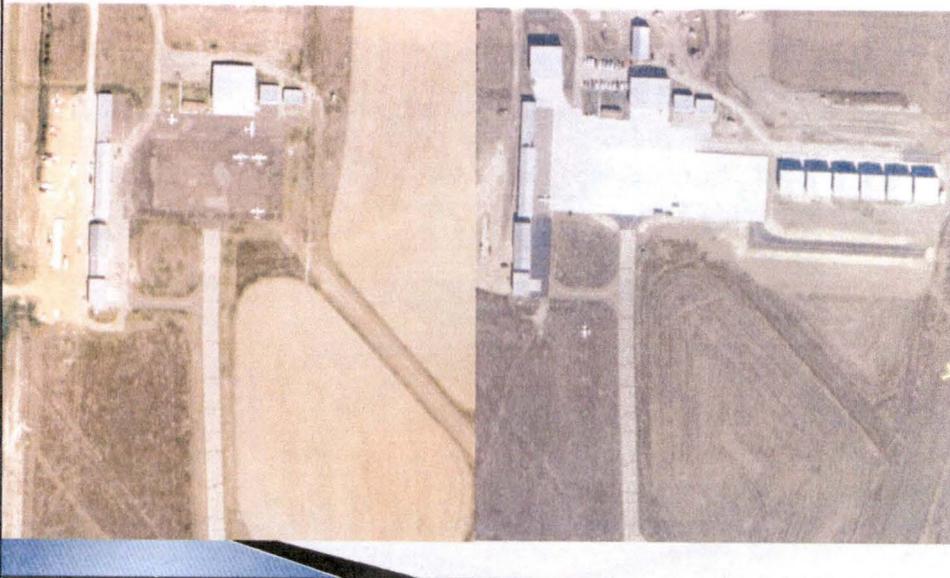
2013



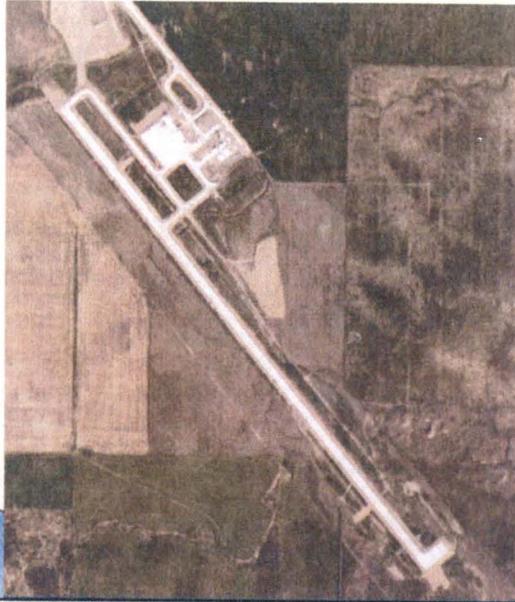
Watford City

2010

2014

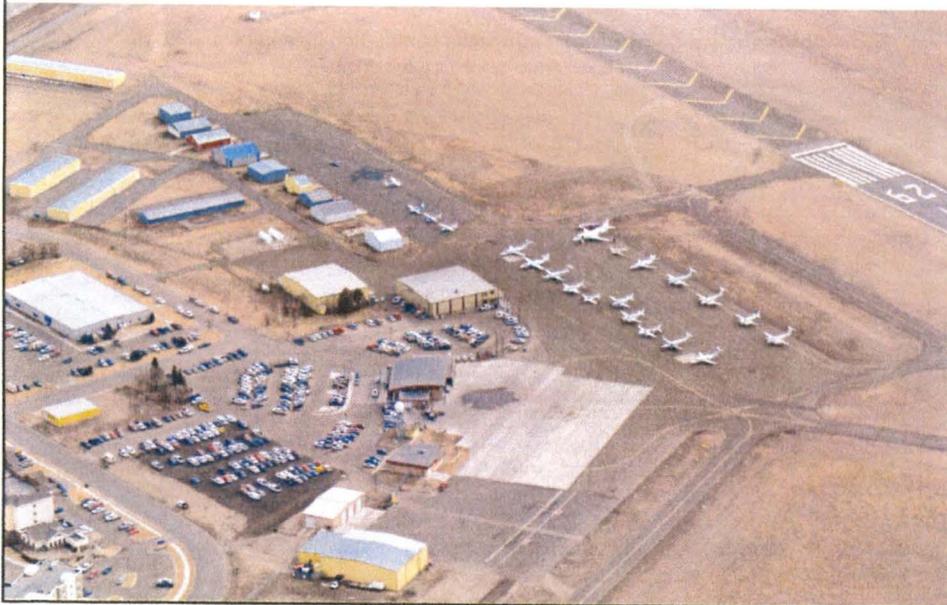


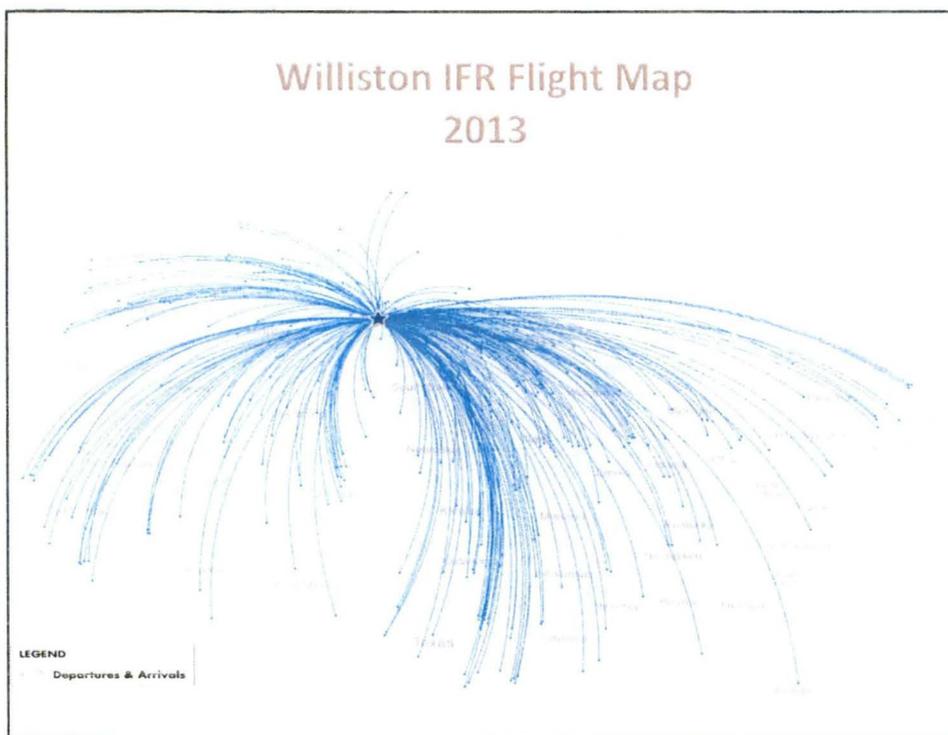
New Bowman Airport



- Fall 2014 Aerial Picture
- Airport will be ready to open in Spring 2015

Williston Airport





Bismarck



Fargo



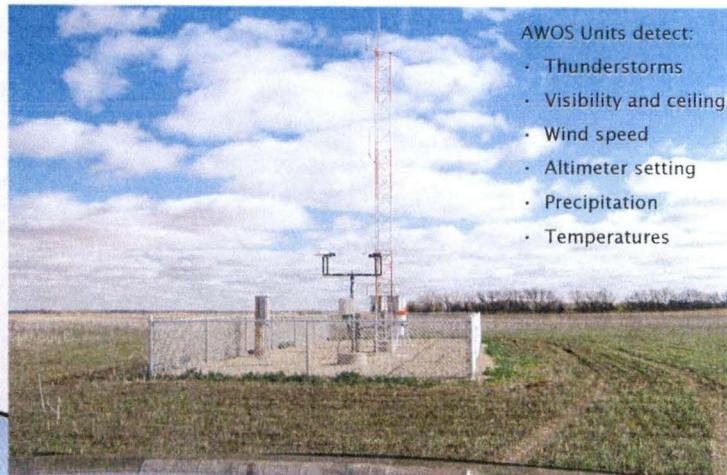
Highlights from 2013-2014

- ▶ North Dakota Selected as Unmanned Aerial Systems Test site



Highlights from 2013-2014

- ▶ Statewide Automated Weather Observation System (AWOS) maintenance program

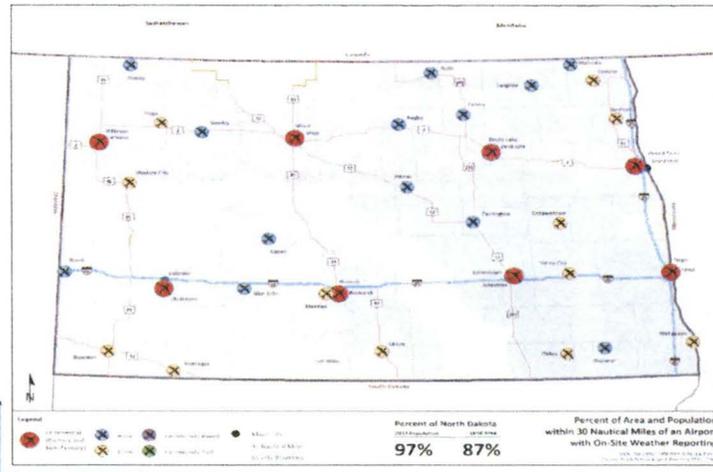


AWOS Units detect:

- Thunderstorms
- Visibility and ceiling
- Wind speed
- Altimeter setting
- Precipitation
- Temperatures

Highlights from 2013-2014

- AWOS coverage currently being provided by 33 airports.



Highlights from 2013-2014

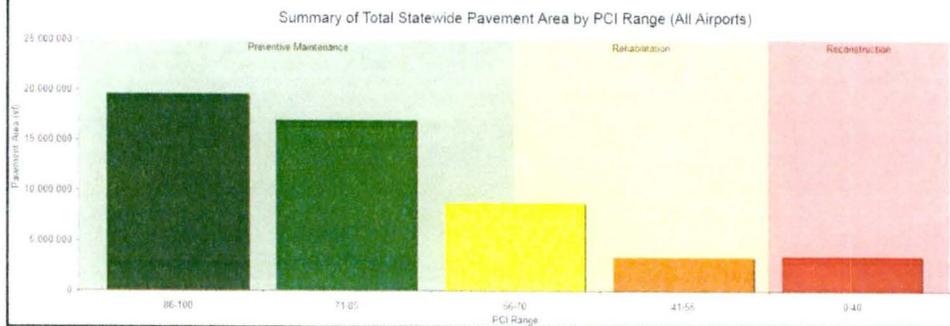
- Multiple Aviation Studies being conducted:
 - Statewide Pavement Condition Index Study
 - Project was completed in 2013 from 2012 inspection data
 - New update is expected in 2015
 - UGPTI Study on "Assessing North Dakota's Present and Future Airport Infrastructures Needs"
 - Final Report has been completed Fall 2014
 - Statewide Aviation System Plan Update
 - Final Technical Report will be available Spring 2015
 - Economic Impact of Aviation Update
 - Deliverables expected by Summer 2015

Statewide Pavement Condition Study

Online Website

<http://www.nd.gov/ndaero/airport/idea/index.html>

Approximately 52 million square feet of pavement exists on our airports



PCI Website

North Dakota Aeronautics Commission
Pavement Management System Update

Home | Statewide Summary | Airport Details | Maintenance Guidelines | Pavement Inspection | Miscellaneous

Airport Name: [Dropdown]

PCI Map | Address Data | UMN | Inspection Comments | Documents | PCI

PCI Legend: 86-100, 71-85, 56-70, 41-55, 0-40

Year: 2012 (Current)

Zoom: [Slider]

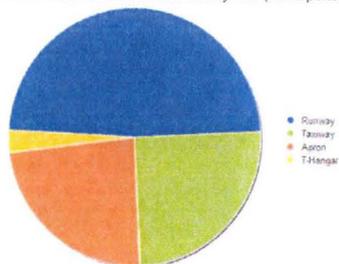
Uittele | applied pavement

Where is the Pavement?

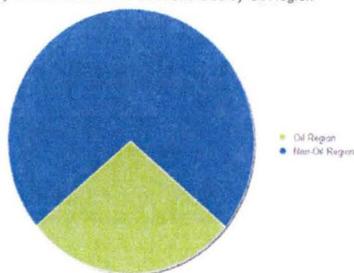
72 Airports are paved

- 8 commercial airports
- 45 general aviation airports eligible for federal aid
- 19 general aviation airports ineligible for federal aid

Summary of Total Statewide Pavement Area by Use (All Airports)



Summary of Total Statewide Pavement Area by Oil Region



UGPTI Study

- ▶ Analyzed airport infrastructure system and provided recommendations for funding needs.
- ▶ 10 Year need of approximately \$857 Million was identified
 UGPTI recommendation: The state appropriate \$50 million per year in addition to federal and local investment to accommodate the needs.



Statewide Aviation System Plan Update

- Provides a 20 year outlook on North Dakota's aviation system:
 - Evaluates current system and assets – 89 airports
 - Identifies future needs
- Provides a tool to manage, and develop the system
- A resource for:
 - NDAC
 - Federal Aviation Administration (FAA)
 - State legislature
 - Airport sponsors
 - And other stakeholders
- An FAA requirement



Why update the System Plan?

- The last aviation system plan was finalized in 2008 and used 2007 as a base year for forecasting purposes
- The Aviation System throughout North Dakota has seen unprecedented change and growth since 2007.

Project Website

NORTH DAKOTA STATE AVIATION SYSTEM PLAN

WORKING TO IMPROVE NORTH DAKOTA'S AVIATION SYSTEM

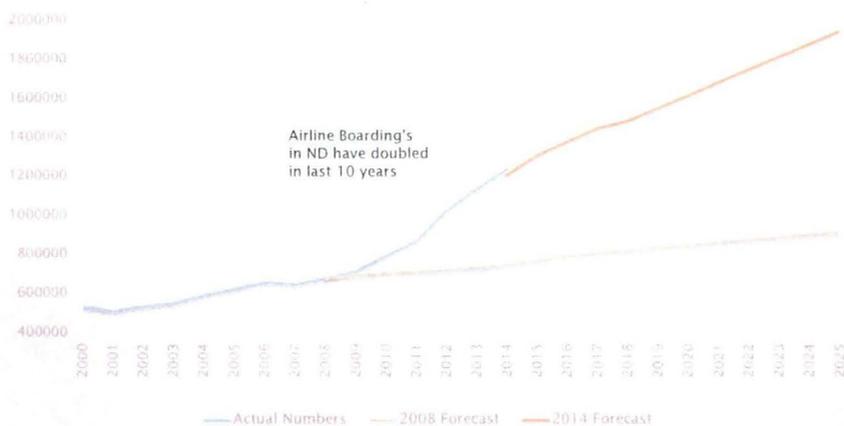
The North Dakota Department of Transportation (NDOT) is continuing its journey to improve the aviation system in North Dakota through the development of the 2014 North Dakota State Aviation System Plan (ASAP) Update. The plan will address current needs, future needs, and identify the future of the aviation system. The significant investment and public involvement that has been made in North Dakota's aviation system throughout the state must be maintained. Consequently, an update to the ASAP is needed to ensure a documented and well-communicated plan for the future of the aviation system in North Dakota.

Please visit this website regularly to see updates as the work moves forward. Upcoming meetings, draft documents and other project-related content will be provided throughout the project duration. Please use the comment box on this website under the "Contact" tab or email the project team with comments on the ASAP.

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Website – www.NDaviationplan.com

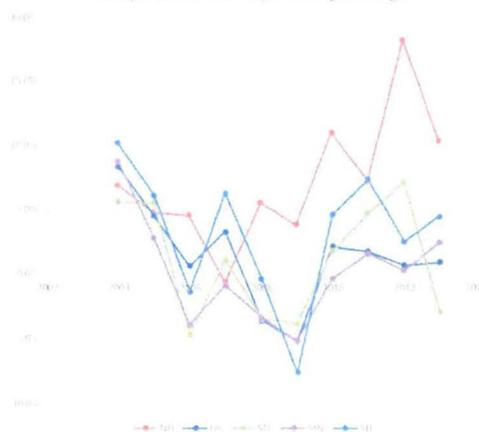
North Dakota Airline Passenger Boardings



System Growth

| | US | MT | MN | SD | ND |
|------|-------|-------|-------|-------|-------|
| 2013 | 0.8% | -3.0% | 2.4% | 4.4% | 10.3% |
| 2012 | 0.6% | 7.1% | 0.2% | 2.5% | 18.3% |
| 2011 | 1.7% | 4.6% | 1.5% | 7.3% | 7.1% |
| 2010 | 2.1% | 1.7% | -0.4% | 4.5% | 11.0% |
| 2009 | -5.2% | -3.9% | -5.2% | -7.6% | 3.7% |
| 2008 | -3.6% | -3.5% | -3.4% | -0.4% | 5.5% |
| 2007 | 3.3% | 1.0% | -1.0% | 6.2% | -0.7% |
| 2006 | 0.6% | -4.8% | -4.0% | -1.4% | 4.4% |
| 2005 | 4.5% | 5.5% | 2.7% | 6.1% | 4.7% |
| 2004 | 8.3% | 5.5% | 8.7% | 10.1% | 6.9% |

ND vs. US & Neighboring States
Average Annual Percentage Passenger Change



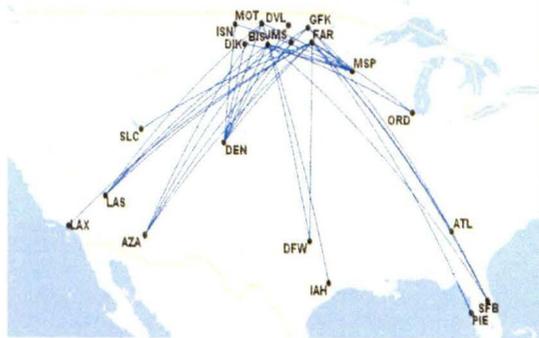
Source: US DOT T-100 Outbound Onboard Passengers
Note: 2014 YTD through May vs. 2013 YTD through May

System Growth

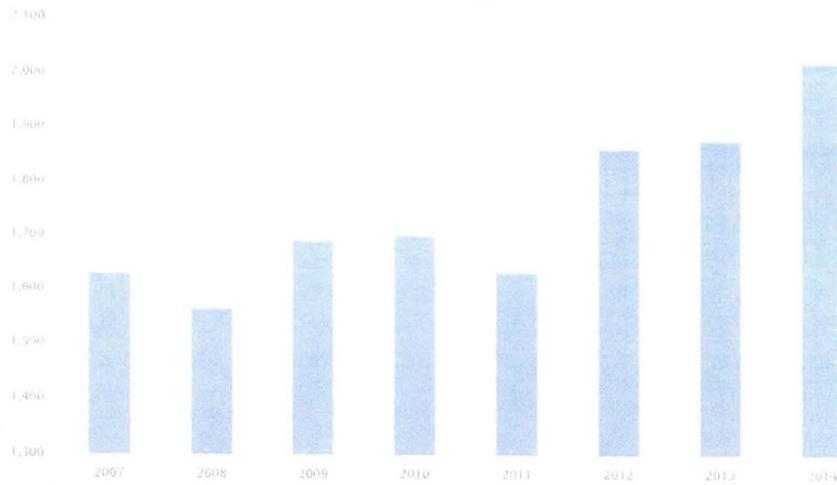
Airline Operations

- ▶ 2007:
 - Non-Stop Destinations: 5
 - Daily Departures: 52

- ▶ 2014:
 - Non-Stop Destinations: 12
 - Daily Departures: 75



North Dakota Aircraft Registration Numbers



* 2,019 registrations in 2014 vs. 1,630 registrations in 2007

* This is an increase of 389 aircraft and a growth of 24%

Aircraft Operation Forecasts

| Category | Base Year Operations | Forecast of Operations* | | | | | Based Aircraft* | | |
|--|----------------------|-------------------------|------------------|------------------|------------------|--------------------|-----------------|--------------|--------------------|
| | 2013 | 2018 | 2025 | 2030 | 2035 | % Growth 2013-2035 | 2013 | 2035 | % Growth 2013-2035 |
| ND Commercial Service Airports* | 622,317 | 665,729 | 726,746 | 769,244 | 813,406 | 30.7% | 749 | 1,090 | 45.5% |
| ND General Aviation Airports** | 302,335 | 307,090 | 340,774 | 359,067 | 378,802 | 25.3% | 1,092 | 1,391 | 27.4% |
| TOTAL All North Dakota Airports | 924,652 | 972,819 | 1,067,520 | 1,128,311 | 1,192,208 | 28.9% | 1,841 | 2,481 | 34.8% |

*Source: FAA's Terminal Area Forecast (TAF) and/or Mead & Hunt methodology, or airport master plans
 **Source: 2013 Base Year Operations and 2013 Based Aircraft numbers were taken from the FAA 5010 forms for each airport unless otherwise noted. For all GA airports, Forecast of Operations and 2035 Based Aircraft numbers were developed using the Mead & Hunt methodology.

Airline Enplanement Forecasts

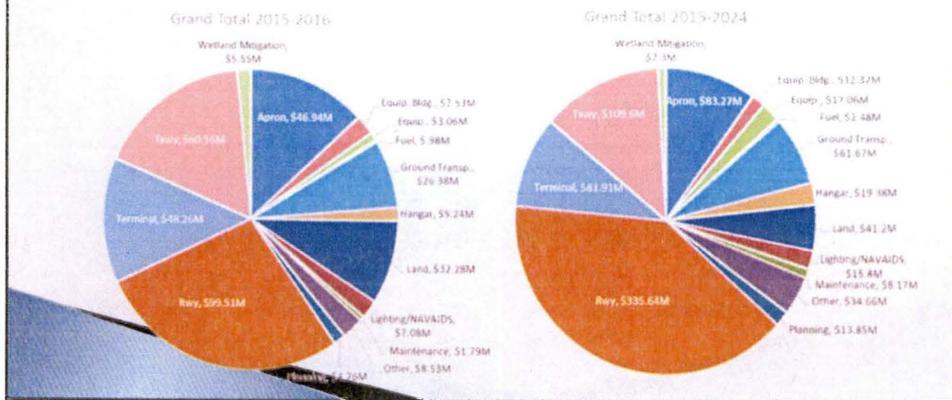
| Passenger Enplanements for Commercial Service Airports | | | | | | | |
|--|------------------|------------------|------------------|------------------|------------------|---------------|--------------------|
| Commercial Service Airports | Base Year | Forecast | | | | | % Growth 2013-2035 |
| | 2013 | 2018 | 2025 | 2030 | 2035 | | |
| Bismarck Municipal Airport | 246,435 | 298,274 | 356,101 | 402,141 | 456,532 | 85.3% | |
| Devils Lake Regional Airport# | 4,224 | 4,326 | 4,472 | 4,580 | 4,690 | 11% | |
| Grand Forks Int'l Airport | 144,836 | 160,509 | 185,366 | 205,454 | 227,731 | 57.2% | |
| Jamestown Regional Airport# | 5,664 | 5,931 | 6,325 | 6,623 | 6,934 | 22.4% | |
| Williston, Sloulin Field Int'l Airport * | 81,108 | 156,037 | 314,926 | 334,189 | 334,189 | 312% | |
| Minot Int'l Airport | 222,056 | 299,236 | 413,868 | 479,580 | 539,763 | 143% | |
| Dickinson Theodore Roosevelt Rgnl Airport** | 35,082 | 82,992 | 136,989 | 169,589 | 176,164 | 402.1% | |
| Fargo, Hector Int'l Airport*** | 398,677 | 481,639 | 530,038 | 582,029 | 638,353 | 60.1% | |
| TOTAL ENPLANEMENTS | 1,138,082 | 1,488,943 | 1,948,085 | 2,184,184 | 2,384,356 | 109.5% | |

Source: 2013 FAA TAF except as noted
 #Source: 2013 base year number was calculated based on the June 2014 – October 2014 enplanement average from the North Dakota Aeronautics Commission averaged over amongst 12 months. Forecast years were calculated using the CAGR rate from the Mead & Hunt methodology applied to the base year.
 *Source: FAA TAF updated March 20, 2014
 ** Source: Airport Master Plan Update (Chapter 3 – Aviation Forecasts), May 2014, Trillion Aviation and KU
 *** Source: Master Plan Update (Forecast Chapter), Mead & Hunt, 2014



System-Wide Funding Requests

- Requests for 2015-2016: \$358.44M
- Requests for 2015-2024: \$844.36M
Very similar to the \$857 Million estimate provided by UGPTI

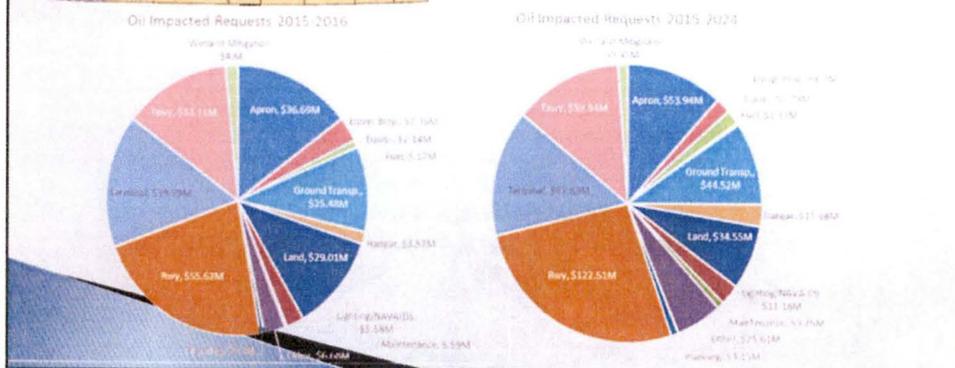


Funding – Oil Impacted Counties



- Findings:
 - Pavement projects to increase capacity (runways, taxiways, aprons)
 - Terminal projects to increase capacity

Gray: Oil Impacted Counties
Yellow: Eastern Counties



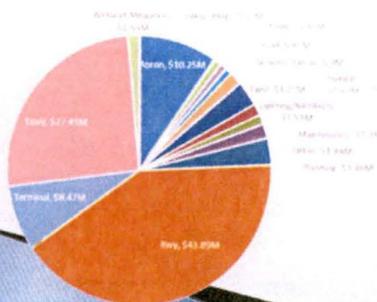
Funding – Eastern Counties



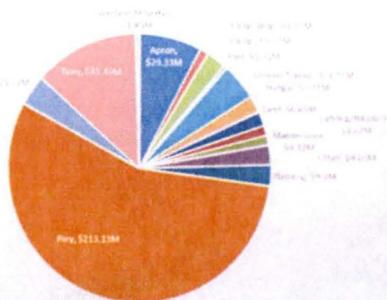
- Findings:
- GA: Maintenance of existing pavement
 - CS: Maintenance and new construction projects (pavement-related)

Gray: Oil Impacted Counties
Yellow: Eastern Counties

Eastern Requests - 2013-2016



Eastern Requests - 2017-2024



Infrastructure Challenges

- ▶ **Airport Congestion**
 - Lack of Apron Space
 - Lack of Taxiways for Hangar Development
 - Lack of Hangars
- ▶ **Heavier Aircraft**
 - Airports were not designed for large aircraft
 - Pavement Strength Issues
 - Runway/Taxiway Length and Width Issues
- ▶ **Cost of Construction**
 - Cost of construction in North Dakota at all time high
 - Need to maintain current pavement infrastructure competes with the need for expansion to accommodate growth
- ▶ **Limited Window to Construct**
 - Short Construction Season in North Dakota

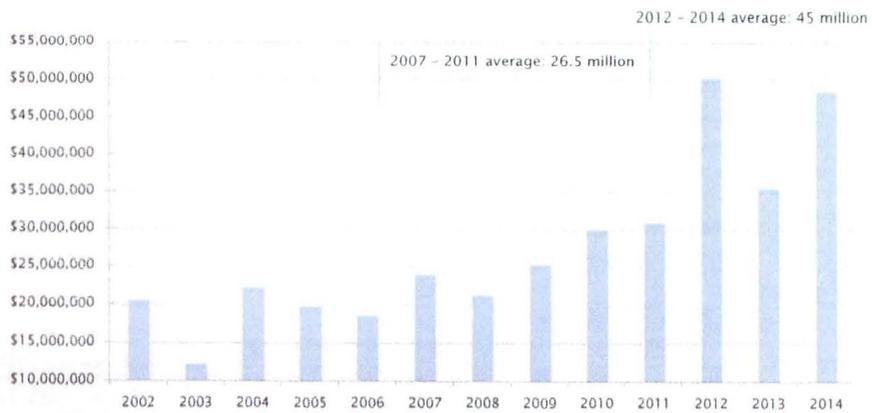
Federal Funding Outlook

North Dakota airports compete nationally for federal dollars

FAA may provide funding of up to 90% for high priority projects if funding is available.
 Many projects receive less than 90% in federal aid.
 Federal dollars available nationally for airport infrastructure projects has remained at similar levels provided since 2001.
 Funding is currently authorized through 2015.

- ▶ NDAC visited FAA National and Regional Offices to educate on needs
- ▶ FAA Administrator visited North Dakota in May of 2014
 - ▶ Announced North Dakota is 1st operational UAS test site
 - ▶ Visited Williston North Dakota and saw first hand the infrastructure needs of the state's airports

ND Historical FAA Funding



The state has seen a large increase in federal funding over last 3 years

- Increased airport infrastructure needs are justified
- Additional state funds have helped to leverage federal funds

Aeronautics Commission Funding

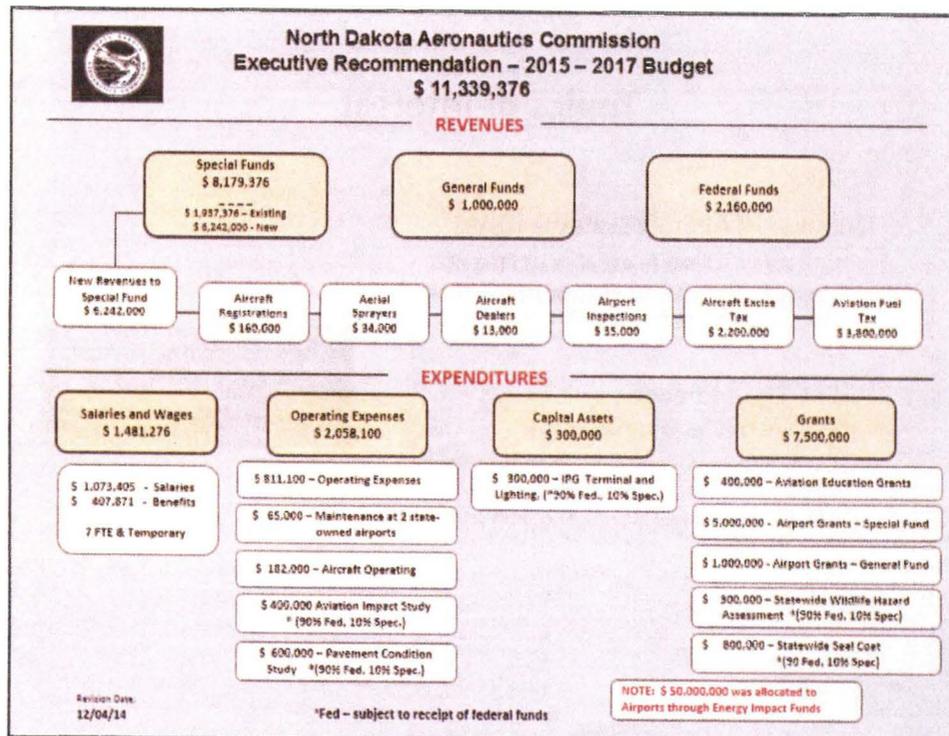
• Main Sources of Revenue

• Special Fund

- Aviation Fuel Tax
- Aircraft Excise Tax
- Aircraft Registrations
- Airport Inspections
- Aerial Sprayer Registrations
- Aircraft Dealer Registrations

General Fund

- State Legislature provided \$6.55 million from the state general fund last biennium for airport grants
 - The upcoming biennium budget currently calls for \$1 million in general fund dollars.



Topics of Interest

- Economic Impacts
 - Growth from oil boom
 - Unprecedented needs for system capacity
 - Increased construction costs
- Pilot Shortage
 - Impacting regional airlines and mainline carriers
 - Great Lakes Airlines suspension of service



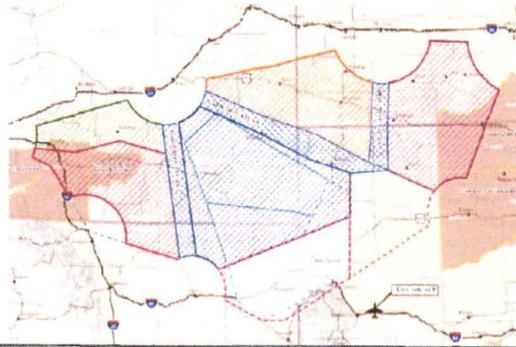
Topics of Interest

- Unmanned Aircraft Systems (UAS)
 - North Dakota is home to one of six UAS test sites
 - Increasing use of UAVs for transport, research, search and rescue, security, crop surveillance, etc.
- Airline Fleet Changes
 - Continued increase in # of flights
 - All commercial service airports are being served by regional jet aircraft
 - Potential shift to larger aircraft, as seen in other markets across the U.S.



Topics of Interest

- ▶ NextGen
Transformation from ground-based navigation, to satellite-based navigation.
Allows aircraft to fly more direct routes, reducing delays.
- ▶ Airspace Related Topics - Powder River Training Complex
Potential expansion of military operational area into southwestern North Dakota
Possible impacts to airspace



Questions?



"A Statewide Voice for Aviation"

<http://www.nd.gov/ndaero/>

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#4



Coming Soon!

Update to the North Dakota Aeronautics Commission's Report on The Economic Impact of Aviation in North Dakota



In December 2010, the North Dakota Aeronautics Commission released the following report: *North Dakota Economic Impact of Aviation*. Data that supported that study characterized activity at North Dakota airports in 2009. Since that time, the state has undergone significant economic change. It is this change that prompted the Commission to update its economic impact study for North Dakota airports.

The 2010 study estimated that annually all commercial and general aviation airports in North Dakota supported the following:

- » Almost 9,800 jobs
- » \$365.9 million in annual payroll
- » \$1 billion in total annual economic activity or output

These results include impacts related to airport management, airport tenants, capital investment, and air visitor spending. It is also important to note that these total annual impacts include **both direct** impacts associated with each activity along with **indirect** impacts that represent a multiplier effect.

The current economic impact study will not be completed until this summer (2015), but already the current study is starting to shed light on how North Dakota's economic growth has been supported by the airport system. The following preliminary **direct** impacts have been identified thus far.



Impacts shown here from the 2014 study represent only direct impacts; indirect impacts from the multiplier effect are not shown. The next step in the update will be to use an FAA approved input/output model to estimate additional indirect or multiplier impacts associated with each direct impact.

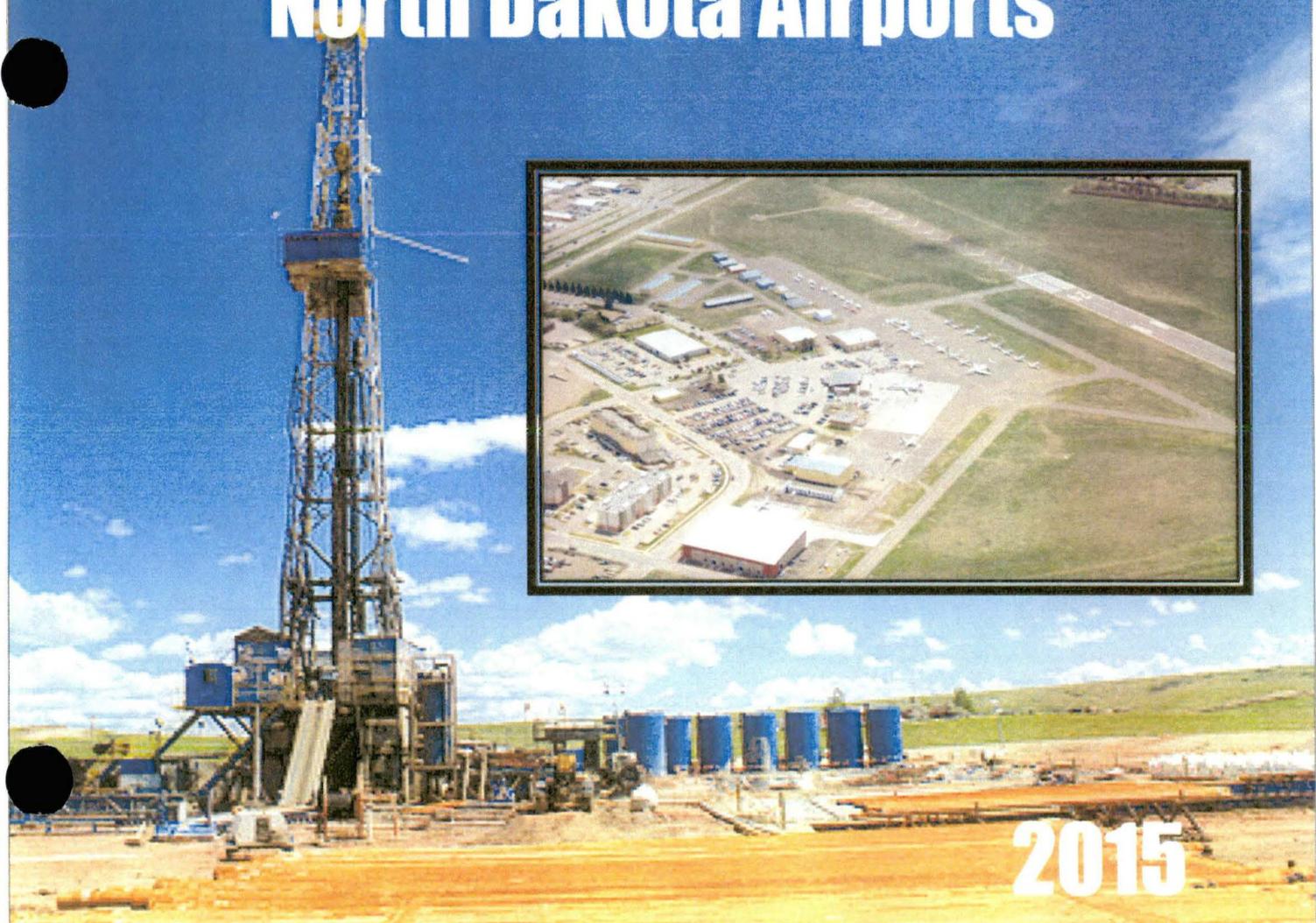
When the study is completed, summary reports will be prepared for each legislative district that highlight annual economic impacts that are specific to study airports that are in each district. Work completed thus far provides a glimpse into how economic activity associated with the state's 89 commercial and general aviation airports has expanded as the state's economy has grown.

HB 1006
3-5-15 #5

NDSU UPPER GREAT PLAINS TRANSPORTATION INSTITUTE



A Case for Public Investment in North Dakota Airports



2015

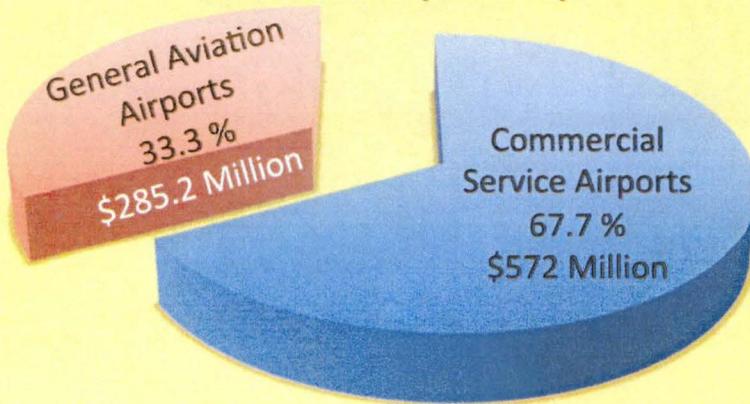
A Case for Public Investment in North Dakota Airports

North Dakota Boardings (Enplanements) Statewide



Airports across the state report increased passenger and cargo traffic. Increased activity diminishes the life cycle of capital assets, including runways, taxiways, terminals, parking, and related infrastructures.

North Dakota Airport Capital Expenditure Needs 2013-2022 \$857.2 Million (Estimate)



Capital expenditure needs include construction and expansion of terminals; reconstruction and rehabilitation of runways, taxiways, and aprons; acquisition of land and equipment; and the installation of safety and security measures including removing obstructions and installing lights for runways, taxiways, and aprons.

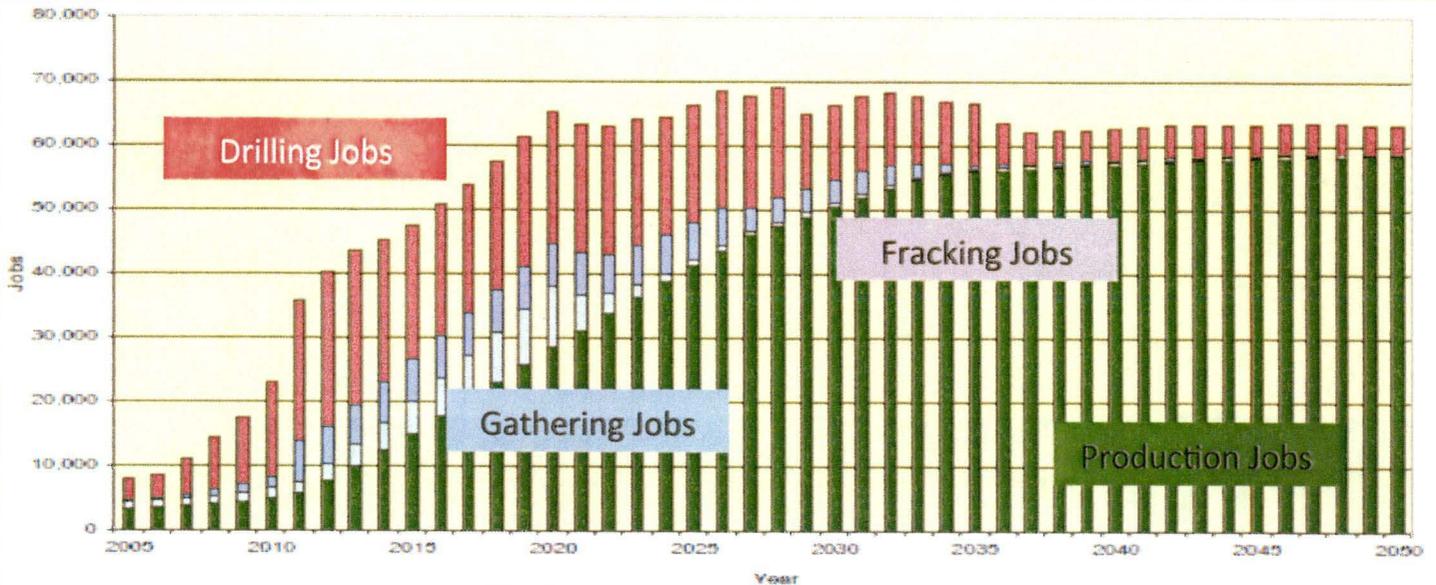
North Dakota Boardings (Enplanements) Forecast



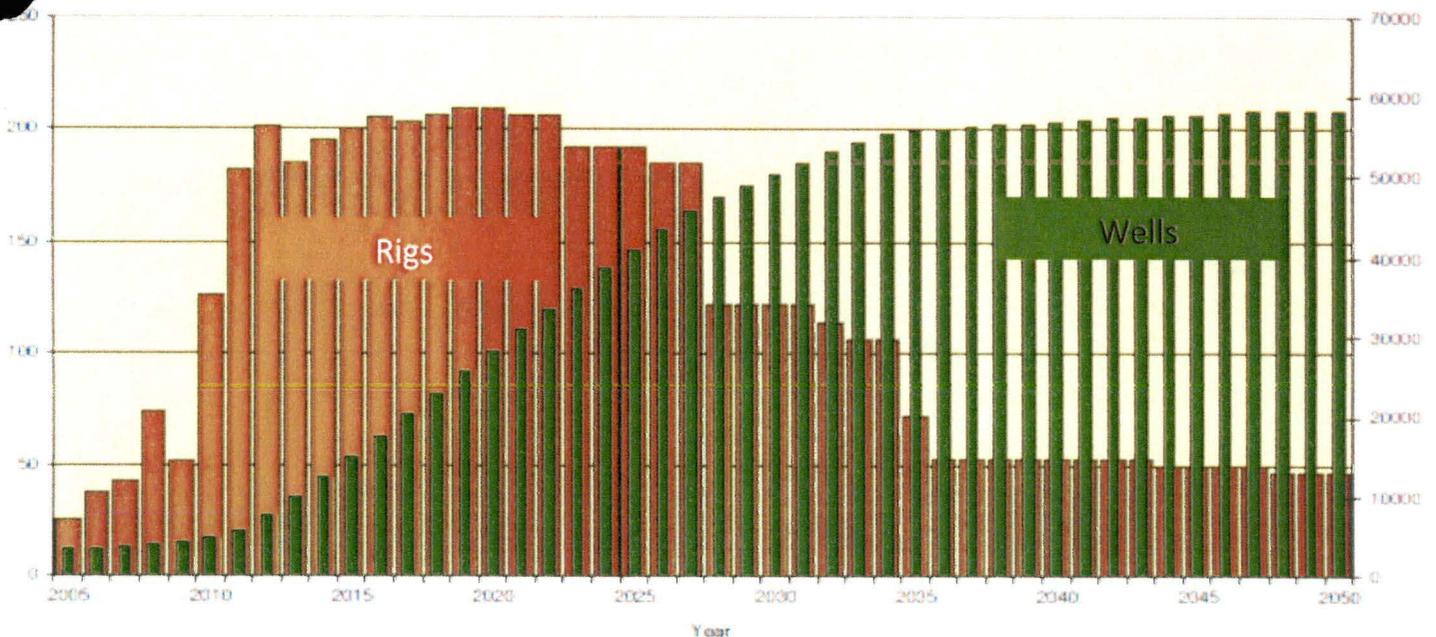
Between 2012 and 2022, enplanements at North Dakota Airports are forecasted to increase between 42% (on the low estimate) to 55.1% (on the high estimate).

2015

A Case for Public Investment in North Dakota Airports



North Dakota Department of Mineral Resources estimates the petroleum sector employed over 10,000 workers in 2007 and is projecting that the industry will employ nearly 70,000 by 2028



North Dakota Department of Mineral Resources estimates the petroleum sector operated less than 50 rigs and 400 wells in 2007 and is projecting that the industry will operate 125 rigs and 6,000 wells by 2028. Between 2034 and 2050, the industry is expected to operate nearly 6,000 wells in the state.

A Case for Public Investment in North Dakota Airports

- Aviation is a vital part of North Dakota's economy, providing passenger air service, air charter, airfreight, flight training, and agricultural services.
 - Airports facilitate emergency medical transport, search and rescue operations, staging areas for community events such as air shows, and support military operations.
 - The industry generates in excess of \$1.1 billion in economic activity at the state's 89 public-use airports and an additional \$560 million in off-airport activity.
 - Combined, the industry supports over 15,000 jobs and generates an annual payroll of \$590 million.
- At the 63rd North Dakota Legislative Assembly, the Governor and the Legislature supported aviation needs in North Dakota by providing "one-time" \$60 million dollar funding for capital infrastructure projects in the oil and gas producing sectors of the state.
 - The Legislature also provided "one-time" \$6 million dollar funding in the form of grants for commercial and general aviation airports in need of financial assistance.

BEST RETURN ON INVESTMENT

- It is estimated that the 89 public service airports in North Dakota will need \$857.2 million dollars in infrastructure investments over the next ten years.
- Over the last three years, the Federal Aviation Administration (FAA) has provided a record level of funding for airport projects in North Dakota. The average annual funding level that the FAA provided for North Dakota airports in the years 2012-2014 was 45 million dollars. Prior to 2012, the five year annual average of federal funding for North Dakota airport projects was 26.5 million. The recent higher level of federal funding can be attributed to the state's ability to leverage the funding with the additional state dollars as well as the ability to provide good justification for needed infrastructure improvements.
- To ensure that airports in the state continue to provide safe and efficient transportation capabilities, and provide the tax payers of North Dakota with an adequate return on their investment, UGPTI recommends the allocation of \$50 million dollars annually in state funds in addition to the federal and local investments.
- An additional \$5 million dollars in state funding is recommended to be available for airport infrastructure projects for the airports that need matching dollar assistance in order to secure federal investments.

For additional information, contact Riaz A. Aziz at North Dakota State University, Upper Great Plains Transportation Institute. Email: riaz.aziz@ndsu.edu or Phone: 701-231-5607.

HB 1006
3-5-2015
6

2013-2014 North Dakota Airport Funding Breakdown

| | Airport | Oil Impacted | Project | State Aeronautics | State Oil Impact | Federal | Estimated Local | Total Project |
|----|-------------|--------------|---|----------------------|---------------------|--------------|--------------------|------------------|
| 1 | Arthur | | N/A | \$0 | \$0 | \$0 | \$0 | \$0 |
| 2 | Ashley | | Pavement Microsurfacing | \$220,150 | \$0 | \$0 | \$27,300 | \$247,450 |
| 3 | Beach | Yes | Snow Removal/Terminal Building | \$26,650 | \$0 | \$303,776 | \$26,650 | \$357,076 |
| 4 | Beulah | Yes | Taxilane Extension | \$17,552 | \$0 | \$0 | \$10,625 | \$28,177 |
| 5 | Bismarck | | General Aviation Apron Expansion | \$1,258,956 | \$0 | \$6,651,000 | \$1,110,410 | \$9,020,366 |
| 6 | Bottineau | Yes | Pavement Rejuvenator | \$8,521 | \$0 | \$131,667 | \$8,521 | \$148,709 |
| 7 | Bowbells | Yes | Mowing Equipment | \$15,000 | \$0 | \$0 | \$5,000 | \$20,000 |
| 8 | Bowman | Yes | Construct New Airport | \$5,957 | \$2,936,774 | \$7,955,148 | \$1,581,492 | \$12,479,371 |
| 9 | Cando | | Construct Taxilane | \$52,845 | \$0 | \$1,016,695 | \$47,845 | \$1,117,385 |
| 10 | Carrington | | Crosswind Runway Land Acquisition | \$186,550 | \$0 | \$495,900 | \$181,550 | \$864,000 |
| 11 | Casselton | | Pavement Maintenance | \$174,897 | \$0 | \$465,432 | \$69,430 | \$709,759 |
| 12 | Cavalier | | Pavement Rejuvenator | \$34,572 | \$0 | \$157,931 | \$12,172 | \$204,675 |
| 13 | Columbus | Yes | N/A | \$0 | \$0 | \$0 | \$0 | \$0 |
| 14 | Cooperstown | | Runway Protection Zone Land Acquisition | \$39,518 | \$0 | \$83,925 | \$39,518 | \$162,961 |
| 15 | Crosby | Yes | Construct Apron and Rehabilitate Lights | \$3,295 | \$1,286,000 | \$702,947 | \$124,795 | \$2,117,037 |
| 16 | Devils Lake | | Primary Runway Extension | \$443,322 | \$0 | \$667,767 | \$443,322 | \$1,554,411 |
| 17 | Dickinson | Yes | Expand GA and Commercial Apron | \$110,542 | \$1,410,525 | \$3,871,944 | \$1,188,258 | \$6,581,269 |
| 18 | Drayton | | N/A | \$0 | \$0 | \$0 | \$0 | \$0 |
| 19 | Dunseith | | N/A | \$0 | \$0 | \$85,999 | \$9,555 | \$95,554 |
| 20 | Edgeley | | Pavement Maintenance, Hangar Construction | \$10,621 | \$0 | \$491,580 | \$10,621 | \$512,822 |
| 21 | Elgin | | N/A | \$0 | \$0 | \$0 | \$0 | \$0 |
| 22 | Ellendale | | Runway and Apron Reconstruction | \$475,999 | \$0 | \$921,600 | \$98,400 | \$1,495,999 |
| 23 | Enderlin | | Fuels Station and Concrete Fueling Pad | \$50,762 | \$0 | \$0 | \$138,935 | \$189,697 |
| 24 | Fargo | | General Aviation Apron Expansion | \$1,083,611 | \$0 | \$9,097,328 | \$1,083,611 | \$11,264,550 |
| 25 | Fessenden | | N/A | \$0 | \$0 | \$0 | \$0 | \$0 |
| 26 | Fort Yates | | N/A | \$0 | \$0 | \$0 | \$0 | \$0 |
| 27 | Gackle | | Level, Blade, and Reseed Primary Runway | \$8,060 | \$0 | \$0 | \$5,200 | \$13,260 |
| 28 | Garrison | Yes | Apron Rehabilitation | \$11,250 | \$0 | \$462,969 | \$11,250 | \$485,469 |
| 29 | Glen Ullin | | Pavement Rejuvenator | \$24,200 | \$0 | \$438,750 | \$24,200 | \$487,150 |
| 30 | Grafton | | Mowing Equipment | \$7,975 | \$0 | \$0 | \$7,975 | \$15,950 |
| 31 | Grand Forks | | Construct Aircraft Rescue and Fire Fighting Bldg. | \$1,905,738 | \$0 | \$11,114,262 | \$1,905,738 | \$14,925,738 |
| 32 | Gwinner | | Runway and Apron Reconstruction | \$271,077 | \$0 | \$203,400 | \$271,077 | \$745,554 |
| 33 | Harvey | | Pavement Maintenance | \$10,544 | \$0 | \$135,338 | \$10,544 | \$156,426 |
| 34 | Hazleton | | N/A | \$0 | \$0 | \$0 | \$0 | \$0 |
| 35 | Hazen | Yes | Pavement Maintenance | \$27,850 | \$0 | \$48,600 | \$27,850 | \$104,300 |

| | Airport | Oil Impacted | Project | Aeronautics | Oil Impact | Federal | Local | Project |
|----|--------------|--------------|--|-------------|--------------|--------------|--------------|--------------|
| 36 | Hettinger | | Pavement Maintenance | \$49,448 | \$0 | \$216,000 | \$15,500 | \$280,948 |
| 37 | Hillsboro | | Pavement Maintenance | \$47,625 | \$0 | \$0 | \$47,625 | \$95,250 |
| 38 | Jamestown | | Taxilane and Apron Construction | \$899,115 | \$0 | \$1,201,500 | \$233,600 | \$2,334,215 |
| 39 | Kenmare | Yes | Rehabilitate Runway | \$2,419 | \$233,058 | \$1,097,794 | \$75,226 | \$1,408,497 |
| 40 | Killdeer | Yes | Reconstruct Airport | \$59,979 | \$4,664,274 | \$0 | \$1,178,000 | \$5,902,253 |
| 41 | Kindred | | Airfield Drainage Improvements | \$14,573 | \$0 | \$30,456 | \$14,573 | \$59,602 |
| 42 | Kulm | | General Aviation Terminal Building | \$75,455 | \$0 | \$0 | \$148,555 | \$224,010 |
| 43 | La Moure | | Pavement Maintenance | \$4,172 | \$0 | \$0 | \$4,172 | \$8,344 |
| 44 | Lakota | | Pavement Maintenance | \$5,543 | \$0 | \$256,968 | \$5,543 | \$268,054 |
| 45 | Langdon | | Apron Reconstruction | \$44,424 | \$0 | \$615,245 | \$44,424 | \$704,093 |
| 46 | Larimore | | Primary Runway Reconstruction | \$364,553 | \$0 | \$0 | \$62,000 | \$426,553 |
| 47 | Leeds | | Pavement Maintenance | \$14,006 | \$0 | \$0 | \$4,700 | \$18,706 |
| 48 | Lidgerwood | | Widen Primary Runway | \$19,328 | \$0 | \$0 | \$2,150 | \$21,478 |
| 49 | Linton | | Pavement Maintenance | \$7,559 | \$0 | \$74,660 | \$7,559 | \$89,778 |
| 50 | Lisbon | | Pavement Maintenance | \$28,365 | \$0 | \$515,895 | \$28,365 | \$572,625 |
| 51 | Maddock | | Primary Runway Construction | \$553,933 | \$0 | \$0 | \$480,000 | \$1,033,933 |
| 52 | Mandan | | Primary Runway Reconstruction | \$434,136 | \$0 | \$126,000 | \$434,136 | \$994,272 |
| 53 | Mayville | | Airport Reconstruction | \$2,263,196 | \$0 | \$0 | \$500,000 | \$2,763,196 |
| 54 | McClusky | | N/A | \$0 | \$0 | \$0 | \$0 | \$0 |
| 55 | McVie | | N/A | \$0 | \$0 | \$0 | \$0 | \$0 |
| 56 | Milnor | | General Aviation Terminal Building | \$29,745 | \$0 | \$0 | \$29,745 | \$59,490 |
| 57 | Minot | Yes | Terminal, Commercial Apron Construction | \$123,000 | \$23,279,650 | \$23,003,991 | \$24,000,000 | \$70,406,641 |
| 58 | Minto | | N/A | \$0 | \$0 | \$0 | \$0 | \$0 |
| 59 | Mohall | Yes | Construct Taxiway | \$30,338 | \$623,406 | \$707,854 | \$217,514 | \$1,579,112 |
| 60 | Mott | | Pavement Maintenance | \$1,900 | \$0 | \$33,750 | \$1,900 | \$37,550 |
| 61 | Napoleon | | N/A | \$0 | \$0 | \$0 | \$0 | \$0 |
| 62 | New Rockford | | Pavement Maintenance | \$21,985 | \$0 | \$0 | \$4,000 | \$25,985 |
| 63 | New Town | Yes | Reconstruct Airport | \$11,593 | \$2,590,838 | \$0 | \$400,000 | \$3,002,431 |
| 64 | Northwood | | Environmental Assessment | \$7,282 | \$0 | \$208,995 | \$7,282 | \$223,559 |
| 65 | Oakes | | Primary Runway, Taxiway, and Apron Overlay | \$170,621 | \$0 | \$1,540,118 | \$85,310 | \$1,796,049 |
| 66 | Page | | Pavement Maintenance | \$3,750 | \$0 | \$0 | \$3,750 | \$7,500 |
| 67 | Park River | | Runway Obstruction Removal | \$72,025 | \$0 | \$0 | \$11,225 | \$83,250 |
| 68 | Parshall | Yes | Primary Runway and Taxiway Overlay | \$75,492 | \$141,668 | \$1,185,749 | \$82,353 | \$1,485,262 |
| 69 | Pembina | | Pavement Maintenance | \$31,064 | \$0 | \$269,057 | \$31,064 | \$331,185 |
| 70 | Plaza | Yes | N/A | \$0 | \$0 | \$0 | \$0 | \$0 |
| 71 | Richardton | Yes | Mowing Equipment | \$9,500 | \$0 | \$0 | \$4,075 | \$13,575 |
| 72 | Riverdale | | N/A | \$0 | \$0 | \$0 | \$0 | \$0 |
| 73 | Rolette | | Primary Runway Overlay | \$529,000 | \$0 | \$0 | \$90,000 | \$619,000 |
| 74 | Rolla | | Primary Runway, Taxiway, and Apron Overlay | \$87,536 | \$0 | \$1,298,690 | \$87,536 | \$1,473,762 |
| 75 | Rugby | | Apron Reconstruction | \$67,853 | \$0 | \$787,000 | \$67,853 | \$922,706 |

| | Airport | Oil Impacted | Project | Aeronautics | Oil Impact | Federal | Local | Project |
|---------------|--------------|--------------|---|---------------------|---------------------|---------------------|---------------------|----------------------|
| 76 | St. Thomas | | Pavement Maintenance | \$16,906 | \$0 | \$0 | \$10,600 | \$27,506 |
| 77 | Stanley | Yes | Construct Apron | \$119,975 | \$242,550 | \$373,650 | \$97,000 | \$833,175 |
| 78 | Tloga | Yes | Update Airport Master Plan, Fuel System | \$23,990 | \$450,705 | \$376,558 | \$113,650 | \$964,903 |
| 79 | Towner | Yes | N/A | \$0 | \$0 | \$0 | \$0 | \$0 |
| 80 | Turtle Lake | | Mowing Equipment | \$44,550 | \$31,252 | \$0 | \$6,600 | \$82,402 |
| 81 | Valley City | | Apron Reconstruction | \$344,600 | \$0 | \$450,000 | \$101,000 | \$895,600 |
| 82 | Wahpeton | | Construct Taxiway | \$41,584 | \$0 | \$134,992 | \$41,584 | \$218,160 |
| 83 | Walhalla | | Primary Runway, Taxiway, and Apron Overlay | \$87,981 | \$0 | \$1,134,491 | \$87,981 | \$1,310,453 |
| 84 | Washburn | Yes | Apron Expansion Design | \$31,290 | \$0 | \$53,100 | \$31,290 | \$115,680 |
| 85 | Watford City | Yes | Rehabilitate and Expand Apron | \$118,970 | \$2,109,300 | \$528,309 | \$1,000,000 | \$3,756,579 |
| 86 | West Fargo | | Construct Taxiway | \$76,890 | \$0 | \$0 | \$76,890 | \$153,780 |
| 87 | Westhope | Yes | Pavement Maintenance | \$7,031 | \$0 | \$0 | \$3,750 | \$10,781 |
| 88 | Williston | Yes | Taxiway Overlay, Environmental and Planning | \$136,890 | \$968,882 | \$1,932,945 | \$1,725,000 | \$4,763,717 |
| 89 | Wishek | | Update Airport Master Plan | \$60,967 | \$0 | \$0 | \$20,000 | \$80,967 |
| TOTALS | | | | \$13,758,151 | \$40,968,882 | \$83,657,725 | \$40,206,924 | \$178,591,682 |

* The projects listed above were only one of the projects for each airport that the state allocated funding. Multiple airports received grants for more than one project

*The above list does not account for airport operating expenses or projects that were completed with local dollars only

*The Aeronautics Commission also received \$765,472 in federal grants to conduct statewide studies

Breakdown of State Aeronautics Commission 2013-2014 Funding Sources

| | |
|--|---------------------|
| Special Funds: | \$7,208,151 |
| General Fund One Time Appropriation: | \$6,000,000 |
| General Funds: | \$550,000 |
| Grand Total of Airport Grant Allocation: | <u>\$13,758,151</u> |

*93% of the state aeronautics funding went to airports located outside of oil producing counties

2015 - 2017 CIP / NPIAS PLANNING REPORT

FAA / State General Aviation and Commercial Service Program

\$ 2,400,000 - Apportionment - (A)

\$ 16,000,000 - Entitlements - (E)

\$ 18,400,000 - Total

Discretionary Priority (D)

NPIAS Planning Program - (N)



Note: Only entitlements may be carried forward or back years.

Entitlements (E) are funds FAA may provide if annual airport program is approved at \$3.35 billion nationwide. State apportionment (A) is based on the state's population and geographic area. Dollars in CIP are FAA 90% share in thousands.

Discretionary (D) funds are nationally competitive funds based on FAA priorities.

| Prepared by North Dakota Aeronautics Commission Staff January 2, 2015 - Version 1 | | |
|--|--|---------------------------------------|
| RTA - Runway / taxiway / apron | RCF - Rubber crack filling | GA Airport DBE Goals FAA FY 2014-2016 |
| Carryover Entitlements → | EA - Enviro / assessment | Overall Goal = 1.82% |
| SRE - Snow removal equipment | SREB - Snow removal equipment building | RC - Race Conscious = 0.62% |
| T - Transfer TO - Transfer Out | WHA - Wildlife Hazzard Assessment | RN - Race Neutral = 1.2% |
| P - Past Discretionary Grant (Needs State Matching Grant Supplement) | | |
| co - Carryover Entitlements | NN - Non-NPIAS Airport | |
| D - Discretionary Need | NC - Not Classified | |
| PCI: 100-85 excellent, 85-70 good, 70-55 fair, 55-40 poor, 40 < failing (Pavement Condition, 2012 Study) | | |

| AIRPORT | BASED ARCFT | ENTL \$ | PROJECT | PCI | NDAC Priority | FAA Priority | CIP (Thousands) | | | | | | | | | NPIAS (Thousands) | | | | | | | | | | | | | |
|---|----------------|-----------|--|-----|------------------|-----------------|--------------------|-----|-------|-------|---|-------|-------|---|-------|----------------------|---------|--|--|--|--|--|--|--|--|--|--|--|--|
| | | | | | | | 2015 | | | 2016 | | | 2017 | | | 1 to 5 | 6 to 10 | | | | | | | | | | | | |
| | | | | | | | E | A | D | E | A | D | E | A | D | Yrs. | Yrs. | | | | | | | | | | | | |
| 7 Devils Lake DVL ENG FALL 2012 DBE FY 2014-2016 Overall = 5.08% RC = 5.08% RN = 0% | 32 | 150,000 | Rehab Runway 3/21 and GA Apron, design 16' | 54 | 56 | 66 | | | | | | | | | | | | | | | | | | | | | | | |
| | | | Construct RSA Grading | | | 54 | 56 | 150 | | | | | | | | | | | | | | | | | | | | | |
| | | | Land Acquisition/Easement | | | 35 | 45 | | | | | | | | | | | | | | | | | | | | | | |
| | | | RCF/Pavement Markings | | | 46 | 44 | | | | | | | | | | | | | | | | | | | | | | |
| | | | ALP / AGIS | | | 31 | 64 | | | | | | | | | | | | | | | | | | | | | | |
| | | | General Aviation Hangar | | | 12 | 29 | | | | | | | | | | | | | | | | | | | | | | |
| | | | Wildlife Hazard Assessment | | | 31 | 66 | | | | | | | | | | | | | | | | | | | | | | |
| | | | Security Access/Apron Lighting | | | 34 | 31 | | | | | | | | | | | | | | | | | | | | | | |
| | | | SRE - High Speed Broom /Plow | | | 32 | 45 | | | | | | | | | | | | | | | | | | | | | | |
| 8 Dickinson DIK ENG FALL 2010 EA 2014 DBE 2014-2016 Overall = 1.69% RC = 0% RN = 1.69% | 21 | 1,000,000 | Terminal Design and Construction | | 33 | 45 | | | | | | | | | | | | | | | | | | | | | | | |
| | | | Land Acq /Design/Reconstruct Runway 14/32 | 75 | 56 | 68 | | | | | | | | | | | | | | | | | | | | | | | |
| | | | Runway 32 RSA Grading | | | 57 | 94 | 850 | | | | | | | | | | | | | | | | | | | | | |
| | | | Rehabilitate Taxiway B.C. & D, design 15' | | | 44 | 66 | 150 | | | | | | | | | | | | | | | | | | | | | |
| | | | Terminal Access and Parking Lot | | | 31 | 40 | | | | | | | | | | | | | | | | | | | | | | |
| | | | Install Wildlife Fence | | | 31 | 57 | | | | | | | | | | | | | | | | | | | | | | |
| | | | Construct Parallel Taxiway, MIRL | | | 45 | 61 | | | | | | | | | | | | | | | | | | | | | | |
| | | | ARFF Truck / ARFF Building Expansion | | | 32 | 41 | | | | | | | | | | | | | | | | | | | | | | |
| | | | Aero Survey for Rwy Approaches | | | 41 | 64 | | | | | | | | | | | | | | | | | | | | | | |
| | | | Construct Commercial Service Apron | | | 44 | 47 | | | | | | | | | | | | | | | | | | | | | | |
| | | | Construct txy for hangars / Access Road | | | 55 | 66 | | | | | | | | | | | | | | | | | | | | | | |
| | | | Crosswind Parallel Taxiway | | | 45 | 61 | | | | | | | | | | | | | | | | | | | | | | |
| | | | Onsite Water Tank and Sanitary System | | | 31 | - | | | | | | | | | | | | | | | | | | | | | | |
| | | | SRE/SRE Building Expansion | | | 32 | 45 | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | 10792 | 0 | 35000 | 10525 | 0 | 39000 | 10625 | 0 | 71500 | 605000 | 166375 | | | | | | | | | | | | |

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2015 - 2017 CIP / NPIAS PLANNING REPORT

FAA / State General Aviation and Commercial Service Program

\$ 2,400,000 - Apportionment - (A)

\$ 16,000,000 - Entitlements - (E)

\$ 18,400,000 - Total

Discretionary Priority (D)

NPIAS Planning Program - (N)



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January 2, 2015 - Version 1

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| AIRPORT | BASED ARCFT | ENTL \$ | PROJECT | PCI | NDAC Priority | FAA Priority | CIP (Thousands) | | | | | | | | | NPIAS (Thousands) | | | | |
|---------------------------|----------------|----------------------|---|-----|------------------|-----------------|--------------------|----|---|------|----------|---|------|-----------|---|----------------------|-----------|-------|--------|-----|
| | | | | | | | 2015 | | | 2016 | | | 2017 | | | 1 to 5 | 6 to 10 | | | |
| | | | | | | | E | A | D | E | A | D | E | A | D | Yrs. | Yrs. | | | |
| 9 Ashley ASY (pending) | 12 | | Hangar | | | 12 | | | | | | | | | | | 500NN | | | |
| | | | Runway Safety Area Grading | | | 56 | | 66 | | | | | | | | | | 200NN | | |
| | | | Environmental Assessment for Land Acquisition | | | 32 | | 42 | | | | | | | | | | 100NN | | |
| | | | Install MIRL's | | | 56 | | 45 | | | | | | | | | | 300NN | | |
| | | | ALP Update | | | 31 | | 42 | | | | | | | | | | 150NN | | |
| | | | Land Acquisition | | | 32 | | 42 | | | | | | | | | | 200NN | | |
| | | | Construct/Relocate Runway 8/26 | | | 56 | | 66 | | | | | | | | | | 700NN | | |
| | | | RTA Rehabilitation/RCF | | | 30 | | 46 | | | | | | | | | | 100NN | 1000NN | |
| 10 Beach 20U | BASIC 8 | 150,000 39,963co | Pave SRE / Terminal Access Road and Apron | | | 33 | | 50 | | | 135 | | | | | | 150 | | | |
| | | | RCF, Seal | | | 59 | | 66 | | | 19co | | | | | | 100 | | | |
| | | | ALP Update | | | 31 | | 42 | | | 20co | | | | | | 20 | 150 | | |
| | | | Construct Taxiway | | | 45 | | 47 | | | 15 | → | | 150+15co | → | | 150+165co | | 300 | |
| | | | Hangar (Design and Construction) | | | 12 | | 29 | | | | | | | | | | 500 | | |
| | | | Rwy 12-30, Txwy and Apron Overlay | | | 80 | | 46 | | 66 | | | | | | | | | 3000 | |
| | | | Construct Crosswind Rwy / Fencing | | | 46 | | 59 | | | | | | | | | | | 1000 | |
| | | | Construct Parallel Txy | | | 45 | | 46 | | | | | | | | | | | 700 | |
| 11 Bottineau DO9 | LOCAL 20 | 150,000 388,431co | Apron Expansion | | | 54 | | 38 | | | | | | | | | | 300 | | |
| | | | SRE Equipment | | | 32 | | 45 | | | 150co | | | | | | | 150 | | |
| | | | Rwy 13/31 Extension | | | 46 | | 47 | | | 150+38co | → | | 150+188co | → | | 150+88co | → | 3500 | |
| | | | EA for Runway Extension 15/Land Acq. 17' | | | 46 | | 47 | | | 200co | | | | | 250co | | 500 | | |
| | | | Construct Txwy | | | 56 | | 68 | | | | | | | | | | 150 | | |
| | | | Construct X-Wind RWY | | | 45 | | 46 | | | | | | | | | | 500 | | |
| | | | Rehab RTA, RCF, Seal | | | 56 | | 68 | | | | | | | | | | 100 | 100 | |
| | | | Install Fuel System | | | 12 | | 17 | | | | | | | | | | | 300 | |
| 12 Bowman BWW / BPP | LOCAL 16 | 150,000 | Hangar | | | 12 | | 29 | | | | | | | | | | 500 | | |
| | | | AWOS / Fencing | | | 31 | | 44 | | | | | | | | | | 400 | | |
| | | | Update ALP/AGIS | | | 31 | | 64 | | | | | | | | | | | 250 | |
| | | | Airport Reclamation | | | 11 | | 49 | | | | | | | | | | | 220 | |
| ENG FALL 2014 FONSI | | | Wetland Mitigation | | | 56 | | 70 | | | | | | | | | | 90 | | |
| | | | SRE Equipment | | | 32 | | 44 | | | | | | | | | | 250 | | |
| | | | Parallel Txwy Construction (Design - 2017) | | | 45 | | 46 | | | 150 | → | | 150+150co | → | | 150+300co | → | 3500 | |
| | | | Perpendicular Txwy Construction | | | 45 | | 46 | | | | | | | | | | | 1000 | |
| | | | Construct X-Wind Rwy | | | 46 | | 59 | | | | | | | | | | | 8300 | |
| | | | Hangar | | | 100 | | 12 | | 36 | | | | | | | | | 1200 | |
| | | | RCF, Rehab | | | 56 | | 66 | | | | | | | | | | | 100 | 200 |

6.7

2015 - 2017 CIP / NPIAS PLANNING REPORT

FAA / State General Aviation and Commercial Service Program

\$ 2,400,000 - Apportionment - (A)

\$ 16,000,000 - Entitlements - (E)

\$ 18,400,000 - Total

Discretionary Priority (D)

NPIAS Planning Program - (N)



Note: Only entitlements may be carried forward or back years.

Entitlements (E) are funds FAA may provide if annual airport program is approved at \$3.35 billion nationwide. State apportionment (A) is based on the state's population and geographic area. Dollars in CIP are FAA 90% share in thousands.

Discretionary (D) funds are nationally competitive funds based on FAA priorities.

| Prepared by North Dakota Aeronautics Commission Staff January 2, 2015 - Version 1 | | |
|--|--|---------------------------------------|
| RTA - Runway / taxiway / apron | RCF - Rubber crack filling | GA Airport DBE Goals FAA FY 2014-2016 |
| Carryover Entitlements → | EA - Enviro / assessment | Overall Goal = 1.82% |
| SRE - Snow removal equipment | SREB - Snow removal equipment building | RC - Race Conscious = 0.62% |
| T - Transfer TO - Transfer Out | WHA - Wildlife Hazzard Assessment | RN - Race Neutral = 1.2% |
| P - Past Discretionary Grant (Needs State Matching Grant Supplement) | | |
| co - Carryover Entitlements | NN - Non-NPIAS Airport | |
| D - Discretionary Need | NC - Not Classified | |
| PCI: 100-85 excellent, 85-70 good, 70-55 fair, 55-40 poor, 40 < failing (Pavement Condition, 2012 Study) | | |

| AIRPORT | BASED ARCFY | ENTL \$ | PROJECT | PCI | NDAC Priority | FAA Priority | CIP (Thousands) | | | | | | | | | NPIAS (Thousands) | | |
|----------------------|----------------|----------------------|--|-----|------------------|-----------------|--------------------|---|-----|------|-----------|---|------|---|-----------|----------------------|---------|------|
| | | | | | | | 2015 | | | 2016 | | | 2017 | | | 1 to 5 | 6 to 10 | |
| | | | | | | | E | A | D | E | A | D | E | A | D | Yrs. | Yrs. | |
| 13 Cando 9D7 | BASIC 6 | 150,000 | Construct Taxiway/Partial Parallel | | 55 | 46 | | | | | | | | | | | 400 | |
| | | | Construct crosswind rwy | | 46 | 49 | | | | | | | | | | | | 500 |
| | | | Fencing / Signage | | 31 | 38 | | | | | | | | | | | | 400 |
| | | | Fueling System | | 12 | 17 | | | | | | | | | | | | 250 |
| | | | Apron / Taxiway Expansion | 61 | 45 | 38 | | | | | | | | | | | | 400 |
| | | | Hangar (multi-year 14') | | 12 | 29 | | | 150 | | | | | | | | | 600 |
| | | | Rehab RTA, seal & RCF | 78 | 56 | 66 | | | | | 150 | → | | | 150co+150 | → | | 1100 |
| 14 Carrington 46D | LOCAL 18 | 150,000 124,698co | SRE & SRE Bldg | | 32 | 44 | | | | | | | | | | | 150 | |
| | | | Pavement Rejuvenator 16', RCF | | 56 | 66 | 124co+150 | → | | | 150co | | | | | | 200 | 100 |
| | | | Crosswind Runway Land/Construction | | 46 | 52 | | | | | | | | | | | 600 | 700 |
| | | | Parallel Taxiway | | 45 | 46 | | | | | | | | | | | | 1000 |
| | | | AWOS Road | | 33 | 35 | | | | | | | | | | | 250 | |
| | | | Perimeter Fence / signage | | 31 | 38 | | | | | | | | | | | | 500 |
| | | | ALP update | | 31 | 42 | | | | | | | | | | | | 250 |
| | | | Rehab Runway and Taxiway Lights | 76 | 46 | 50 | | | | | | | | | | | | 3000 |
| | | | Hangars | | 12 | 29 | | | | | 124co+150 | → | | | 274co+150 | → | | 700 |
| 15 Casselton 5N8 | LOCAL 41 | 150,000 | T-Hangars | | 12 | 29 | | | | | | | 150 | → | | 1000 | 1000 | |
| | | | Construct Crosswind Runway, EA, land acq. | | 46 | 50 | | | | | | | | | | | 1000 | |
| | | | Taxiway & Apron Lighting | | 55 | 45 | | | | | | | | | | | 200 | |
| | | | Land acq., RPZ | | 41 | 42 | | | | | | | | | | | 500 | |
| | | | Update ALP, AGIS, & Eviro. Inventory | | 31 | 42 | 102 | → | | | 150+102co | | | | | | 300 | |
| | | | AWOS | | 31 | 44 | | | | | | | | | | | 150 | |
| | | | Construct Txy for hangars | | 45 | 47 | | | | | | | | | | | 200 | 200 |
| | | | SRE | | 32 | 45 | | | | | | | | | | | 200 | |
| | | | Airfield Pavement Maintenance (multi-year 14') | | 56 | 64 | 48 | | | | | | | | | | 300 | 300 |
| | | | Reconstruct RTA | 60 | 54 | 58 | | | | | | | | | | | | 8000 |
| 16 Cavalier 2C8 | LOCAL 25 | 150,000 137,826co | Rehab RTA, RCF | 74 | 56 | 66 | | | | | | | | | | 100 | 1500 | |
| | | | Land acq., RPZ, powerlines | | 41 | 41 | | | | | | | | | | | 300 | |
| | | | Construct Hangar Taxiways | | 46 | 54 | | | | | | | | | | | 500 | |
| | | | SRE | | 32 | 44 | | | | | | | | | | | 200 | |
| | | | Construct Hangar | | 12 | 29 | | | | | | | | | | | 500 | 500 |
| | | | Construct parallel txy | | 45 | 46 | 150+137co | → | | | 150+287co | → | | | 150+437co | | | 900 |
| | | | Wildlife Fence / signage | | 31 | 38 | | | | | | | | | | | | 700 |

6.8

2015 - 2017 CIP / NPIAS PLANNING REPORT

FAA / State General Aviation and Commercial Service Program

\$ 2,400,000 - Apportionment - (A)

\$ 16,000,000 - Entitlements - (E)

\$ 18,400,000 - Total

Discretionary Priority (D)

NPIAS Planning Program - (N)



Note: Only entitlements may be carried forward or back years.

Entitlements (E) are funds FAA may provide if annual airport program is approved at \$3.35 billion nationwide. State apportionment (A) is based on the state's population and geographic area. Dollars in CIP are FAA 90% share in thousands.

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| Prepared by North Dakota Aeronautics Commission Staff January 2, 2015 - Version 1 | | |
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| RTA - Runway / taxiway / apron | RCF - Rubber crack filling | GA Airport DBE Goals FAA FY 2014-2016 |
| Carryover Entitlements → | EA - Enviro / assessment | Overall Goal = 1.82% |
| SRE - Snow removal equipment | SREB - Snow removal equipment building | RC - Race Conscious = 0.62% |
| T - Transfer TO - Transfer Out | WHA - Wildlife Hazzard Assessment | RN - Race Neutral = 1.2% |
| P - Past Discretionary Grant (Needs State Matching Grant Supplement) | | |
| co - Carryover Entitlements | NN - Non-NPIAS Airport | |
| D - Discretionary Need | NC - Not Classified | |
| PCI: 100-85 excellent, 85-70 good, 70-55 fair, 55-40 poor, 40 < failing (Pavement Condition, 2012 Study) | | |

| AIRPORT | BASED ARCFY | ENTL \$ | PROJECT | PCI | NDAC Priority | FAA Priority | CIP (Thousands) | | | | | | | | | NPIAS (Thousands) | | | |
|--------------------------|----------------|----------------------|---|-----|------------------|-----------------|--------------------|---|---|------|-----------|-----|----------|-----------|-----|----------------------|---------|------|--|
| | | | | | | | 2015 | | | 2016 | | | 2017 | | | 1 to 5 | 6 to 10 | | |
| | | | | | | | E | A | D | E | A | D | E | A | D | Yrs. | Yrs. | | |
| 17 Cooperstown S32 | LOCAL 14 | 150,000 450,000co | RPZ Land Acquisition | | 41 | 51 | 140co+150 | → | | | 290co+80 | | | | | 400 | | | |
| | | | Pavement Maintenance, seal 15' | 53 | 56 | 66 | 310co | | | 70 | → | | 150+70co | → | | 400 | 100 | | |
| | | | Construct crosswind rwy., turf | | 46 | 59 | | | | | | | | | | | 900 | | |
| | | | ALP Update/AGIS | | 31 | 42 | | | | | | | | | | | 250 | | |
| | | | Apron Expansion | | 44 | 46 | | | | | | | | | | | 500 | | |
| | | | Rehabilitate Runway 13/31 | | 33 | 20 | | | | | | | | | | | 1100 | | |
| | | | Construct parallel txy | | 45 | 46 | | | | | | | | | | | | 500 | |
| | | | Fence/signs | | 31 | 38 | | | | | | | | | | | | 400 | |
| 18 Crosby D50 | BASIC 14 | 150,000 150,000co | Apron Reconstruction ('14 Chg Ord) | 52 | 56 | 56 | 60 | | | | | | | | | 60 | | | |
| | | | RPZ Land Acquisition | | 31 | 41 | 150+90co | → | | | 180co | | | | | | 200 | | |
| | | | Hangar, design 17' | | 12 | 29 | | | | | 150+60co | → | | 150+210co | → | | 700 | 700 | |
| | | | Pavement Maintenance | | 56 | 66 | | | | | | | | | | | 100 | 100 | |
| | | | Runway Rehabilitation | | 56 | 66 | | | | | | | | | | | 3100 | | |
| | | | Wildlife Hazard Site Visit | | 31 | 62 | | | | | | | | | | | | 50 | |
| | | | Fence / Signage | | 31 | 38 | | | | | | | | | | | | 700 | |
| | | | SRE Bldg Construction / SRE Equip | | 32 | 32 | | | | | | | | | | | | 500 | |
| | | | Southwest Taxilane Expansion | | 45 | 52 | | | | | | | | | | | | 500 | |
| | | | Jet A Fuel | | 12 | 17 | | | | | | | | | | | | 150 | |
| 19 Dunseith - IPG S28 | BASIC 0 | 150,000 214,001co | Fence, signage, apron access | | 31 | 38 | 214co+150 | → | | | 364co+150 | → | | 514co | | 500 | | | |
| | | | Rehab RTA | | 56 | 66 | | | | | | | | | | | 100 | 1000 | |
| | | | RCF, Seal, Painting | 77 | 56 | 66 | | | | | | | | | | | 100 | 100 | |
| | | | PAPI's | | 31 | 45 | | | | | | | | | | | | 150 | |
| | | | Update ALP, AGIS | | 31 | 42 | | | | | | | | | | | 75 | 250 | |
| | | | GA Terminal | | 23 | 32 | | | | | | | | | | | 150 | | |
| | | | AWOS | | 31 | 42 | | | | | | | | | | | | 150 | |
| | | | Land acquisition -Rwy 28, clear zones | | 41 | 41 | | | | | | | | 150 | → | | 600 | | |
| 20 Edgeley 51D | BASIC 12 | 150,000 133,828co | Rehabilitate RTA Design | | 46 | 45 | 50co | | | | | | | | | 50 | | | |
| | | | Pavement Maintenance | | 56 | 66 | | | | | | | | | | | 100 | 100 | |
| | | | AWOS | | 31 | 42 | | | | | | | | | | | | 150 | |
| | | | SRE Equipment | | 32 | 36 | | | | | | | | | | | | 200 | |
| | | | Rehabilitate Runway 14/32 / Taxiway/Apron | 58 | 56 | 66 | 150+83co | → | | | 233co+150 | 750 | | | | | 1500 | | |
| | | | Fence / signage | | 31 | 38 | | | | | | | | | | | | 400 | |
| | | | Construct Parallel Taxiway | | 45 | 50 | | | | | | | | | | | | 1000 | |
| | | | Install Jet A Fuel System | | 12 | 29 | | | | | | | | 150 | → | | 300 | | |
| Update ALP / AGIS | | 31 | 42 | | | | | | | | | | | | 250 | | | | |

6.9

2015 - 2017 CIP / NPIAS PLANNING REPORT

FAA / State General Aviation and Commercial Service Program

\$ 2,400,000 - Apportionment - (A)
 \$ 16,000,000 - Entitlements - (E)
 \$ 18,400,000 - Total
 Discretionary Priority (D)
 NPIAS Planning Program - (N)



Note: Only entitlements may be carried forward or back years.
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| Carryover Entitlements → | EA - Enviro / assessment | Overall Goal = 1.82% |
| SRE - Snow removal equipment | SREB - Snow removal equipment building | RC - Race Conscious = 0.62% |
| T - Transfer TO - Transfer Out | WHA - Wildlife Hazzard Assessment | RN - Race Neutral = 1.2% |
| P - Past Discretionay Grant (Needs State Matching Grant Supplement) | | |
| co - Carryover Entitlements | NN - Non-NPIAS Airport | |
| D - Discretionary Need | NC - Not Classified | |
| PCI: 100-85 excellent, 85-70 good, 70-55 fair, 55-40 poor, 40 < failing (Pavement Condition, 2012 Study) | | |

| AIRPORT | BASED ARCFT | ENTL \$ | PROJECT | PCI | NDAC Priority | FAA Priority | CIP (Thousands) | | | | | | | | | NPIAS (Thousands) | | | | |
|--|----------------|----------------------|---|-----|------------------|-----------------|--------------------|---|---|------|----------|---|------|-----------|---|----------------------|---------|-----|-----|-----|
| | | | | | | | 2015 | | | 2016 | | | 2017 | | | 1 to 5 | 6 to 10 | | | |
| | | | | | | | E | A | D | E | A | D | E | A | D | Yrs. | Yrs. | | | |
| 21 Ellendale 4E7 ENG FALL 2014 CATEX | BASIC 11 | 150,000 150,000co | Rehab RTA, RCF, seal | 100 | 56 | 66 | | | | | | | | | | | 100 | 100 | | |
| | | | Rehab MIRL / PAPI / Signs | | 56 | 45 | 150co+150 | | | | | | | | | | | 500 | | |
| | | | Rehab crosswind rwy/parallel twy | | 46 | 59 | | | | | | | | | | | | 200 | 600 | |
| | | | AWOS | | 31 | 45 | | | | | 150 | → | | | | | | 200 | | |
| | | | Update ALP | | 31 | 42 | | | | | | | | | | | | | 250 | |
| | | | Rehab Access Road / Parking /SRE | | 33 | 20 | | | | | | | | | | | | 100 | 500 | |
| | | | Obst. removal, land RPZ | | 57 | 44 | | | | | | | | | | | | 200 | | |
| | | | Wildlife Fence | | 31 | 38 | | | | | | | | | | | | | | 500 |
| | | | Fueling System | | 12 | 17 | | | | | 150 | → | | 150co | | | | 200 | | |
| 22 Ft. Yates Y27 ENG FALL 2014 CATEX | BASIC 0 | 150,000 450,000co | AWOS | | 31 | 45 | | | | | | | | | | | | 150 | | |
| | | | Pave Access Road | | 33 | 20 | | | | | | | | | | | | | 600 | |
| | | | Rehab RTA, RCF, RSA Grading 15', Seal 17' | 91 | 56 | 66 | 200co | | | | 50co+150 | → | | 200co | | | | 500 | 100 | |
| | | | ALP update | | 31 | 42 | | | | | | | | | | | | | 250 | |
| | | | Instrument Approach Procedure | | 47 | 50 | 50co+150 | → | | | 100co | | | | | | | 100 | | |
| | | | GA Terminal 15' / SRE / SRE Bldg. | | 23 | 32 | 200co | | | | | | | | | | | 200 | 200 | |
| | | | Hangar | | 12 | 29 | | | | | | | | | | | | 500 | 500 | |
| | | | Rehab rwy lights, PAPI/BCN/obst. Lights | | 56 | 45 | | | | | | | | 150 | → | | | 150 | 150 | |
| 23 Garrison D05 ENG FALL 2010 CATEX | LOCAL 16 | 150,000 366,319co | Rehabilitate Rwy 13/31 and MIRL | 63 | 56 | 66 | 366co+150 | | | 1600 | | | | | | | 2800 | | | |
| | | | AWOS | | 31 | 38 | | | | | 150 | → | | 150+150co | | | | 300 | | |
| | | | GA Terminal Bldg | | 12 | 29 | | | | | | | | | | | | 600 | | |
| | | | NW Taxilane Construct | | 44 | 38 | | | | | | | | | | | | | 400 | |
| | | | Pavement Maintenance | | 56 | 56 | | | | | | | | | | | | 100 | 100 | |
| | | | Update ALP/MP | | 31 | 42 | | | | | | | | | | | | | 100 | |
| | | | SRE | | 32 | 36 | | | | | | | | | | | | | 100 | |
| | | | Land acq, RPZ | | 41 | 41 | | | | | | | | | | | | | 300 | |
| | | | Fence / Signage | | 31 | 38 | | | | | | | | | | | | | 500 | |

6.10

2015 - 2017 CIP / NPIAS PLANNING REPORT

FAA / State General Aviation and Commercial Service Program

\$ 2,400,000 - Apportionment - (A)

\$ 16,000,000 - Entitlements - (E)

\$ 18,400,000 - Total

Discretionary Priority (D)

NPIAS Planning Program - (N)

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| co - Carryover Entitlements | NN - Non-NPIAS Airport | |
| D - Discretionary Need | NC - Not Classified | |
| PCI: 100-85 excellent, 85-70 good, 70-55 fair, 55-40 poor, 40 < failing (Pavement Condition, 2012 Study) | | |

| AIRPORT | BASED ARCFT | ENTL \$ | PROJECT | PCI | NDAC Priority | FAA Priority | CIP (Thousands) | | | | | | | | | NPIAS (Thousands) | | |
|--|----------------|----------------------|---------------------------------------|-------------|----------------------|-------------------|--------------------|----|----|-----------|---|---|-----------|-----|---|----------------------|---------|------|
| | | | | | | | 2015 | | | 2016 | | | 2017 | | | 1 to 5 | 6 to 10 | |
| | | | | | | | E | A | D | E | A | D | E | A | D | Yrs. | Yrs. | |
| 24 Glen Ullin D57 | BASIC 7 | 150,000 271,908co | Rehab Rwy, RCF, Seal ('15 Microseal) | 74 | 56 | 66 | 210co | | | | | | | | | 300 | 100 | |
| | | | MIRL Replacement (Design '16) | | 57 | 45 | 150+61co | → | | 150+211co | → | | 340co | | | | 400 | |
| | | | Rehab Apron | 81 | 54 | 56 | | | | | | | 150+21co | → | | | 500 | |
| | | | Rwy/Txwy Reconstruction (Design '22) | | 56 | 66 | | | | | | | | | | | | 2100 |
| | | | Access Road Improvements | | 33 | 20 | | | | | | | | | | | | 100 |
| | | | Update ALP/MP | | 31 | 42 | | | | | | | | | | | | 100 |
| | | | Taxilane Extension | | 44 | 38 | | | | | | | | | | | 400 | 500 |
| | | | Construct Hangar | | 12 | 29 | | | | | | | | | | | | 400 |
| | | | Construct X-wind, EA, RPZ | | 46 | 59 | | | | | | | | | | | | 700 |
| | | | 25 Grafton GAF | LOCAL 31 | 150,000 31,551co | Hangar Design 16' | | | | | | | 75co | | | | | |
| Pavement Maintenance / seal 20' | | 56 | | | | 68 | | | | 31co | | | | | | | 200 | 300 |
| Hangar | | 12 | | | | 31 | 150+31co | → | | 75co+150 | → | | 225co+150 | | | | 600 | 600 |
| Reconstruct RTA | 94 | 56 | | | | 68 | | | | | | | | | | | | 4500 |
| Fence / signage / Drainage Improvements | | 31 | | | | 40 | | | | | | | | | | | | 600 |
| EA / Wildlife Study/ALP Update | | 41 | | | | 42 | | | | | | | | | | | | 400 |
| Rehab Apron/Txy/Crosswind rwy connection | 56 | 46 | | | | 68 | | | | | | | | | | | | 800 |
| Rehab Lights | | 56 | | | | 68 | | | | | | | | | | | | 300 |
| 26 Gwinner GWR | BASIC 12 | 150,000 214,987co | Terminal Parking Lot Improvements | | 21 | 20 | | | | | | | | | | | 300 | |
| | | | Land for RPZ / Wetland Mitigation | | 41 | 41 | | | | | | | | | | | 300 | 500 |
| | | | Hangar | | 12 | 29 | 215co+150 | → | | 365co+150 | → | | 515co+150 | | | | 700 | 700 |
| | | | Land Acquisition / Fence / signage | | 31 | 38 | | | | | | | | | | | 400 | 500 |
| | | | AWOS Access Road | | 33 | 35 | | | | | | | | | | | 100 | |
| | | | Access Road Improvements | | 33 | 40 | | | | | | | | | | | 500 | |
| | | | Construct Parallel Txy & Expand Apron | | 45 | 41 | | | | | | | | | | | | 800 |
| | | | Rehab RTA, RCF, Design | 97 | 56 | 66 | | | | | | | | | | | 50 | 100 |
| | | | 27 Harvey SH4 | BASIC 15 | 150,000 123,629co | Rehab RTA | 79 | 56 | 66 | | | | | | | | | |
| Pavement Maintenance, seal 17' | | 56 | | | | 66 | | | | 56 | → | | 150+56co | | | | 300 | 100 |
| Transfer from Pembina, Transfer back 16' | | | | | | | 94 | | | 94T | | | | | | | | 94T |
| Construct crosswind rwy / EA / land | | 46 | | | | 49 | | | | | | | | | | | 500 | 800 |
| Hangar | | 12 | | | | 29 | | | | | | | | | | | | 400 |
| Construct parallel txy / apron | | 45 | | | | 38 | | | | | | | | | | | | 800 |
| ALP Update/AGIS | | 31 | | | | 62 | | | | | | | | | | | | 250 |
| Fence/Signage | | 31 | | | | 38 | | | | | | | | | | | | 400 |
| Rehab Lights | | 56 | 66 | 150+123co | | | | | | | | | | 400 | | | | |

6.11

2015 - 2017 CIP / NPIAS PLANNING REPORT

FAA / State General Aviation and Commercial Service Program

\$ 2,400,000 - Apportionment - (A)
 \$ 16,000,000 - Entitlements - (E)
 \$ 18,400,000 - Total

Discretionary Priority (D)
 NPIAS Planning Program - (N)



Note: Only entitlements may be carried forward or back years.
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| Carryover Entitlements → | EA - Enviro / assessment | Overall Goal = 1.82% |
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| T - Transfer TO - Transfer Out | WHA - Wildlife Hazard Assessment | RN - Race Neutral = 1.2% |
| P - Past Discretionary Grant (Needs State Matching Grant Supplement) | | |
| co - Carryover Entitlements | NN - Non-NPIAS Airport | |
| D - Discretionary Need | NC - Not Classified | |
| PCI: 100-85 excellent, 85-70 good, 70-55 fair, 55-40 poor, 40 < failing (Pavement Condition, 2012 Study) | | |

| AIRPORT | BASED ARCFT | ENTL \$ | PROJECT | PCI | NDAC Priority | FAA Priority | CIP (Thousands) | | | | | | | | | NPIAS (Thousands) | | |
|---------------------------------|----------------|----------------------|---|-----|------------------|-----------------|--------------------|---|-----------|-----------|------|------|------|---|------|----------------------|---------|------|
| | | | | | | | 2015 | | | 2016 | | | 2017 | | | 1 to 5 | 6 to 10 | |
| | | | | | | | E | A | D | E | A | D | E | A | D | Yrs. | Yrs. | |
| 28 Hazen HZE | BASIC 10 | 150,000 496.529co | Pavement Maintenance, micro seal 15' | 72 | 56 | 66 | 270co | | | | | | | | | 400 | 200 | |
| | | | Public Hangar Apron Expansion | | 44 | 38 | 90co | | | | | | | | | | 100 | |
| | | | WH Visit / Signage / Fence | | 31 | 62 | 150+136co | → | | 45co | | | | | | | 600 | |
| | | | Hangar | | 12 | 29 | | | | 150+240co | → | | 540 | | | | 600 | |
| | | | Construct Parallel Txyw | | 45 | 46 | | | | | | | | | | | | 2000 |
| | | | Install MIRLS / rwy signs | | 56 | 45 | | | | | | | | | | | | 400 |
| | | | AGIS / ALP | | 31 | 62 | | | | | | | | | | | | 250 |
| | | | Construct x-wind rwy | | 46 | 49 | | | | | | | | | | | | 500 |
| | | | SRE Equipment | | 32 | 44 | | | | | | | | | | | | 300 |
| | | | Fueling System | | 12 | 17 | | | | | | | | | | | | 150 |
| Rehab Runway 14/32 | | 56 | 66 | | | | | | | | | | | | 4000 | | | |
| 29 Hettinger HEI | LOCAL 22 | 150,000 13,922co | Rehab Rwy (Design '15) | 67 | 56 | 68 | 81+14co | | | 2000 | | | | | | 4000 | | |
| | | | Rehab Parallel Taxiway (Design 16') | 59 | 55 | 58 | | | | 150 | | | 150 | | 2000 | 2200 | | |
| | | | RCF, Seal, Markings | | 56 | 66 | | | | | | | | | | 100 | 300 | |
| | | | Replace MIRL / Electrical Vault | | 55 | 42 | | | | | | | | | | 700 | | |
| | | | Relocate ASOS Access Rd | | 31 | 20 | | | | | | | | | | 100 | | |
| | | | Rehab hangar taxilane | | 44 | 38 | | | | | | | | | | 100 | | |
| | | | Rwy RPZ Land, ext, EA, AGIS | | 41 | 47 | | | | | | | | | | | 250 | |
| | | | RSA Grading Improvements | | 56 | 45 | | | | | 1000 | | | | | | 1000 | |
| | | | Apron Rehabilitation | | 54 | 55 | | | | | | | | | | | | 1000 |
| | | | Transfer Entitlements to Washburn | | | | | | | 69T | | | | | | | | |
| 30 Hillsboro 3H4 | LOCAL 22 | 150,000 579,880co | Taxilane Construction/Hangar Removal | | 45 | 47 | | | | | | 150 | 700 | | 1500 | | | |
| | | | Reconstruct Rwy 16-34, design and construct | 66 | 56 | 68 | | | | 150 | | 3500 | | | | 5000 | | |
| | | | Fence / signage | | 31 | 40 | | | | | | | | | | | 400 | |
| | | | Transfer from Watford City | | | | | | 150 | | | | | | | | 150T | |
| | | | Land Acq. For taxilane expansion, RPZ | | 41 | 41 | | | 579co+150 | | | | | | | | 1000 | |
| | | | Reconstruct Service Road | | 33 | 20 | | | | | | | | | | | 500 | |
| | | | AWOS | | 31 | 44 | | | | | | | | | | | 150 | |
| | | | Rwy 16-34 Runway Extension | | 46 | 47 | | | | | | | | | | | 5000 | |
| | | | Construct Hangars | | 12 | 31 | | | | | | | | | | | 1000 | 1000 |
| | | | SRE / Blower | | 32 | 45 | | | | | | | | | | | | 150 |
| Parallel Taxiway Rehabilitation | | 40 | 45 | 47 | | | | | | | | | | | 2000 | | | |

6.12

2015 - 2017 CIP / NPIAS PLANNING REPORT

FAA / State General Aviation and Commercial Service Program

\$ 2,400,000 - Apportionment - (A)

\$ 16,000,000 - Entitlements - (E)

\$ 18,400,000 - Total

Discretionary Priority (D)

NPIAS Planning Program - (N)



Note: Only entitlements may be carried forward or back years.

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| D - Discretionary Need | NC - Not Classified | |
| PCI: 100-85 excellent, 85-70 good, 70-55 fair, 55-40 poor, 40 < failing (Pavement Condition, 2012 Study) | | |

| AIRPORT | BASED ARCFT | ENTL \$ | PROJECT | PCI | NDAC Priority | FAA Priority | CIP (Thousands) | | | | | | | | | NPIAS (Thousands) | | | |
|------------------------------|----------------|----------------------|---|-----|------------------|-----------------|--------------------|---|---|-----------|---|---|----------|-----|------|----------------------|---------|-------|--|
| | | | | | | | 2015 | | | 2016 | | | 2017 | | | 1 to 5 | 6 to 10 | | |
| | | | | | | | E | A | D | E | A | D | E | A | D | Yrs. | Yrs. | | |
| 31 Kenmare 7K5 | LOCAL 21 | 150,000 205.997co | Install MIRL / Vault Bldg | | 31 | 44 | 150+206co | | | | | | | | | | 500 | | |
| | | | Expand Apron and Taxiways | | 45 | 47 | | | | 50 | → | | 150+50co | 500 | | | 2000 | | |
| | | | Taxilane Expansion Design 16' | | 45 | 47 | | | | 100 | | | | | | | 100 | | |
| | | | Relocate Fuel System | | 22 | 17 | | | | | | | | | | | | 75 | |
| | | | Fence / Signage / Pave Access Road | | 33 | 40 | | | | | | | | | | | | 250 | |
| | | | Land acq., EA, Wildlife Mitigation, Rwy 16/34 | | 41 | 42 | | | | | | | | | | | | 2500 | |
| | | | Pavement Maintenance | | 56 | 68 | | | | | | | | | | | 100 | 200 | |
| | | | Install AWOS | | 45 | 47 | | | | | | | | | | | | 150 | |
| 32 Killdeer 9Y1 (pending) | 0 | | Hangar | | 12 | 29 | | | | | | | | | | | 500NN | 500NN | |
| | | | SRE Building/SRE | | 32 | 44 | | | | | | | | | | | 650NN | | |
| | | | Construct New Apron/Taxilane | | 45 | 49 | | | | | | | | | | | 500NN | 300NN | |
| | | | Fueling System | | 12 | 17 | | | | | | | | | | | 400NN | | |
| | | | GA Terminal Building | | 32 | 35 | | | | | | | | | | | 300NN | | |
| | | | Pavement Maintenance | | 56 | 60 | | | | | | | | | | | 100NN | 200NN | |
| 33 Kindred K74 | LOCAL 21 | 150,000 450,000co | Pave access road, fencing, windsock | | 33 | 40 | | | | | | | | | | | 250 | 400 | |
| | | | Hangar | | 12 | 29 | | | | | | | | | | | 400 | 400 | |
| | | | Land Acquisition | | 41 | 47 | | | | | | | | | | | 600 | | |
| | | | Pavement Maintenance, Markings | 69 | 56 | 68 | 150co | | | | | | | | | | 200 | 200 | |
| | | | EA for Drainage Improvements/Turf Parallel | | 46 | 48 | 125co | | | | | | | | | | 150 | | |
| | | | EA, Construct Runway Extension | | 46 | 53 | | | | | | | | | | | 100 | 1400 | |
| | | | AWOS | | 31 | 44 | | | | | | | | | | | | 150 | |
| | | | Construct Parallel txy | | 45 | 47 | | | | | | | 150 | → | | | 300 | 900 | |
| | | | Construct crosswind rwy | | 46 | 50 | | | | | | | | | | | | 500 | |
| | | | Wetland Mitigation/Drainage Improvements | | 46 | 48 | 150+125co | → | | 275co+150 | | | | | | | 500 | | |
| EA 2012 | | 45 | 43 | | | | | | | | | | | | | 400 | | | |
| 34 Lakota 5LO | BASIC 13 | 150,000 193.032co | Parking Lot/Apron and Security Fencing | 13 | 46 | 49 | | | | | | | | | | | 400 | | |
| | | | Fuel System 17' | | 12 | 29 | | | | | | | | | | | 150 | | |
| | | | Fuel System and Taxiway Widening Design | | 45 | 53 | 150+193co | → | | 100co | | | | | | | 100 | | |
| | | | Pavement Maintenance | | 56 | 66 | | | | | | | | | | | 200 | 200 | |
| | | | Taxiway Widening | | 45 | 53 | | | | 243co+150 | → | | 393co | | | | 800 | | |
| | | | Construct apron/txy | | 45 | 41 | | | | | | | | | | | | 600 | |
| | | | Rehab RTA | 75 | 56 | 66 | | | | | | | | | | | 100 | 1500 | |
| | | | Construct wildlife fence | | 31 | 38 | | | | | | | | | | | | 300 | |
| CATX | | 46 | 45 | | | | | | | | | | | | 1000 | | | | |

6.13

2015 - 2017 CIP / NPIAS PLANNING REPORT

FAA / State General Aviation and Commercial Service Program

\$ 2,400,000 - Apportionment - (A)
 \$ 16,000,000 - Entitlements - (E)
 \$ 18,400,000 - Total

Discretionary Priority (D)
 NPIAS Planning Program - (N)



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| co - Carryover Entitlements | NN - Non-NPIAS Airport | |
| D - Discretionary Need | NC - Not Classified | |
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| AIRPORT | BASED ARCFT | ENTL \$ | PROJECT | PCI | NDAC Priority | FAA Priority | CIP (Thousands) | | | | | | | | | NPIAS (Thousands) | | | | |
|-------------------|----------------|----------------------|--|-----|------------------|-----------------|--------------------|-----|---|-----------|-----|---|------|---|---|----------------------|---------|------|------|--|
| | | | | | | | 2015 | | | 2016 | | | 2017 | | | 1 to 5 | 6 to 10 | | | |
| | | | | | | | E | A | D | E | A | D | E | A | D | Yrs. | Yrs. | | | |
| 35 LaMoore 4F9 | NC 8 | 300,000co | Update Airport Layout Plan | | | | | | | | | | | | | | 100 | | | |
| | | | Reconstruct Runway (shorten & Widen) | 55 | 56 | 66 | 150co | → | | | | | | | | | | 1300 | | |
| | | | SREB | | 32 | 44 | | | | | | | | | | | | 300 | | |
| | | | Runway Reconstruction Design | | 36 | 66 | | | | | | | | | | | | 200 | | |
| | | | GA Terminal / Hangar | | 23 | 32 | | | | | | | | | | | | 500 | | |
| | | | Fence / signage / AWOS | | 31 | 38 | | | | | | | | | | | | | 800 | |
| | | | Fueling System | | 12 | 17 | | | | | | | | | | | | 150 | | |
| | | | Pavement Maintenance | 55 | 56 | 66 | | | | | | | | | | | | 100 | 200 | |
| | | | Construct Apron | 26 | 45 | 50 | | | | | | | | | | | | | 300 | |
| | | | Clear Obstruction - Irrigator / RPZ | | | 57 | 44 | | | | | | | | | | | | 300 | |
| 36 Langdon D55 | BASIC 18 | 150,000 252,906co | Design Runway/Taxiway Rehab | | 46 | 56 | 150co | | | | | | | | | | 150 | | | |
| | | | Rehab Runway 14-32 and Taxiway | 64 | 56 | 66 | 102co+150 | → | | 252co+150 | 750 | | | | | | | 1100 | 100 | |
| | | | Wildlife Fence | | 31 | 38 | | | | | | | | | | | | | 400 | |
| | | | Lighting /Signage Improvements | | 52 | 55 | | | | | | | | | | | | 250 | | |
| | | | Pavement Maintenance | | 56 | 66 | | | | | | | | | | | | 100 | 100 | |
| | | | ALP / AGIS Update | | 31 | 42 | | | | | | | 150 | | | | | 250 | | |
| | | | Construct/Design Parallel Taxiway | | 45 | 46 | | | | | | | | | | | | | 1000 | |
| | | | Rehab GA Terminal | | 23 | 32 | | | | | | | | | | | | | 100 | |
| | | | Construct hangar | | 12 | 29 | | | | | | | | | | | | | 400 | |
| | | | Rehab crosswind rwy | | 46 | 66 | | | | | | | | | | | | | 600 | |
| Fuel System | | 12 | 17 | | | | | | | | | | | | | 300 | | | | |
| 37 Linton 7L2 | LOCAL 17 | 150,000 279,066co | Rehabilitate Runway 9/27/ Taxiway Construction | 63 | 56 | 66 | 150+279co | 900 | | | | | | | | | 1800 | | | |
| | | | Rwy 9/27 Extension EA, Design | | 46 | 51 | | | | 150 | | | | | | | | 150 | | |
| | | | Rwy 9/27 Extension Construct w/ MIRLS | | 46 | 51 | | | | | | | 150 | → | | | | 1000 | | |
| | | | Windcone/Beacon Replacement | | 46 | 52 | | | | | | | | | | | | 100 | | |
| | | | Update ALP/AGIS | | 31 | 42 | | | | | | | | | | | | | 250 | |
| | | | Construct Parallel Txwy | | 45 | 46 | | | | | | | | | | | | | 1500 | |
| | | | Construct Hangar / SRE Bldg | | 12 | 36 | | | | | | | | | | | | | 400 | |
| | | | Access Rd Improvements | | 33 | 20 | | | | | | | | | | | | | 300 | |
| | | | Pavement Maintenance | | 56 | 66 | | | | | | | | | | | | 100 | 100 | |

6.14

2015 - 2017 CIP / NPIAS PLANNING REPORT

FAA / State General Aviation and Commercial Service Program

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\$ 16,000,000 - Entitlements - (E)

\$ 18,400,000 - Total

Discretionary Priority (D)

NPIAS Planning Program - (N)

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| AIRPORT | BASED ARCFT | ENTL \$ | PROJECT | PCI | NDAC Priority | FAA Priority | CIP (Thousands) | | | | | | | | | NPIAS (Thousands) | | | |
|------------------------|----------------|----------------------|--|-----|------------------|-----------------|--------------------|-----|------|----------|------|---|----------|-----|------|----------------------|---------|-----|-----|
| | | | | | | | 2015 | | | 2016 | | | 2017 | | | 1 to 5 | 6 to 10 | | |
| | | | | | | | E | A | D | E | A | D | E | A | D | Yrs. | Yrs. | | |
| 38 Lisbon 6L3 | BASIC 16 | 150,000 180co | Apron Expansion | | 45 | 46 | | | | | | | | | | 500 | | | |
| | | | Rehab RTA | 66 | 56 | 66 | | | | | | | | | | | | 700 | |
| | | | Wildlife Fence / signage / Access Roads | | 31 | 38 | | | | | | | | | | | | | 600 |
| | | | SREB / Terminal | | 23 | 36 | | | | | | | | | | | 400 | | |
| | | | Construct apron signs | | 44 | 41 | | | | | | | | | | | | | 500 |
| | | | Pavement Maintenance | | 56 | 66 | 150 | → | | 150co+50 | | | | | | | 300 | 300 | |
| | | | Construct Parallel Txy | | 45 | 46 | | | | | | | | | | | | | 400 |
| | | | AWOS | | 31 | 42 | | | | | | | | | | | | | 150 |
| ENG FALL 2012 CATEX | | | ALP Update/AGIS | | 31 | 62 | | | | | | | | | | | 150 | | |
| 39 Mandan Y19 | LOCAL 78 | 150,000 118,003co | Construct Hangar Txln / Txy | | 45 | 49 | 150+118co | 850 | | | | | | | | 2000 | 3000 | | |
| | | | SRE Equipment / Bldg Expansion | | 32 | 47 | | | | | | | | | | 300 | 100 | | |
| | | | Wildlife Fence | | 31 | 41 | | | 150 | | 1000 | | | | | 1000 | | | |
| | | | Rehab Hangar taxilane pavement | | 54 | 56 | | | | | | | | | | 1800 | | | |
| | | | Pavement Maintenance | 100 | 56 | 70 | | | | | | | | | | 150 | 150 | | |
| | | | Rwy 13/31 Extension (EA '16) / Land Acq. | | 46 | 48 | | | | | | | | | | 7000 | | | |
| | | | Wetland Mitigation / Drainage Improvements | | 51 | 57 | | | | | | | 150 | | | 500 | | | |
| | | | GA Terminal Bldg Expansion | | 22 | 29 | | | | | | | | | | 800 | | | |
| | | | Hangars | | 12 | 29 | | | | | | | | | | 1000 | 1000 | | |
| | | | Fuel Truck / Jet-A System Upgrade | | 22 | 17 | | | | | | | | | | 150 | | | |
| ENG FALL 2012 | | | Master Plan/ALP | | 31 | 62 | | | | | | | | | | 250 | | | |
| 40 Mohall HBC | LOCAL 33 | 150,000 | Construct Corporate Hangar / Pavement | | 31 | 41 | | | | | | | | | 3000 | 1000 | | | |
| | | | Construct Apron Area + Txy | | 45 | 38 | 150 | | 1500 | | | | | | | 1400 | | | |
| | | | Construct Access Road + Parking Lot | | 33 | 20 | | | | | | | | | | 200 | | | |
| | | | Land Acq. for Runway Extension | | 46 | 48 | | | 70 | → | | | 150+70co | | | 250 | | | |
| | | | Wetland Mitigation | | 31 | 55 | | | | | | | | | | 250 | | | |
| | | | Rwy 13/31 Extension (EA '16, Design '19) | | 46 | 51 | | | 80 | | | | | | | 1600 | | | |
| | | | Wildlife Assessment / Mitigation | | 31 | 55 | | | | | | | | | | | | 50 | |
| | | | Fence / Signage | | 31 | 38 | | | | | | | | | | | | 400 | |
| | | | GA Terminal | | 23 | 32 | | | | | | | | | | 500 | | | |
| | | | AWOS | | 31 | 42 | | | | | | | | | | | | 150 | |
| ENG FALL 2010 | | | SRE / Bldg | | 32 | 44 | | | | | | | | | | 300 | | | |
| | | | Pavement Maintenance | 94 | 56 | 66 | | | | | | | | 100 | 200 | | | | |

6.15

2015 - 2017 CIP / NPIAS PLANNING REPORT

FAA / State General Aviation and Commercial Service Program

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| AIRPORT | BASED ARCFT | ENTL \$ | PROJECT | PCI | NDAC Priority | FAA Priority | CIP (Thousands) | | | | | | | | | NPIAS (Thousands) | | | | |
|--|----------------|----------------------|--------------------------------------|-----|------------------|-----------------|--------------------|---|---|------|----------|---|------|----------|-----------|----------------------|---------|------|------|--|
| | | | | | | | 2015 | | | 2016 | | | 2017 | | | 1 to 5 | 6 to 10 | | | |
| | | | | | | | E | A | D | E | A | D | E | A | D | Yrs. | Yrs. | | | |
| 41 Mott 3P3 ENG FALL 2010 CATEX | BASIC 9 | 150,000 299,107co | Pave access rd/parking lot, drainage | | 33 | 20 | 299co | | | | | | | | | | 350 | | | |
| | | | Construct wildlife fence | | 31 | 41 | 150 | → | | | 150+75co | → | | | 150+225co | | | 400 | | |
| | | | EA and design 16' for wildlife fence | | 41 | 42 | | | | | 75co | | | | | | | 75 | | |
| | | | New beacon/windcone | | 41 | 42 | | | | | | | | | | | | 75 | | |
| | | | Design/Construct Taxilane | | 45 | 29 | | | | | | | | | | | | 400 | | |
| | | | ALP Update/AGIS | | 51 | 62 | | | | | | | | | | | | | 250 | |
| | | | Construct Parallel Txy | | 45 | 47 | | | | | | | | | | | | | 1100 | |
| | | | AWOS | | 31 | 42 | | | | | | | | | | | | | 150 | |
| | | | Pavement Maintenance | | 87 | 56 | 66 | | | | | | | | | | | 100 | 300 | |
| | | | Hangar | | | 12 | 29 | | | | | | | | | | | | 400 | |
| Rwy Extension | | | 46 | 38 | | | | | | | | | | | | 1000 | | | | |
| 42 Northwood 4V4 ENG FALL 2012 CATX | BASIC 13 | 150,000 | Pavement Maintenance | | 56 | 66 | | | | | 25 | | | | | | 100 | 100 | | |
| | | | Rehab RTA 18' | 59 | 56 | 68 | | | | 75 | → | | | 75co+150 | | | 1600 | | | |
| | | | Construct N/S Runway | | 46 | 59 | | | | | | | | | | | | 7000 | | |
| | | | ALP Update/AGIS, multi-year 14' | | 32 | 50 | 15 | | | | | | | | | | | | | |
| | | | EA/ Land Purchase for Development | | 31 | 48 | 135 | → | | | 135co+50 | | | | | | | 200 | | |
| | | | AWOS | | 31 | 42 | | | | | | | | | | | | | 150 | |
| | | | Construct parallel txy | | 45 | 47 | | | | | | | | | | | | | 800 | |
| | | | Fencing / signage | | 31 | 38 | | | | | | | | | | | | | 700 | |
| | | | GA Terminal | | 23 | 32 | | | | | | | | | | | | | 300 | |
| | | | Fuel system | | 12 | 17 | | | | | | | | | | | | | 150 | |
| Construct Apron/Taxiway | | 11 | 45 | 40 | | | | | | | | | | | | 500 | | | | |
| 43 Oakes 2D5 ENG FALL 2010 | LOCAL 17 | 150,000 | Access Road Improvements | | 12 | 25 | 60 | | | | | | | | | | 75 | | | |
| | | | Pavement Maintenance | 100 | 56 | 66 | | | | | | | | | | | 100 | 200 | | |
| | | | Construct full parallel txy | | 45 | 46 | | | | | | | | | | | | 1100 | | |
| | | | WHA/Fencing / signage | | 31 | 38 | | | | | | | | | 150 | | | 400 | | |
| | | | SRE building | | 32 | 36 | 90 | → | | | 90co+150 | | | | | | | 300 | | |
| | | | Construct crosswind Rwy | | 46 | 49 | | | | | | | | | | | | | 800 | |
| | | | Fueling System | | 12 | 17 | | | | | | | | | | | | | 150 | |
| | | | Runway Extension | | 46 | 45 | | | | | | | | | | | | | 800 | |

6.16

2015 - 2017 CIP / NPIAS PLANNING REPORT

FAA / State General Aviation and Commercial Service Program

\$ 2,400,000 - Apportionment - (A)

\$ 16,000,000 - Entitlements - (E)

\$ 18,400,000 - Total

Discretionary Priority (D)

NPIAS Planning Program - (N)



Note: Only entitlements may be carried forward or back years.

Entitlements (E) are funds FAA may provide if annual airport program is approved at \$3.35 billion nationwide. State apportionment (A) is based on the state's population and geographic area. Dollars in CIP are FAA 90% share in thousands.

Discretionary (D) funds are nationally competitive funds based on FAA priorities.

| Prepared by North Dakota Aeronautics Commission Staff January 2, 2015 - Version 1 | | |
|--|--|---------------------------------------|
| RTA - Runway / taxiway / apron | RCF - Rubber crack filling | GA Airport DBE Goals FAA FY 2014-2016 |
| Carryover Entitlements → | EA - Enviro / assessment | Overall Goal = 1.82% |
| SRE - Snow removal equipment | SREB - Snow removal equipment building | RC - Race Conscious = 0.62% |
| T - Transfer TO - Transfer Out | WHA - Wildlife Hazzard Assessment | RN - Race Neutral = 1.2% |
| P - Past Discretionary Grant (Needs State Matching Grant Supplement) | | |
| co - Carryover Entitlements | NN - Non-NPIAS Airport | |
| D - Discretionary Need | NC - Not Classified | |
| PCI: 100-85 excellent, 85-70 good, 70-55 fair, 55-40 poor, 40 < failing (Pavement Condition, 2012 Study) | | |

| AIRPORT | BASED ARCFT | ENTL \$ | PROJECT | PCI | NDAC Priority | FAA Priority | CIP (Thousands) | | | | | | | | | NPIAS (Thousands) | | |
|--|----------------------------------|----------------------|---|-----|------------------|-----------------|--------------------|---|-----|-----------|---|----|-----------|-----|-----|----------------------|---------|------|
| | | | | | | | 2015 | | | 2016 | | | 2017 | | | 1 to 5 | 6 to 10 | |
| | | | | | | | E | A | D | E | A | D | E | A | D | Yrs. | Yrs. | |
| 44 Page 64G (pending) ENG FALL 2010 | 12 | | Rehab RTA, lights | 17 | 56 | 66 | | | | | | | | | | 2300NN | 1000NN | |
| | | | Update ALP | | 31 | 62 | | | | | | | | | | | 150NN | |
| | | | Acquire Land, EA | | 41 | 51 | | | | | | | | | | | 850NN | |
| 45 Park River Y37 ENG FALL 2010 CATX (ALP 06) | BASIC 11 | 150,000 436,842co | Pavement Maintenance | 100 | 56 | 66 | | | | | | 25 | | | | 100 | 100 | |
| | | | ALP Update/AGIS | | 31 | 62 | 150 | → | | 150co+150 | | | | | | 250 | | |
| | | | Wildlife Fence & Signage | | 31 | 38 | | | | | | | | | | | | 400 |
| | | | EA, Land | | 57 | 44 | | | | | | | 125 | | | | 400 | |
| | | | Construct Access Road | | 33 | 20 | | | | | | | | | | | | 100 |
| | | | Construct Apron / Txy | | 45 | 38 | | | | | | | | | | | | 400 |
| | | | Hangar - Design and Construct 14' | | 12 | 29 | 436co | | | | | | | | | | 500 | 500 |
| | | | AWOS/Fueling System | | 31 | 42 | | | | | | | | | | | 150 | 150 |
| 46 Parshall Y74 ENG FALL 2010 CATEX | BASIC 9 | 150,000 | Hangar | | 12 | 29 | 150 | | | | | | | | | 240 | | |
| | | | MP Update '17, EA '18 | | 31 | 62 | | | 150 | → | | | 150+150co | → | | 350 | | |
| | | | Land Acq. | | 46 | 52 | | | | | | | | | | | | 600 |
| | | | Rwy Extension | | 46 | 56 | | | | | | | | | | | | 2700 |
| | | | AWOS | | 31 | 42 | | | | | | | | | | | 240 | |
| | | | Rehab RTA, RCF, Seal | 100 | 56 | 66 | | | | | | | | | | | 100 | 200 |
| | | | Construct Apron | | 44 | 38 | | | | | | | | | | | | 300 |
| | | | Fencing / Signage / Gate | | 31 | 38 | | | | | | | | | | | | 600 |
| 47 Pembina PMB ENG FALL 2010 EA 2014 | BASIC 9 | 150,000 600,000co | Pavement Maintenance | 76 | 56 | 66 | | | | | | | | | | 200 | 200 | |
| | | | AWOS | | 31 | 42 | | | | | | | | | | | | 150 |
| | | | Rehab Apron | 26 | 44 | 50 | | | | 206co+150 | → | | 356co+150 | | | | 1000 | |
| | | | Runway Rehabilitation | | 56 | 66 | | | | | | | | | | | | 1300 |
| | | | EA/design for Apron/Drainage 16', construct 20' | | 45 | 50 | 406co+150 | → | | 200co | | | | | | | 600 | |
| | | | Entitlement Transfer to Harvey and "X" | | | | | | | | | | | 194 | | | | 194T |
| | | | Land acq., RPZ (SE) | | 41 | 41 | | | | | | | | | | | | 300 |
| 194,390 | Fencing / signage / auto parking | | 31 | 38 | | | | | | | | | | | | 400 | | |
| | SRE Bldg. | | 32 | 36 | | | | | | | | | | | 300 | | | |

6.17

2015 - 2017 CIP / NPIAS PLANNING REPORT

FAA / State General Aviation and Commercial Service Program

\$ 2,400,000 - Apportionment - (A)

\$ 16,000,000 - Entitlements - (E)

\$ 18,400,000 - Total

Discretionary Priority (D)

NPIAS Planning Program - (N)



Note: Only entitlements may be carried forward or back years.

Entitlements (E) are funds FAA may provide if annual airport program is approved at \$3.35 billion nationwide. State apportionment (A) is based on the state's population and geographic area. Dollars in CIP are FAA 90% share in thousands.

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| RTA - Runway / taxiway / apron | RCF - Rubber crack filling | GA Airport DBE Goals FAA FY 2014-2016 |
| Carryover Entitlements → | EA - Enviro / assessment | Overall Goal = 1.82% |
| SRE - Snow removal equipment | SREB - Snow removal equipment building | RC - Race Conscious = 0.62% |
| T - Transfer TO - Transfer Out | WHA - Wildlife Hazzard Assessment | RN - Race Neutral = 1.2% |
| P - Past Discretionary Grant (Needs State Matching Grant Supplement) | | |
| co - Carryover Entitlements | NN - Non-NPIAS Airport | |
| D - Discretionary Need | NC - Not Classified | |
| PCI: 100-85 excellent, 85-70 good, 70-55 fair, 55-40 poor, 40 < failing (Pavement Condition, 2012 Study) | | |

| AIRPORT | BASED ARCFY | ENTL \$ | PROJECT | PCI | NDAC Priority | FAA Priority | CIP (Thousands) | | | | | | | | | NPIAS (Thousands) | | | |
|-------------------|----------------|----------------------|--|-----|------------------|-----------------|--------------------|---|---|------|----|------|------|---|----------|----------------------|-----------|------|------|
| | | | | | | | 2015 | | | 2016 | | | 2017 | | | 1 to 5 | 6 to 10 | | |
| | | | | | | | E | A | D | E | A | D | E | A | D | Yrs. | Yrs. | | |
| 48 Rolla 06D | BASIC 12 | 150,000 | Hangar (Design '17) | | 12 | 29 | 150 | → | | | | | | | | 100 | 100 | | |
| | | | Hangar (Construct '18) | | 12 | 29 | | | | | | | | | | | 600 | 600 | |
| | | | ALP Update | | 31 | 42 | | | | | | | | | | | 300 | | |
| | | | Rehab MIRL System | | 56 | 77 | | | | | | | | | | | | 500 | |
| | | | Seal, RCF, Rejuvenate | 100 | 56 | 66 | | | | | | | | | | | 100 | 300 | |
| | | | Rehab Crosswind Runway | | 56 | 66 | | | | | | | | | | | | 100 | |
| | | | Fence / signage, access road | | 31 | 38 | | | | | | | | | | | 500 | | |
| | | | RPZ Land | | 47 | 41 | | | | | | | | | | | 300 | | |
| 49 Rugby RUG | BASIC 14 | 150 | Pavement Maintenance, Seal 18' | 84 | 56 | 66 | | | | | | | | | | 300 | 200 | | |
| | | | Design for Seal & Electrical Project | | 56 | 66 | 150 | → | | | | | | | | | 150 | | |
| | | | Airfield Electrical Project (Const '18) | | 56 | 66 | | | | | | | | | | | 150+330co | → | 500 |
| | | | WHA/Fencing/Signage | | 31 | 38 | | | | | | | | | | | | 400 | |
| | | | SRE Building | | 32 | 36 | | | | | | | | | | | | 500 | |
| | | | ALP Update/AGIS | | 31 | 42 | | | | | | | | | | | | | 250 |
| | | | Rehabilitate Runway 12/30 / Taxiway | | 56 | 66 | | | | | | | | | | | | | 1500 |
| 50 Stanley 08D | BASIC 14 | 150,000 | Rehab RTA, RCF, Drainage, Seal | 95 | 56 | 66 | | | | | | | | | | 100 | 200 | | |
| | | | Fence / Signage / Access Roads | | 33 | 38 | | | | | | | | | | | 200 | 600 | |
| | | | Hangar / Parking Lot Improvements | | 12 | 27 | | | | | | | | | | | 800 | 800 | |
| | | | Hangar Taxilane | | 45 | 46 | | | | | | | | | | | 700 | 500 | |
| | | | RPZ Land Acquisition (multi-year 14') | | 41 | 42 | 77 | | | | | | | | | | 100 | 300 | |
| | | | Construct X-Wind Runway/Land Acq | | 46 | 59 | | | | | | | | | | | 300 | | |
| | | | Txy/Apron Expansion (design 15') | 44 | 44 | 40 | 73 | | | 150 | | 2000 | | | | | 2500 | 500 | |
| | | | Rwy 9 Extension / Land Acquisition/ EA | | 46 | 45 | | | | | | | | | | | 1000 | 3500 | |
| | | | Instrument Approach | | 37 | 50 | | | | | | | | | | | | 100 | |
| | | | SRE Building | | 32 | 36 | | | | | | | | | | | | 200 | |
| | | | Jet A Fuel System | | 21 | 17 | | | | | | | | | | | | 100 | |
| | | | OFA Land Acquisition | | 57 | 44 | | | | | | | | | 150 | → | | 300 | |
| 51 Tioga D60 | LOCAL 18 | 150,000 373,442co | Construct Taxiway / Apron | | 44 | 46 | 150+373co | | | 5000 | | | | | | 6000 | | | |
| | | | Pavement Maintenance, seal 15' | 80 | 56 | 66 | | | | | | | | | | 300 | 200 | | |
| | | | Wildlife Fence | | 31 | 64 | | | | | 65 | → | | | 150+65co | 1000 | 1000 | | |
| | | | Design for Wildlife Fence | | 31 | 64 | | | | | 75 | | | | | | 100 | | |
| | | | Fuel System EA / Relocation Construction | | 22 | 17 | | | | | 10 | | | | | | 100 | | |
| | | | EA/Wildlife Study Term Area + Parallel Txy | | 45 | 62 | | | | | | | | | | | 400 | | |
| | | | Full Parallel Txy (Design '21) | | 46 | 46 | | | | | | | | | | | | 2200 | |
| | | | Terminal Bldg | | 23 | 40 | | | | | | | | | | | 500 | | |
| | | | Runway 12-30 Rehabilitation | | 56 | 66 | | | | | | | | | | | | 1500 | |

2015 - 2017 CIP / NPIAS PLANNING REPORT

FAA / State General Aviation and Commercial Service Program

\$ 2,400,000 - Apportionment - (A)

\$ 16,000,000 - Entitlements - (E)

\$ 18,400,000 - Total

Discretionary Priority (D)

NPIAS Planning Program - (N)



Note: Only entitlements may be carried forward or back years.

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| SRE - Snow removal equipment | SREB - Snow removal equipment building | RC - Race Conscious = 0.62% |
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| D - Discretionary Need | NC - Not Classified | |
| PCI: 100-85 excellent, 85-70 good, 70-55 fair, 55-40 poor, 40 < failing (Pavement Condition, 2012 Study) | | |

| AIRPORT | BASED ARCFT | ENTL \$ | PROJECT | PCI | NDAC Priority | FAA Priority | CIP (Thousands) | | | | | | | | | NPIAS (Thousands) | | |
|------------------------|----------------|----------------------|---|-----|------------------|-----------------|--------------------|---|-------|------|-----------|-----|------|-----------|------|----------------------|---------|------|
| | | | | | | | 2015 | | | 2016 | | | 2017 | | | 1 to 5 | 6 to 10 | |
| | | | | | | | E | A | D | E | A | D | E | A | D | Yrs. | Yrs. | |
| 52 Valley City BAC | LOCAL 42 | 150,000 | WHA | | 42 | 55 | | | | | 50co | | | | | 50 | | |
| | | | Pavement Maintenance | 95 | 56 | 68 | 150 | → | | | 25co | | | | | 100 | 100 | |
| | | | Construct Hangars | | 12 | 31 | | | | | | | | | | | | 700 |
| | | | Wildlife Fence / signage | | 31 | 43 | | | | | 75co+150 | → | | 225co+150 | | | 500 | |
| | | | EA for Rwy 5-23, Land Acquisition | | 41 | 44 | | | | | | | | | | | 600 | |
| | | | Runway Rehabilitation | | 56 | 66 | | | | | | | | | | | | 500 |
| | | | Update ALP/AGIS | | 31 | 62 | | | | | | | | | | | 250 | |
| | | | Const. Rwy 5/23 | | 46 | 50 | | | | | | | | | | | | 1000 |
| | | | Construct Parallel Txy | | 45 | 47 | | | | | | | | | | | | 2500 |
| | | | ENG FALL 2010 EA (10/06) | | | | | | | | | | | | | | | |
| 53 Wahpeton BWP | LOCAL 63 | 150,000 179,220co | Fence / signage / ODAL Lighting | | 31 | 41 | | | | | | | | | | 200 | 600 | |
| | | | ALP update / AGIS / WHA | | 31 | 66 | | | | | | | | | | | 250 | |
| | | | SRE - Plow Truck | | 32 | 36 | | | | | | | | | | | 200 | |
| | | | Rehabilitate Apron/ Taxiway Design | | 44 | 60 | | | | | 150 | | | | | | 150 | |
| | | | Rehabilitate Apron/ Taxiway | 63 | 44 | 60 | 29co+150 | → | | | 179co | 900 | | 150 | 1200 | | 5000 | |
| | | | Pavement Maintenance | 96 | 56 | 70 | | | | | | | | | | | 200 | 200 |
| | | | Construct Main Taxiway (Rwy 15 connector) | 49 | 45 | 49 | | | | | | | | | | | | 1000 |
| | | | Pave crosswind Rwy 3/21 | | 46 | 70 | | | | | | | | | | | | 1000 |
| | | | Land acquisition in RPZ | | 41 | 44 | | | | | | | | | | | | 200 |
| | | | Taxiway Construction Reimbursement | | 45 | 46 | | | 150co | | | | | | | | 150 | |
| ENG FALL 2010 CATX | | | | | | | | | | | | | | | | | | |
| 54 Walhalla 96D | BASIC 6 | 150,000 | Pavement Maintenance | 100 | 56 | 66 | | | | | | | | | | 100 | 200 | |
| | | | WHA/Fence / signage | | 31 | 38 | | | | | | | | | | | 100 | 300 |
| | | | Hangar (design is completed) | | 12 | 29 | 150 | → | | | 150co+150 | → | | 300co+150 | | | 600 | |
| | | | Rwy Extension | | 46 | 45 | | | | | | | | | | | | 600 |
| | | | Land acq. RPZ | | 41 | 41 | | | | | | | | | | | | 200 |
| | | | Rehab MIRL system | | 45 | 47 | | | | | | | | | | | 400 | |
| | | | Construct Parallel Txy | | 45 | 46 | | | | | | | | | | | 500 | |
| ENG FALL 2010 CATEX | | | | | | | | | | | | | | | | | | |

6.19

2015 - 2017 CIP / NPIAS PLANNING REPORT

FAA / State General Aviation and Commercial Service Program

\$ 2,400,000 - Apportionment - (A)
 \$ 16,000,000 - Entitlements - (E)
 \$ 18,400,000 - Total

Discretionary Priority (D)
 NPIAS Planning Program - (N)



Note: Only entitlements may be carried forward or back years.
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| AIRPORT | BASED ARCT | ENTL \$ | PROJECT | PCI | NDAC Priority | FAA Priority | CIP (Thousands) | | | | | | | | | NPIAS (Thousands) | | | | |
|--------------------------------|---------------|--|-------------------------------------|-----|------------------|-----------------|--------------------|-------|--------|--------|-------|--------|--------|-----------|--------|----------------------|---------|-----|-----|-----|
| | | | | | | | 2015 | | | 2016 | | | 2017 | | | 1 to 5 | 6 to 10 | | | |
| | | | | | | | E | A | D | E | A | D | E | A | D | Yrs. | Yrs. | | | |
| 55 Washburn 5C8 | BASIC 13 | 150,000 450,000co Hettinger ← 68,995 | Construct Taxiway/Apron | | 45 | 38 | 450co+150 | | | | 150 | → | | 150+150co | → | | 1400 | 600 | | |
| | | | Master Plan & ALP Update | | 32 | 48 | | | | | | | | | | | | 150 | | |
| | | | EA for apron expansion | | 31 | 55 | | | | | | | | | | | | 150 | | |
| | | | Fence / Signage | | 31 | 38 | | | | | | | | | | | | | 800 | |
| | | | Construct Access Road | | 33 | 20 | | | | | | | | | | | | | 150 | |
| | | | AWOS | | 31 | 42 | | | | | | | | | | | | | 200 | |
| | | | Pavement Maintenance | | 95 | 56 | 66 | | | | | | | | | | | 100 | 100 | |
| | | | Fueling System | | 46 | 59 | | | | | | | | | | | | | | 200 |
| | | | Entitlement Transfer from Hettinger | | | | | | 69 | | | | | | | | | | | |
| | | | ENG FALL 2010 CATEX | | | | | | | | | | | | | | | | | |
| 56 Watford City S25 | LOCAL 29 | 150,000 150,000 → Hillsboro | Rwy Extension / Parallel Txy / EA | | 46 | 48 | | | | | 150 | | | 150 | | 3000 | 30000 | | | |
| | | | Land Acq / RPZ | | 41 | 42 | | | | | | | | | | | 500 | | | |
| | | | Pave Access Road/Parking | | 33 | 21 | | | | | | | | | | | 400 | | | |
| | | | ALP Update | | 31 | 64 | | | | | | | | | | | | 250 | | |
| | | | GA Terminal Building | | 23 | 37 | | | | | | | | | | | 1000 | | | |
| | | | Fence / Signage | | 31 | 64 | | | | | | | | | | | | 600 | | |
| | | | Rehab Rwy, RCF | | 70 | 56 | 68 | | | | | | | | | | 100 | 100 | | |
| | | | New Airport Beacon | | 41 | 42 | | | | | | | | | | | | 50 | | |
| | | | Transfer to Hillsboro | | | | | | 150T | | | | | | | | | | 300 | |
| | | | ENG FALL 2010 CATX | | | | | | | | | | | | | | | 200 | 300 | |
| 57 State PCI | | - | PCI Surveys (48 Airports in NPIAS) | | | 56 | | 650 | | | | | | | | 1000 | 1000 | | | |
| 58 State Av-Impact | | - | Economic Impact Study | | | 64 | | | | | | | | | | | 600 | | | |
| 59 State System Plan Update | | - | State Aviation System Plan | | | 64 | | | | | | | | | | | 600 | | | |
| GA Totals: | | | | | | | 8,214 | 2,400 | 11,100 | 1,971 | 2,400 | 6,500 | 6,399 | 2,400 | 6,000 | 173,655 | 167,790 | | | |
| CA & GA Totals: | | | | | | | 19,006 | 2,400 | 46,100 | 12,496 | 2,400 | 45,500 | 17,024 | 2,400 | 77,500 | 778,655 | 334,165 | | | |
| Total Based AC: | 1564 | | | | | | | | | | | | | | | | | | | |

This report reflects a snapshot of the State Wide Capital Improvement Program (CIP) for Public Airports in North Dakota as of January 2nd, 2015. The actual CIP data changes continually as projects come under contract, change scope, or are abandoned. In addition the availability of State and Federal funding varies. Although listing a project in the CIP is the first step toward funding, that funding is not guaranteed for the projects listed.

6.20



Airport Association of North Dakota

Matthew Remyse - President **Anthony Dudas - Vice President**
Samuel Seafeldt - Sec. / Treasurer
PO Box 1560 Jamestown, North Dakota 58402-1560
(701) 355-1808

Tim Thorsen
HB 1006
3-5-15
7

March 5, 2015

Re: Testimony to Senate Appropriations Committee on HB 1006 (Aeronautics Budget)

Chairman Homberg and committee members:

- Thank you Chairman Homberg and Senate Appropriations Committee members for the opportunity to provide information and thank you for past support to airports in North Dakota. My name is Tim Thorsen, I am the Past President and a Board Member of Airport Association of North Dakota (AAND). AAND is an organization of North Dakota's airports. We exist to promote aviation in North Dakota. AAND has among its members 77 of 89 North Dakota airports, including all eight commercial service airports. AAND supports an increase to Governor Dalrymple's proposed Aeronautics budget for the coming Biennium to \$10 million base-budget funding and \$9 million in one-time funds for statewide needs.
- I will speak today on the needs of airports statewide. I will be referring to the two-page handout provided earlier.
- North Dakota aviation is a vital link to all of North Dakota's major economic drivers: agriculture, energy, manufacturing, tourism, technology and healthcare. It produces

?1

nearly \$ 2 billion in annual economic benefit to the state and employs more than 15,000 people.

- Similar to roads, which are experiencing larger vehicles at much higher volumes, North Dakota's, airports are also experiencing higher volumes and larger sized aircraft than they have in the past. Airports are experiencing greater wear. Some airports are not built to handle the volume or size of aircraft they are experiencing now.
- Airport traffic has increased tremendously in the past two years and more than doubled over the past decade.
- Airport enplanements have been growing for some time. 2014 marks the seventh consecutive year of airline passenger growth in the state. Since 2008 total state enplanements have grown 82%. Enplanements at the eight North Dakota commercial service airports grew an average of 9% in 2014. Individual annual records for 2014 were set in Fargo, Bismarck, Minot, Dickinson, and Williston. As one example Bismarck has had 5 consecutive enplanement records. In 2012 Bismarck had just over 196,000 passenger enplanements. This year Bismarck finished with 245,205. We expect the trend to continue as additional aircraft capacity is added to meet the traveling public's demand.
- The state's aviation system supporting North Dakota's 8 commercial and 81 General Aviation airports is underfunded and the state is at risk of impeding an important driver of the state's economic development, quality of life and aerial emergency service support. Additional infrastructure is needed to support growth but we also must maintain existing facilities or risk deterioration of what we already have. Additional on-

going general fund support to the aeronautics budget which provides grants to airports has not changed since 1987 at \$550,000. One time funding of \$6 million was approved last biennium. Airports continue to grow and costs continue to increase. Governor Dalrymple increased his budget request this session to \$1 million and the House passed this level of funding. We think an increase in base-budget funding to \$10 million and an additional \$9 million in one-time funds for statewide needs is justified.

- Eligible share for federal grants is up to 90%. During this time of unprecedented growth, federal funding amounts are not assured and are short of what is needed for North Dakota's airports. 36 of North Dakota's 89 public airports are not eligible for federal funding.
- Airports have needs that surpass the available funding totaling \$358 million across the state. With the proposed \$50 million to western airports that was originally contained in the Land Department's budget request, HB 1013, and the \$19 million AAND is requesting for the Aeronautics Commission, there is still an expected shortfall of \$115 million. You were given a handout by the Aeronautics Commission earlier that provides greater detail about specific needs at various airports.
- The needs shown are conservative. I want to note there are additional needs not shown. The current State Pavement Maintenance Study shows a significant funding shortfall. Our graphs do not show items like crack and joint sealing, marking and other pavement maintenance that preserves the investment in our existing paved surfaces. Small equipment or equipment upgrades are not typically included in a capital plan. Other items are solely funded by the airports. Some examples around the state, Fargo

could be spending around \$1.5 million to expand parking. In the near future Fargo also plans to build either a 1,000 space parking ramp or an elevated walkway. The range in cost is \$18 million to \$23 million. Minot is working on a "phase 2 parking lot expansion". Dickinson will have parking lot expansion and paving projects in the next 2 years which will easily exceed \$1.5M. Bismarck also has done initial planning for a fifth parking expansion for an additional 350 parking stalls in the next two years. This Christmas holiday Bismarck had over 1,700 cars parked, exceeding a capacity of 1,119 paved parking stalls.

- Joining me today are representatives from some of our airports across the state if you have questions.
- I want to note that the 2013 legislative session approved a total of \$74 million to support airport infrastructure needs (total of oil impact funds, one-time funding, aeronautics base budget funding and aeronautics special funds). If approved, the AAND request is the same total (\$74 million) in the 2015-2017 Biennium.
- A brief note about the needs of airports in the western oil impacted counties now in HB 1176. Governor Dalrymple's budget started with \$50 million for western oil impacted airports in the Land Department's budget (HB 1013), which is also coming to your committee and will be heard later this morning. Some of that funding was moved and put into HB 1176 and reduced to \$10 million by the House. AAND supports the \$50 million originally requested in the Governor's budget. The need is urgent in particular related to securing Federal Aviation Administration (FAA) Funding for Williston's new airport. Williston is still busting at the seams. When I spoke to you last legislative

7.4

session I told you that Williston ended 2012 with 37,508 enplaning passengers. Two years later in December of 2014 Williston ended the year with 116,119 enplaned passengers. Williston has applied for a Letter of Intent (LOI) from the FAA. An LOI is difficult to secure and requires funding that would be met if the Governor's budget request (\$50 Million) is approved. Getting an LOI is particularly important because it represents a commitment from the FAA for support of significant projects. Each year the FAA funds LOI commitments before providing for other airport grant funding. Lack of funding support could jeopardize up to \$120 million of FAA funding needed for this project.

Thank you for the opportunity to speak in support of additional funds for a total of \$10 million in base-budget funding and an additional \$9 million in one-time funding for statewide needs to the Aeronautics Commission for North Dakota airports.

Sincerely,



Timothy J. Thorsen

Past President/ Board Member

7.5

Investing in North Dakota's AVIATION FUTURE

HB 1006
3-5-15
#8

North Dakota's Aviation Industry generates more than \$2 billion annually in economic benefit and employs more than 19,000 people. Aviation is a vital link to all of North Dakota's major economic drivers such as agriculture, energy, manufacturing, tourism, technology and healthcare. In order to connect communities and businesses on a state, regional and national scale, the Aviation Industry needs continued support from the State of North Dakota.

2015 Legislative Request

Support Governor's budgeted \$50 million oil impact funds for western ND airports.

Support AAND's request allocating \$10 million as a base budget each biennium to the Aeronautics Commission's General Fund.

Support AAND's one-time request allocating \$9 million for statewide needs.

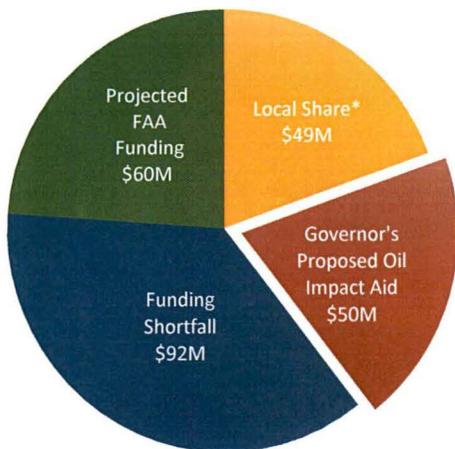
Funding Overview

The proposed Governor's Budget and additional AAND requested funding will address and maintain existing infrastructure.

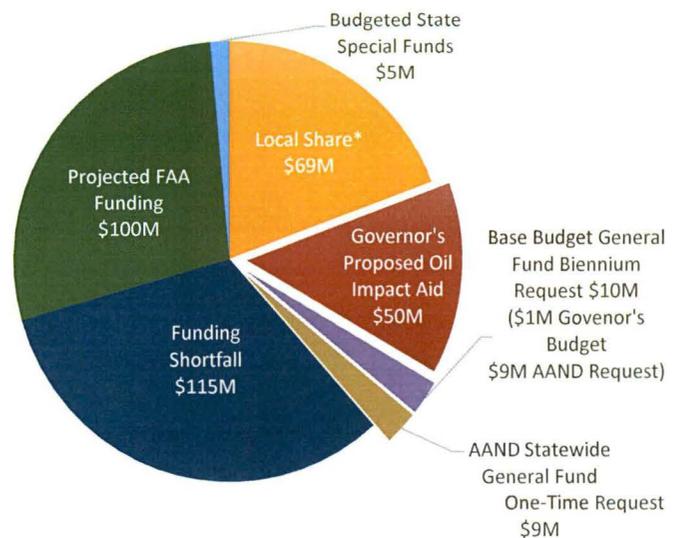
- Two independent professional studies have recently been completed that show similar needs being present in North Dakota's airport infrastructure system.
 - Upper Great Plains Transportation Institute's Study on Airport Infrastructure
 - North Dakota's 2014 State Aviation System Plan
- Historical federal funding levels are currently not sufficient to meet the airport funding needs.
- The Aeronautics Commission administers state grants to airports based on a priority system that takes into account safety, maintaining existing infrastructure, and accommodating growth.
- The 2013 Legislative Session allocated a total of \$74 million to support airport infrastructure needs.
 - AAND is requesting that the current legislative body allocate at least the same amount of funding support for the 2015 -2017 biennium.

North Dakota's Aviation Estimated Development Costs 2015-2017 Biennium

Western Funding - \$251 M
(Oil Impacted Counties)



Statewide Funding - \$358 M



*Includes an estimated \$25 million from Williston Airport land sale

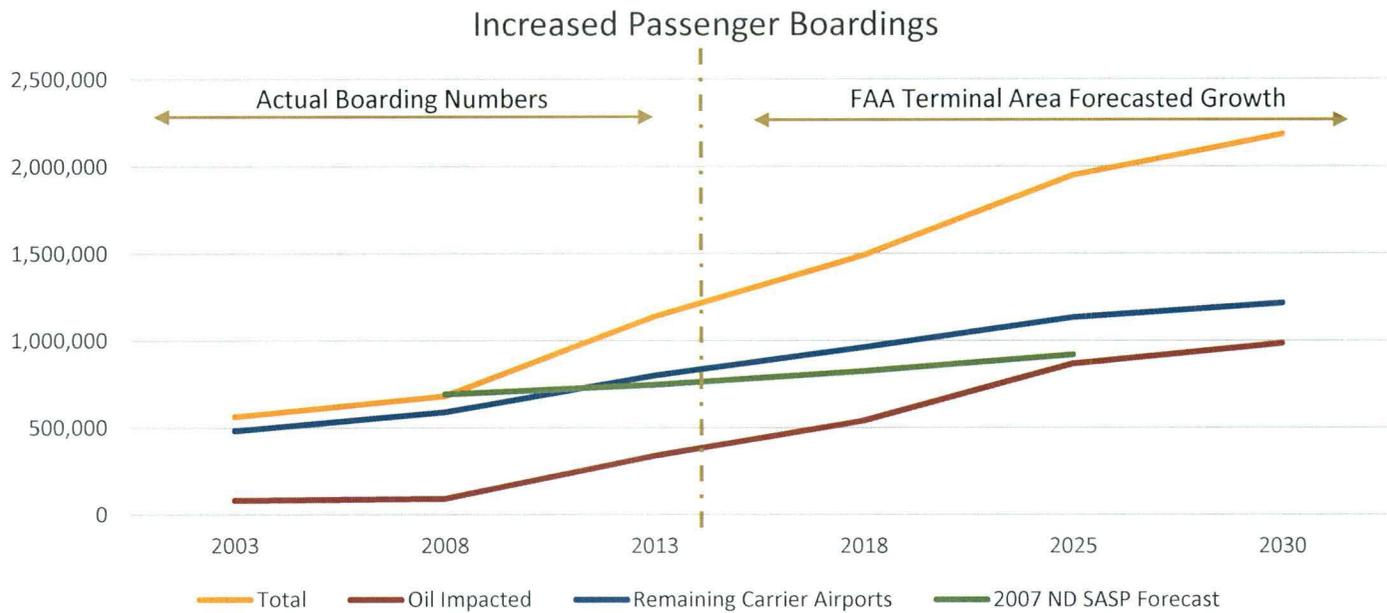
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Forecasted Growth

Unprecedented growth can be seen in the aviation industry throughout the state. Increases in the amount of based aircraft, aviation fuel sales, airport parking, airline departures, aviation fuel sales, pilot numbers, and aircraft operations are exciting to showcase, but come with tremendous infrastructure challenges as well.

Airline passenger boardings are forecasted to increase across the state through 2030 by an additional 91.9 percent, ensuring a sound investment in economic development.

- All commercial airports document passenger boardings monthly.
- Over the past decade (2003-2013) boardings increased 102.7 percent.



SOURCE: ND STATE AVIATION SYSTEM PLAN- ND AERONAUTICS COMMISSION

Consequences of Not Supporting North Dakota's Aviation Industry

Airports across the state were built to handle light aircraft and commuter airlines. Both commercial and general aviation airports are experiencing detrimental impacts due to increased traffic, larger, heavier planes and limited resources.

Unmet financial needs will prevent the Aviation Industry from:

- Maintaining existing aviation infrastructure.
- Accommodating continued growth.
- Enhancing airports consistent with FAA design standards.

Without adequate funding, North Dakota risks losing a vital transportation link, economic development driver and conduit to emergency services.

For More Information Contact

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8.2

