

MICROFILM DIVIDER

OMB/RECORDS MANAGEMENT DIVISION
SFN 2053 (2/85) 5M



ROLL NUMBER

DESCRIPTION

2006

2001 SENATE APPROPRIATIONS

SB 2006

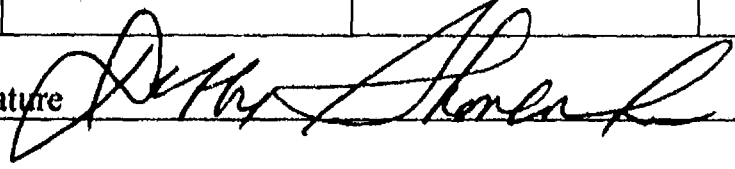
2001 SENATE STANDING COMMITTEE MINUTES

BILL/RESOLUTION NO. 2006

Senate Appropriations Committee

☐ Conference Committee

Hearing Date : January 11, 2001

Tape Number	Side A	Side B	Meter #
#3		Aeronautics Comm	4.5-34.2
Committee Clerk Signature 			

Minutes:

Senator Nething opened the hearing for the Aeronautics Commission.

Gary Ness, North Dakota Aeronautics Commission, (testimony attached), gave an overview for their upcoming budget. The state aviation system is attractive to our state's economic growth. The system needs to continue enhancement with state of the art technology and fulfill the needs of the aviation community. The aging pilot population and declining populations in small communities is leading us to review the support available for certain types of airports and aviation facilities. Like roads, the Commission needs to continue to evaluate the repair, maintenance and improvement of the airport system. Federal funding is always critical. The changes in the way federal government does business will affect the airports on funding. The larger air carrier types have many income sources to base their plans. Our Agency's proposed budget on a line item basis is as follows: Salaries/wages \$636,277, operating expenses \$1,314,767, equipment \$61,500, capital improvements \$110,000, grants \$13,005,000, total

budget of \$15,127,544. There are four airport master plan studies that are planned at the four commercial service regional airports that the Commission will sponsor beginning February 1, 2001. (Edgeley, Glen Ullin-Hebron, Kindred-Davenport and Lakota.) We maintain two airport facilities in the state, they are the International Peace Garden Airport at Dunseith, ND and Garrison Dam Recreational Airpark located between Riverdale and Pick City. The capital improvement line item is for an airport expansion project at the International Peace Garden. The grants line item is an increase appropriation for using aircraft excise tax funds for airport grants. \$550,000 general funds and \$750,000 for air carrier airport construction grants. To assist the Commission in the programming of airport grant funds, the Capital Improvement Plans (CIP) are developed. Every four to five years we contract out for a pavement evaluation of all our airport's hard surfaces. The Federal Airport Block Grant program would allow the Commission to receive pass through funds from the federal government for airport projects should the federal government require the states to administer this program. The Federal Airport Improvement AIR-21 change the look of federal funding for the general aviation and commercial service airports. The aviation educational funds remains at \$35,000. One program stimulated with these funds is the "WannaBee Program" which brings people to the introductory flight program since its start three years ago. This program targets people between the ages of 35 to 55 years of age. This age group has the better financial base to support a recreational avocation like aviation.

Senator Bowman: The fiscal notes with aircraft dealers is substantial, mainly dealers with ultra light association approved. Is this voted on?

Gary Ness: There is a hearing on this in Transportation Committee. The tax is a safe haven; all dealers bill and during the hearing there was no opposition or complaints.

Senator Heitkamp: Is it true a lot of pilots are not flying anymore? Is this where the WannaBee program came in?

Gary Ness: The WannaBee Program is in a downturn due to the cost factors.

Greg Haug, Manager Bismarck Airport: testified in support of this bill. He stated that the completion of projects from the Aeronautics Commission as well as help with federal funding was greatly appreciated and important. The AIR-21 program is very imperative to our airport and needs to be taken advantage of.

Joe Nelms, Jamestown Airport, (testimony attached), testified in support of the bill in order for good aviation. None of our projects would be possible without the help and the assistance of the Commission. Through innovative planning and cost share methods working with the Commission we have seen our airports introduce a pavement inspection method that is used state wide for pavement replacement planning. Airport management knows that with the Commission help is only phone call away. Also attached is testimony from the Airport Association of North Dakota in support of this budget..

Hearing was closed with no opposition. Tape 3, Side B, meter 34.2

January 23, 2001

Appropriations Committee reconvened by Senator Nething.

SB 2006-Aeronautics Commission. Do Pass motion by Senator Heitkamp, seconded by Senator Bowman. No discussion; roll call vote: 12 yes; 0 no; 2 absent. Senator Bowman accepted the floor assignment.

Tape #1, Side A, meter 0.0-23.4

Date: 1-23-01

Roll Call Vote #: 1

2001 SENATE STANDING COMMITTEE ROLL CALL VOTES

BILL/RESOLUTION NO. SB 2006

Senate Appropriations Committee

☐ Subcommittee on _____

or

☐ Conference Committee

Legislative Council Amendment Number _____

Action Taken As Pass

Motion Made By Sen Heitkamp Seconded By Sen Burman

Senators	Yes	No	Senators	Yes	No
Dave Nething, Chairman	✓				
Ken Solberg, Vice-Chairman	✓				
Randy A. Schobinger	✓				
Elroy N. Lindaas	✓				
Harvey Tallackson	✓				
Larry J. Robinson	✓				
Steven W. Tomac	✓				
Joel C. Heitkamp	✓				
Tony Grindberg					
Russell T. Thane	✓				
Ed Kringstad	✓				
Ray Holmberg					
Bill Bowman	✓				
John M. Andrist	✓				

Total Yes 12 No 0

Absent 2

Floor Assignment Senator Burman

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

REPORT OF STANDING COMMITTEE (410)
January 23, 2001 3:08 p.m.

Module No: SR-11-1464

Carrier: Bowman

Insert LC: . Title: .

REPORT OF STANDING COMMITTEE

SB 2006: Appropriations Committee (Sen. Nething, Chairman) recommends DO PASS
(12 YEAS, 0 NAYS, 2 ABSENT AND NOT VOTING). SB 2006 was placed on the
Eleventh order on the calendar.

2001 HOUSE APPROPRIATIONS

SB 2006

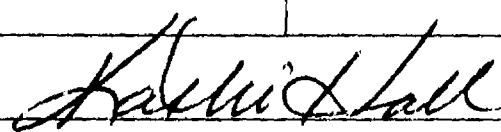
2001 HOUSE STANDING COMMITTEE MINUTES

BILL/RESOLUTION NO. SB 2006

House Appropriations Committee
Government Operations Division

☐ Conference Committee

Hearing Date February 12, 2001

Tape Number	Side A	Side B	Meter #
02-12-01 tape #1	2588 - 6215	0 - 2042	
Committee Clerk Signature 			

Minutes:

The committee was called to order, and opened the hearing on SB 2006, the budget for the Aeronautics Commission.

Gary Ness, ND Aeronautics Commission Director: Had prepared written testimony handed out. He read from the written testimony. He also handed out a packet of papers title Informational Packet. This packet includes a section titled North Dakota Aviation Vision 2000. Gary Ness read the page of written presentation.

Rep. Skarphol: Looking at Exhibit A of the packet, are you able to finance wages, etc with federal dollars?

Gary Ness: The federal dollars are typically just grant funds, we get some money from dealing with administration grants. We finance all salaries and wages from special funds.

Rep. Skarphol: Discusses the possibility of upgrading the airport in Tioga. They could lengthen the runway and making it thicker. You said it would cost more that ¼ million dollars,

and 90% would be eligible for federal funding if there were sufficient flights in and out to warrant it. Has anything changed regarding that? If applying for funds in that regard, and we know we don't have sufficient funds, is that correct?

Gary Ness: Your airport is 75 feet wide. We would only have to lengthen it. The FAA would say you would have to put in a master plan type work, and it could be a little shorter than a master plan. There is 90-10 money available, and typically it needs 250 operations per year. If it is a real need to have that for economic reasons we could put a little more pressure on the FAA to make it work.

Rep. Carlisle: Looking at commercial sprayer numbers going down. Since we put in legislation a couple sessions ago requiring applicators having liability, have we weeded out some?

Gary Ness: Believes that the financial responsibility did that. What has shortened up the numbers there is that the airplanes have gotten much bigger and the aerial applicators have gotten smaller.

Rep. Koppelman: On Exhibit F it talks about percentages of totals in two places. Can you explain the differences between those two?

Gary Ness: Bismarck has a total area of 4.9 million square feet. In 1994 we had 27.2% below, back then. It has to do with minimum services level, and Bismarck has done a good job of bringing their minimum service level up.

Rep. Skarphol: On the federal fund category, you are having a very substantial increase in utilization of special funds. Is that going to result in a net draw down or do you anticipate in increased revenue stream?

Gary Ness: We have an increase stream on the excise tax and a request for increase was tied to that and the need because we had a lot of heavy iron that was bought and increased our balance in the account substantially. I felt it was time to use it and bank it because we need to use it at all the airports.

Rep. Carlisle: Referring to SB 2023. The dealer license goes from \$25 to \$150 and ultalights from \$15 to \$50.

Gary Ness: There is an explanation, and a hearing on that on Friday. He can give his written testimony later on that.

Rep. Skarphol: What determines the level of federal funding that you get or ask for. How is that decision made?

Gary Ness: That's what we anticipate what our typical biennium would look like at commercial airports and general aviation airports. It's all in the grand program and if we don't get the money from the feds, we won't expend it.

(at the beginning of tape 1 side b, Gary Ness is discussing the federal funds received for repairing and improving airports).

Rep. Skarphol: Do you request that amount, or is that something the federal government deserves, or any negotiation?

Gary Ness: They figure out what they give us, typically it is by population, mass, and airports.

Greg Haug, Bismarck Airport Manager: Handed out prepared written testimony, and read from it.

Chairman Byerly: Regarding your need for a new terminal, if Bismarck were to build a new terminal, are there federal funds available specifically for that? Will the City of Bismarck be looking at absorbing most of that cost?

Greg Haug: Our best bet is about a 70% federal - 30% local split on the total project, somewhat based upon enplaning persons. We can do some bonding, and hope to keep the local share as small as possible.

Rep. Thoreson: You say its based upon enplaning persons, just persons getting on board?

Greg Haug: Yes, we talk about 2 numbers in airports with passengers, you have enplaning and total passengers. We are at about 130,000 to 135,000 enplaning passengers per year.

Chairman Byerly: Because Bismarck is in a somewhat more awkward position than other airports, are you starting to get grief and aggravation of the urban development around the airport?

Greg Haug: We are actually in pretty good shape. We have about 2400 acres of land. A past manager did a really good job in purchasing additional lands around the airport, and there are a few pieces and places we would still like to pick up. They have some issues they need to work on regarding some land around the airport, like radar needs, and wetlands, safety issues. There may be some timely work to do regarding the wetlands and safety issues.

Rep. Skarphol: Regarding the pink sheet in the budget book and operating expenses, he wants to know how closely they work with the DOT and they do a lot with pavement conditions.

Gary Ness: We consult with the DOT and we have some testing processes that they do, because our pavements are about a mile long. Our pavement deteriorates quicker than road pavement, because asphalt likes to be punished and we don't punish it enough. We have

deterioration that takes place because of that. We do consult with them. Concrete would be better, but it is too expensive. They are bidding some new air strips in both asphalt and concrete to see if the prices are that different.

Rep. Carlisle: Wanted some information on the Bismarck airport construction project, bidding and completion times.

Greg Haug: He gave bidding dates of this year, and construction for next year. He explained the general plans.

Rep. Glassheim: Do you mainly do technical assistance to airports, or are you involved in increasing commercial and passenger usage and marketing of airlines?

Gary Ness: Yes, we coordinate with the airports. We have a pattern of what we do. I stay in contact with the airlines and try to keep everyone happy.

Rep. Koppelman: What is your outlook on air service competition and the lack of it? Asked about those persons driving to Sioux Falls, SD and Minneapolis, MN to catch flights.

Gary Ness: We have 4 major airports that have major airline service. About 1 million persons get on and off airplanes in this state. Thinks we have excellent service, but the walkup fares are outrageous. Even some of the other fares are high, but we try to get that changed. We just don't get the competition because of the small numbers of population. They have the population and the competition and those markets have lower rates. People will drive to save some money.

Rep. Thoreson: Had a question about Bismarck airport access during the construction process.

Greg Haug: There will be some access during the construction process.

The chairman closed the hearing on this bill.

2001 HOUSE STANDING COMMITTEE MINUTES

BILL/RESOLUTION NO. SB 2006

House Appropriations Committee
Government Operations Division

☐ Conference Committee

Hearing Date March 9, 2001

Tape Number	Side A	Side B	Meter #
03-09-01 tape #1	0 - 270		
Committee Clerk Signature <i>Kathleen Hall</i>			

Minutes:

The committee was called to order, and opened committee work on SB 2006, the Aeronautics Commission budget.

Chairman Byerly: Do we need to apply the pay package adjustments to this budget?

Response: No adjustment needed to this bill.

Chairman Byerly: There are some increases to the grant line item and the operating expenses. The grant line item is more federal funds. The operating expenses were a total of \$223,000 and the ever present increase in IT is \$28,000 of it. The other \$194,000 is federal planning grants, of which \$175,000 is federal funds. So the general fund dollars in their budget is purely match dollars.

Rep. Carlisle: Moves DO PASS. Seconded by Rep. Koppelman.

Vote on Do Pass: 7 yes, 0 no, 0 absent and not voting.

Rep. Carlisle is assigned to carry this bill to the full committee.

2001 HOUSE STANDING COMMITTEE MINUTES

BILL/RESOLUTION NO. SB 2006

House Appropriations Committee

☐ Conference Committee

Hearing Date March 28, 2001

Tape Number	Side A	Side B	Meter #
03-28-01 tape #1	2080-2433	→ 2080-2433	
Committee Clerk Signature <i>Kathleen Z...</i>			

Minutes:

The committee was called to order, and opened committee work on SB 2006.

Rep. Carlisle: Explained what the subcommittee did, and the bill in general. Moves DO PASS. Seconded by Rep. Byerly.

Vote on Do Pass : 20 yes, 0 no, 1 absent and not voting.

(some general discussion, questions and answers between the committee members).

Rep. Carlisle is assigned to carry this bill to the floor.

Date: 3-9-01
Roll Call Vote #:

2001 HOUSE STANDING COMMITTEE ROLL CALL VOTES
BILL/RESOLUTION NO. SB 2006

House Appropriations - Government Operations Division Committee

☒ Subcommittee on Government Operations
or
☐ Conference Committee

Legislative Council Amendment Number X

Action Taken DO PASS

Motion Made By Rep. Carlisle Seconded By Rep. Koppelman

[illegible]

Total (Yes) 7 No 0

Absent ☒

Floor Assignment Rep. Carlisle

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

Date: 3-28-01
Roll Call Vote #: 1

2001 HOUSE STANDING COMMITTEE ROLL CALL VOTES
BILL/RESOLUTION NO. SB2006

House APPROPRIATIONS

Committee

☐ Subcommittee on _____

or

☐ Conference Committee

Legislative Council Amendment Number _____

Action Taken

DO PASS

Motion Made By

Rep Carlisle

Seconded
By

Rep. Byerly

Representatives	Yes	No	Representatives	Yes	No
Timm - Chairman	✓				
Wald - Vice Chairman	✓				
Rep - Aarsvold	✓		Rep - Koppelman	✓	
Rep - Boehm	✓		Rep - Martinson	✓	
Rep - Byerly	✓		Rep - Monson	✓	
Rep - Carlisle	✓		Rep - Skarphol	✓	
Rep - Delzer	✓		Rep - Svedjan		
Rep - Glassheim	✓		Rep - Thoreson	✓	
Rep - Gulleson	✓		Rep - Warner	✓	
Rep - Huether	✓		Rep - Wentz	✓	
Rep - Kempenich	✓				
Rep - Kerzman	✓				
Rep - Kliniske	✓				

Total (Yes)

20

No

0

Absent

Floor Assignment

Rep Carlisle

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

2001 TESTIMONY

SB 2006

Department 412 - Aeronautics Commission
Senate Bill No. 2006

	FTE Positions	General Fund	Other Funds	Total
2001-03 Executive Budget	6.00	\$550,000	\$14,577,544	\$15,127,544
1999-2001 Legislative Appropriations	6.00	550,000	14,064,589	14,614,589 ¹
Increase (Decrease)	0.00	\$0	\$512,955	\$512,955

¹ The 1999-2001 appropriation amounts include \$3,922 of other funds for the agency's share of the \$5.4 million funding pool appropriated to the Office of Management and Budget (OMB) for special market equity adjustments for classified employees and \$8 of other funds for the agency's share of the \$1.4 million funding pool appropriated to OMB for assisting agencies in providing the \$35 per month minimum salary increases in July 1999 and July 2000.

Major Items Affecting Aeronautics Commission 2001-03 Budget

	General Fund	Other Funds	Total
1. Increases funding for general aviation grants from \$1,570,000 to \$1,820,000.		\$250,000	\$250,000
2. Increases operating expenses for completion of a pavement condition index study (\$83,555) and for continuous updating of the aviation system plan (\$111,111).		\$194,666	\$194,666
3. Increases operating expenses for data processing (\$21,816), telephone (\$2,045), insurance (\$1,300), rent (\$1,400), dues and memberships (\$600), and periodicals (\$1,200).		\$28,361	\$28,361

Major Legislation Affecting the Aeronautics Commission

Senate Bill No. 2073 provides for the aircraft dealer license to increase from \$25 to \$150 and the ultralight vehicle dealer's license to increase from \$15 to \$50. The estimated fiscal impact is \$109,000 of which \$100,000 is one-time revenue.

**Department 412 - Aeronautics Commission
Senate Bill No. 2006**

	FTE Positions	General Fund	Other Funds	Total
2001-03 Schafer Executive Budget	6.00	\$850,000	\$14,577,544	\$15,127,544
1999-2001 Legislative Appropriations	6.00	550,000	14,064,589	14,614,589
Increase (Decrease)	0.00	\$0	\$512,955	\$512,955

2001-03 Hoeven Executive Budget	6.00	\$550,000	\$14,577,544	\$15,127,544
Hoeven Increase (Decrease) to Schafer	0.00	\$0	\$0	\$0

The 1999-2001 appropriation amounts include \$3,922 of other funds for the agency's share of the \$5.4 million funding pool appropriated to the Office of Management and Budget (OMB) for special market equity adjustments for classified employees and \$8 of other funds for the agency's share of the \$1.4 million funding pool appropriated to OMB for assisting agencies in providing the \$35 per month minimum salary increases in July 1999 and July 2000.

Major Schafer Recommendations Affecting Aeronautics Commission 2001-03 Budget

	General Fund	Other Funds	Total
1. Increases funding for general aviation grants from \$1,570,000 to \$1,820,000.		\$250,000	\$250,000
2. Increases operating expenses for completion of a pavement condition index study (\$83,555) and for continuous updating of the aviation system plan (\$111,111).		\$194,666	\$194,666
3. Increases operating expenses for data processing (\$21,816), telephone (\$2,045), insurance (\$1,300), rent (\$1,400), dues and memberships (\$600), and periodicals (\$1,200).		\$28,361	\$28,361

**Major Hoeven Recommendations Affecting Aeronautics Commission 2001-03 Budget
Compared to the Bill as Introduced (Schafer Budget)**

	General Fund	Other Funds	Total
1. The Hoeven budget recommendation does not change the Schafer executive budget recommendation for this agency.			

Major Legislation Affecting the Aeronautics Commission

Senate Bill No. 2073 provides for the aircraft dealer license to increase from \$25 to \$150 and the ultralight vehicle dealer's license to increase from \$15 to \$50. The estimated fiscal impact is \$109,000, of which \$100,000 is one-time revenue.

**Department 412 - Aeronautics Commission
Senate Bill No. 2006**

	FTE Positions	General Fund	Other Funds	Total
2001-03 Schafer Executive Budget	6.00	\$550,000	\$14,577,544	\$15,127,544
1999-2001 Legislative Appropriations	6.00	550,000	14,064,589	14,614,589 ¹
Increase (Decrease)	0.00	\$0	\$512,955	\$512,955

2001-03 Hoeven Executive Budget	6.00	\$550,000	\$14,577,544	\$15,127,544
Hoeven Increase (Decrease) to Schafer	0.00	\$0	\$0	\$0

¹ The 1999-2001 appropriation amounts include \$3,922 of other funds for the agency's share of the \$5.4 million funding pool appropriated to the Office of Management and Budget (OMB) for special market equity adjustments for classified employees and \$8 of other funds for the agency's share of the \$1.4 million funding pool appropriated to OMB for assisting agencies in providing the \$35 per month minimum salary increases in July 1999 and July 2000.

Major Schafer Recommendations Affecting Aeronautics Commission 2001-03 Budget

	General Fund	Other Funds	Total
1. Increases funding for general aviation grants from \$1,570,000 to \$1,820,000.		\$250,000	\$250,000
2. Increases operating expenses for completion of a pavement condition index study (\$83,555) and for continuous updating of the aviation system plan (\$111,111).		\$194,666	\$194,666
3. Increases operating expenses for data processing (\$21,816), telephone (\$2,045), insurance (\$1,300), rent (\$1,400), dues and memberships (\$600), and periodicals (\$1,200).		\$28,361	\$28,361

**Major Hoeven Recommendations Affecting Aeronautics Commission 2001-03 Budget
Compared to the Bill as Introduced (Schafer Budget)**

	General Fund	Other Funds	Total
1. The Hoeven budget recommendation does not change the Schafer executive budget recommendation for this agency.			

Major Legislation Affecting the Aeronautics Commission

Senate Bill No. 2073 provides for the aircraft dealer license to increase from \$25 to \$150 and the ultralight vehicle dealer's license to increase from \$15 to \$50. (This bill has passed the Senate.)

Summary of Legislative Changes Resulting From First House Action

See Statement of Purpose of Amendment (attached).

STATEMENT OF PURPOSE OF AMENDMENT:**Senate Bill No. 2006 - Funding Summary**

	Executive Budget	Senate Changes	Senate Version
Aeronautics Commission			
Salaries and wages	\$636,277		\$636,277
Operating expenses	1,314,767		1,314,767
Equipment	61,500		61,500
Capital improvements	110,000		110,000
Grants	13,005,000		13,005,000
Total all funds	<u>\$15,127,544</u>	<u>\$0</u>	<u>\$15,127,544</u>
Less estimated income	<u>14,577,544</u>	<u>0</u>	<u>14,577,544</u>
General fund	<u>\$550,000</u>	<u>\$0</u>	<u>\$550,000</u>
FTE	6.00	0.00	6.00
Bill total			
Total all funds	\$15,127,544	\$0	\$15,127,544
Less estimated income	<u>14,577,544</u>	<u>0</u>	<u>14,577,544</u>
General fund	<u>\$550,000</u>	<u>\$0</u>	<u>\$550,000</u>
PTE	6.00	0.00	6.00

Senate Bill No. 2006 - Aeronautics Commission - Senate Action

The Senate did not change the Schafer executive budget recommendation for the Aeronautics Commission. Governor Hoeven did not propose any changes to the Schafer recommendation for this agency.

SB 2006

North Dakota Aeronautics Commission - 412.0

Sen. David Nething, Chairman

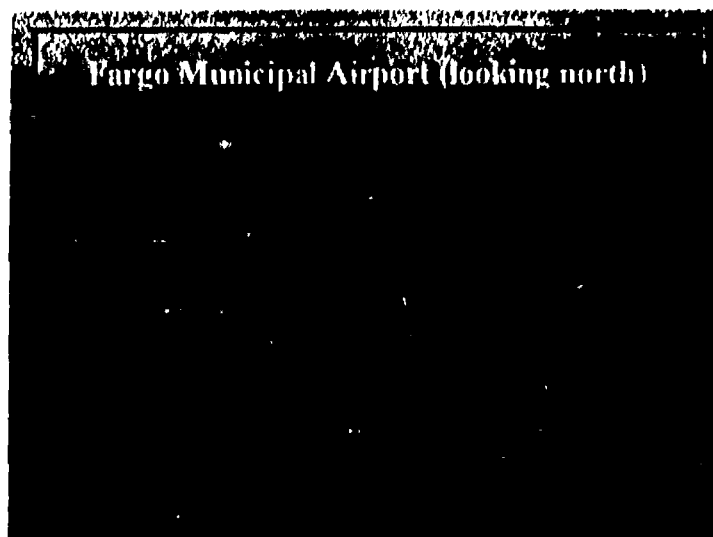
SB 2006
this is same technology given to House on 2-12-01
Harvest Room

GREETINGS:

The Aeronautics Commission's budget is presented as Budget 412 - Senate Bill 2006.

Agency Mission:

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



Agency Vision:

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



Agency Philosophy:

The state aviation system is an attractive front door to our state's economic growth. To insure
this growth, the system needs continual enhancement with state of the art technology. With this
goal, continued flexibility and responsiveness by the Aeronautics Commission will fulfill the needs
of the aviation community. Continued close communication with the national scene through

congressional offices, Federal Aviation Administration and other national aviation associations is necessary. Continuing to consult with the state's aviation community through the North Dakota Aviation Council

and its affiliated members is of the utmost importance. These lines of communication will retain and strengthen the positive direction and effort of the Aeronautics Commission into the future.

Future Critical Issues:

The aging of our pilot population and the declining populations in the small communities leads us to review the support available for certain types of airports and aviation facilities. Regional medical facilities have put flying doctors into the smaller medical markets on a scheduled service

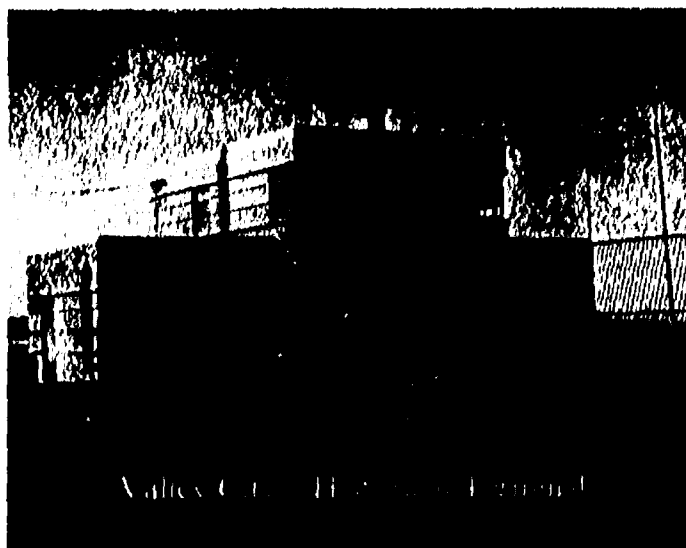
time frame. This increases the need for improved airport access to these smaller communities.

Like roads, the Commission has to continue to evaluate the repair, maintenance and improvement of the airport system to continue to serve the community's needs.

Air service to the state; the type, size and frequency, are all things that affect the state's airline service. The Commission works closely with the communities on air service to insure that we receive quality service not only for our state, but for those who want to do business with our state.

Pavement Condition Inspection

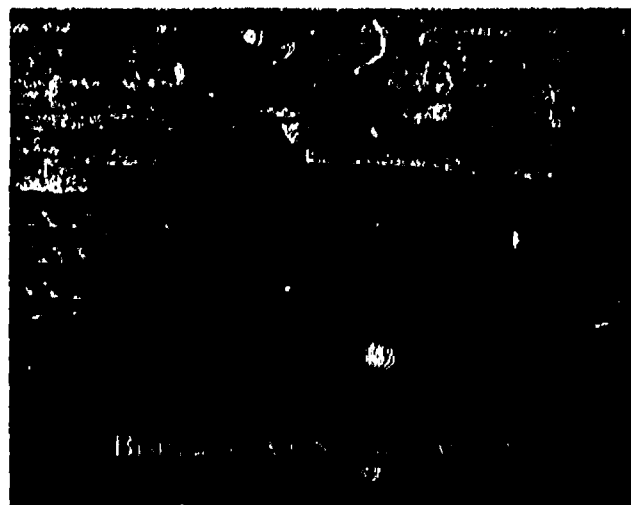
Early Regional Jet Service



Federal funding is always a critical issue. The changes in the way the federal government does business will affect the airports on funding. The larger air carrier types have many income sources to base plans upon. The smaller general aviation and commercial service airports do not

have this luxury per say. Thus, any changes in the participation on the federal part could affect the planning of our smaller community's efforts to provide adequate access for their business endeavors.

The agency budget proposed to the Executive Budget was with the zero based budget. An increased amount was requested in the agency's optional adjustment package submitted in July. The Executive Budget recommended an additional special fund appropriation of \$250,000



for discretionary airport improvement grants funds that, at this time, are primarily earmarked for scheduled air service airports. This \$250,000 will yield an additional \$5 million in federal funds for the air service and general aviation airports.

With that explanation of the agency's request, we would like to review Exhibit A on the next page. This diagram will give you a visual picture of how the funds flow within the agency's programs.

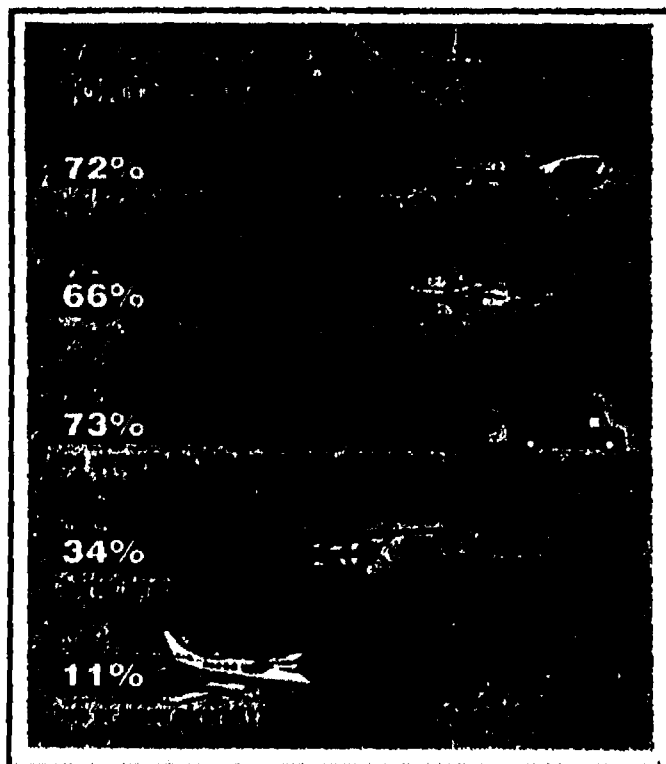
I would like to review our agency's proposed budget on a line item basis. This will give the Committee a quick overview.

	1999 - 2001 Budget	2001 -2003 Executive Proposed Budget	Increase/ Decrease
Salaries/Wages	\$ 596,349	\$ 636,277	\$ 39,928 \$ 39,928 - increase recommended to legislature by the Executive for salaries and benefits.
Operating Expenses	\$ 1,091,740	\$ 1,314,767	\$ 223,027 \$ 194,666 - increase for facilitation of federal planning grants. \$ 175,200 of this amount is federal funds. \$ 28,361 - increase for operating expenses with data processing consuming most of this increase in keeping pace with the information technology enhancement requirements.
Equipment	\$ 61,500	\$ 61,500	No Change
Capital Improvements	\$ 110,000	\$ 110,00	No Change
Grants	\$ 12,755,000	\$ 13,005,000	\$ 250,000 \$ 250,000 - increase in special fund appropriation for airport grants utilizing aviation excise taxes.
Totals	\$ 14,614,589	\$ 15,127,544	\$ 512,955

The increase in the Salaries and Wages line item is recommended by the current administration to the legislature.

The operating expense line item shows a total increase of \$ 223,527. The primary increase of \$ 194,666 is authorization to receive federal funding for aviation system planning grants. These professional services keep the State System Plan updated to help the Commission achieve a strategic cost effective program for the state's airport system.

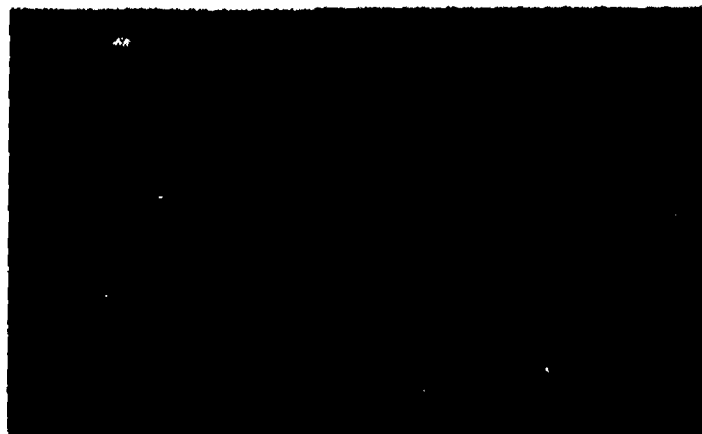
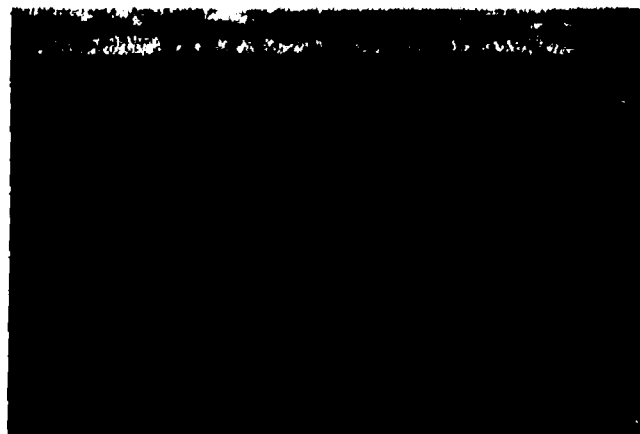
Consultant services were secured to study the economic impact of public airports in the



state on the local communities. The chart on the left shows the major businesses that rely on the North Dakota airport system.

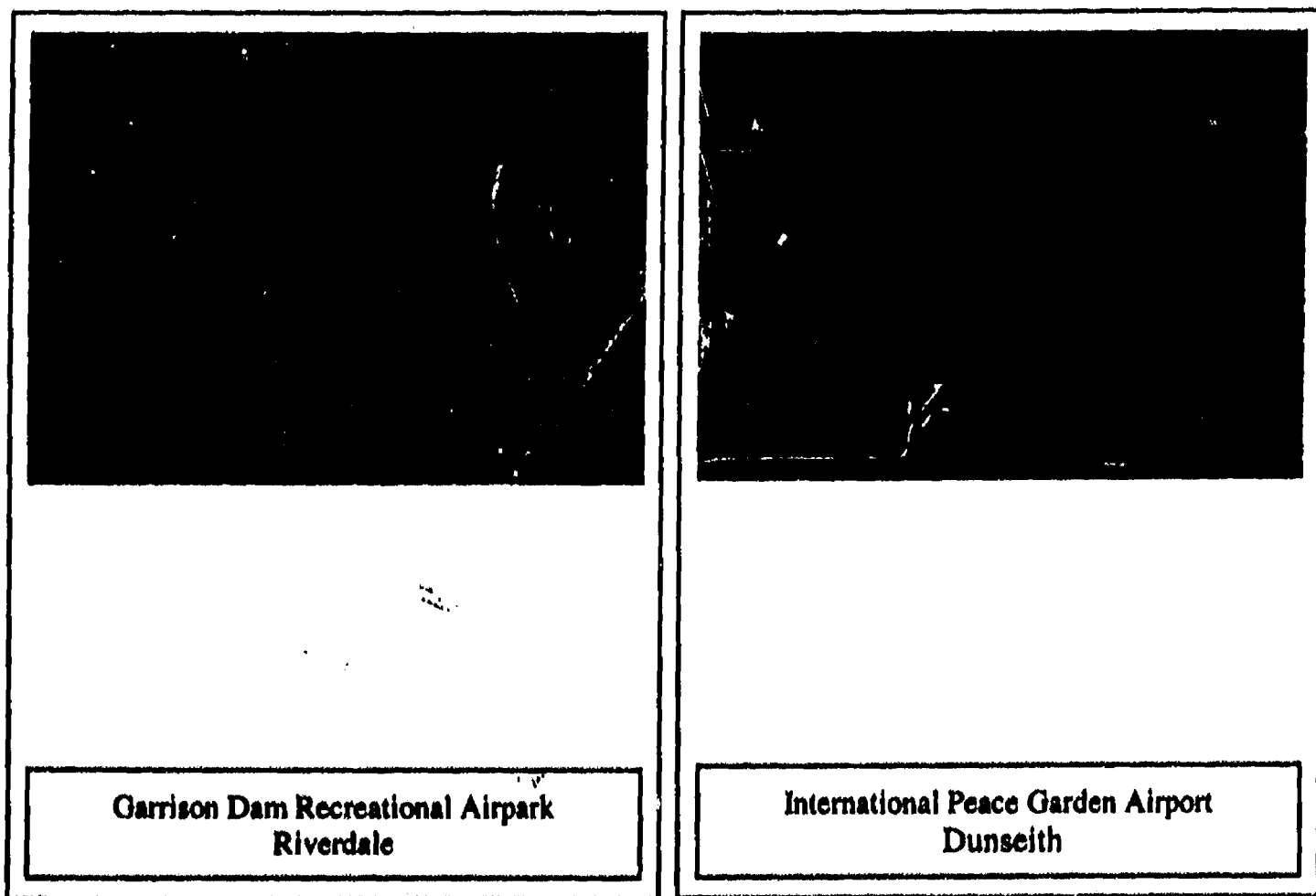
Consultant services are used to assist the airports with their airport layout plans (ALP) and master planning functions. Our agency can bundle airports as a consortium and bid the project out as a group, allowing us to administrate the process cheaper and with more efficiency.

Last biennium, we facilitated ALP's and Master Plans at Edgeley, Washburn, Lakota, Cando, Glen Ullin/Hebron, and Kindred as shown on Exhibit B next page. In FY1999 and FY2000 we programmed a \$ 1.1 million federal project at Edgeley and a \$ 1.0 million federal project at Cando. Edgeley is completed and Cando will be finished this summer. Four Airport Master Plans studies that are planned at the four commercial service regional airports that the Commission will sponsor beginning February 1, 2001.



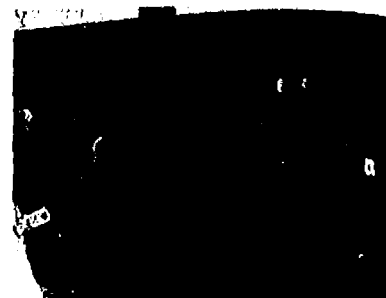
The Commission maintains two airport facilities in the state. They are the International Peace Garden Airport located at Dunseith, ND and the Garrison Dam Recreational Airpark located between the cities of Riverdale and Pick City, south of the Garrison Dam face.

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



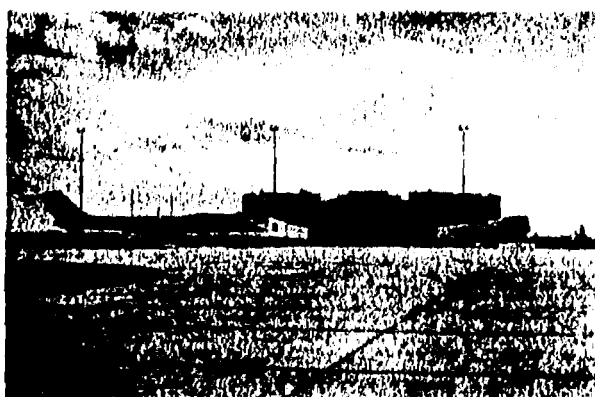
Equipment Line Item: The equipment line item remains the same as the 1999 - 2001 budget. This line item includes funding for future office equipment and support equipment for the Pan Am weather/flight planning systems which are located at the eight major airports in the state.

The equipment line item includes engine replacement and communications/navigational equipment for the agency owned aircraft as needed.



Capital Improvements Line Item: The Capital Improvements

Line Item has a \$110,000 budgetary contingency should there be an actual need for an airport expansion project at the International Peace Garden at Dunseith, North Dakota. In the past, economic development planning inquiries have come to the Commission on the airport's capabilities to support some development in the area. This contingency would only take care of minimal improvement.

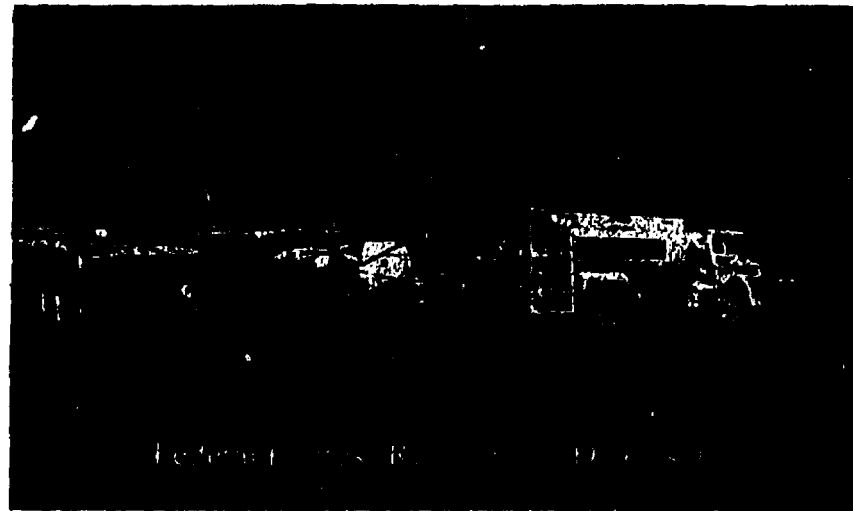


Grants Line Item: The grants line item shows a requested increase of \$250,000 in appropriation authorization for using aircraft excise tax funds for airport grants. Therefore, the request in the grants line item would include:

- \$ 550,000 - General funds for air carrier airport construction grants.
- \$ 750,000 - Aircraft excise tax funds for airport construction grants.
- \$ 600,000 - Aviation fuel tax funds for general aviation airport construction grants.
- \$ 10,600,000 - Federal Airport Block Grants. These funds are pass through federal funds appropriated should the federal government require the states to administer the Federal Airport Block Grant program.
- \$ 35,000 - Aviation Educational Grant funding.

To explain the grant line item further, I would like to address each requested amount. First would be the general funds of \$ 550,000 and the aircraft excise tax funds of \$750,000 for air carrier airport construction grants. Exhibit C on the following page shows the funds dispersed during the 1999-2001 biennium.

Exhibit D below shows the dispersal of the aviation fuel tax funds for the general aviation airport construction grants for the 1999-2000 biennium.



**General Aviation Airport Grants Awarded
1999 - 2001 Biennium
\$ 483,863**

EXHIBIT D

1.	Adams County		21.	Leeds	-	\$ 3,451
	(Hettinger)	- \$ 1,450	22.	Lisbon	-	31,500
2.	Ashley	- 7,974	23.	Mandan	-	2,500
3.	Beulah	- 12,500	24.	Mayville	-	5,189
4.	Bowman	- 1,500	25.	Minto	-	10,000
5.	Cando	- 23,277	26.	Mott	-	2,700
6.	Casselton	- 14,111	27.	New Rockford	-	1,375
7.	Cooperstown	- 3,780	28.	Oakes	-	1,750
8.	Crosby	- 21,541	29.	Page	-	2,250
9.	Edgeley	- 68,333	30.	Park River	-	1,080
10.	Enderlin	- 18,800	31.	Parshall	-	12,867
11.	Fessenden	- 1,375	32.	Rolette	-	5,266
12.	Garrison	- 1,845	33.	Rolla	-	4,200
13.	Gwinner	- 4,050	34.	Rugby	-	14,308
14.	Harvey	- 9,780	35.	Stanley	-	15,074
15.	Hillsboro	- 8,223	36.	St. Thomas	-	1,436
16.	Kennmare	- 12,898	37.	Tioga	-	28,975
17.	Kindred	- 34,474	38.	Wahpeton	-	16,732
18.	LaMoure	- 34,700	39.	Walhalla	-	1,100
19.	Langdon	- 1,330	40.	Watford City	-	4,473
20.	Larimore	- 2,695	41.	West Fargo	-	9,521

To assist the Commission in the programming of airport grant funds, Capital Improvement Plans (CIP) are developed. To assist in the development of the CIP plans, we need information from the pavement we try to maintain.

Every four to five years, we contract out for a pavement evaluation of all our airport's hard surfaces. Exhibit E below illustrates the Jamestown Airport to show the need for Capital Improvement Plans and Pavement Management studies. This illustration gives us a colored version of the pavement showing the good, bad and the ugly of the airport's pavement.

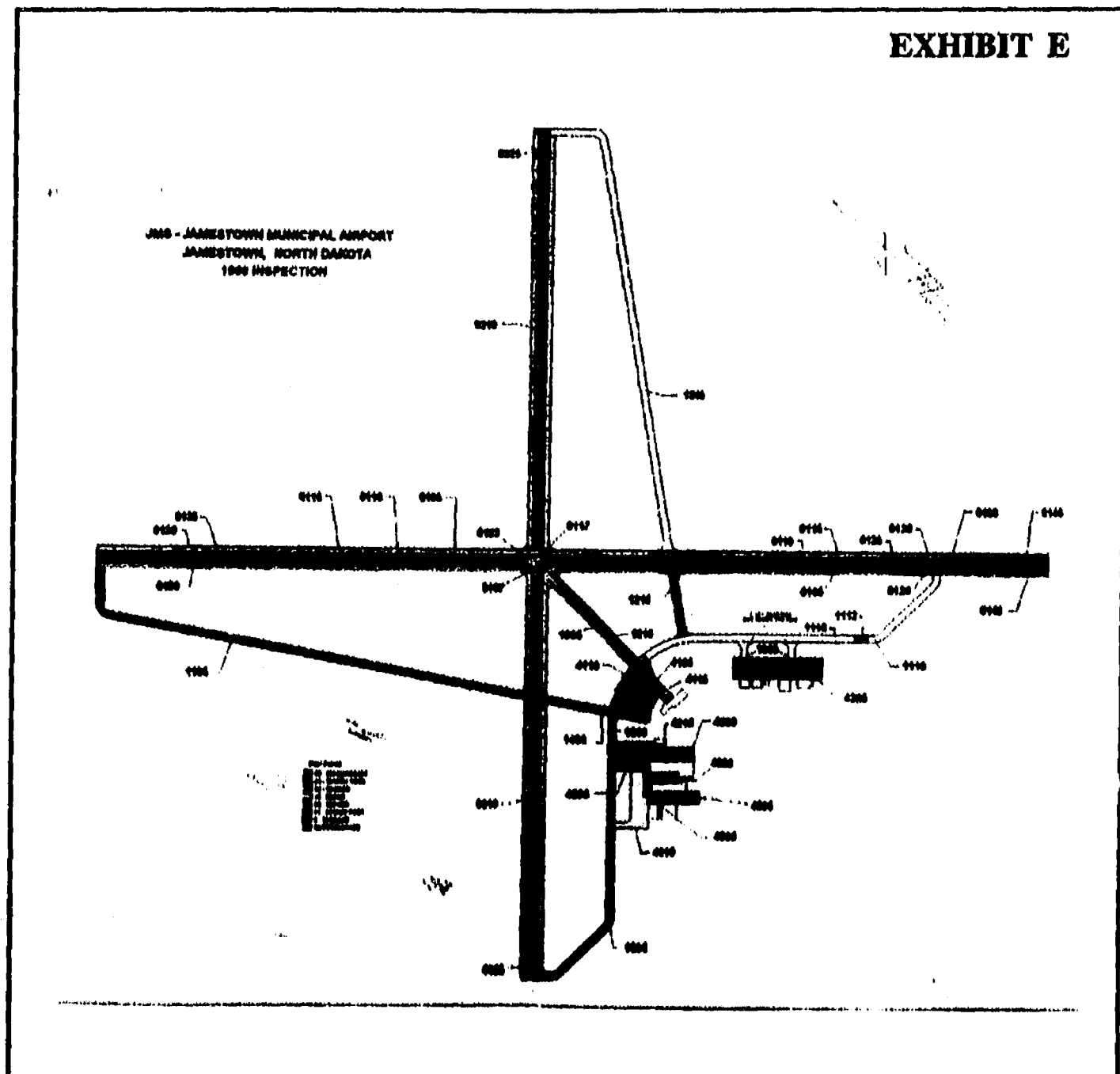


Exhibit F on the following pages 1 and 2 shows the Pavement Condition Index of all the surveyed airports in 1999.

I would like to show the Committee exhibits from the last budget hearing when we presented the Committee our Capital Improvement Plan (CIP) for the state's airports. Exhibit G shows the CIP plan for the 4 commercial airports and Exhibit H shows the CIP plan for the general aviation airports. These exhibits present the plan and the community's federal and state coordinated effort to follow the plan. The remarks highlighted in yellow in the right column show what progress has been accomplished. The new CIP is also attached to illustrate our next five year goals as Exhibit I.

The request for the Federal Airport Block Grant program remains at \$10,600,000. This appropriation would allow the Commission to receive pass through funds from the federal government for airport projects should the federal government require the states to administer this program.

Exhibit J shows what the state can expect for the federal program in FY 2001. The Federal Airport Improvement AIR-21 changed the look of federal funding for the general aviation and commercial service airports. The breakdown is shown on Exhibit J next page.

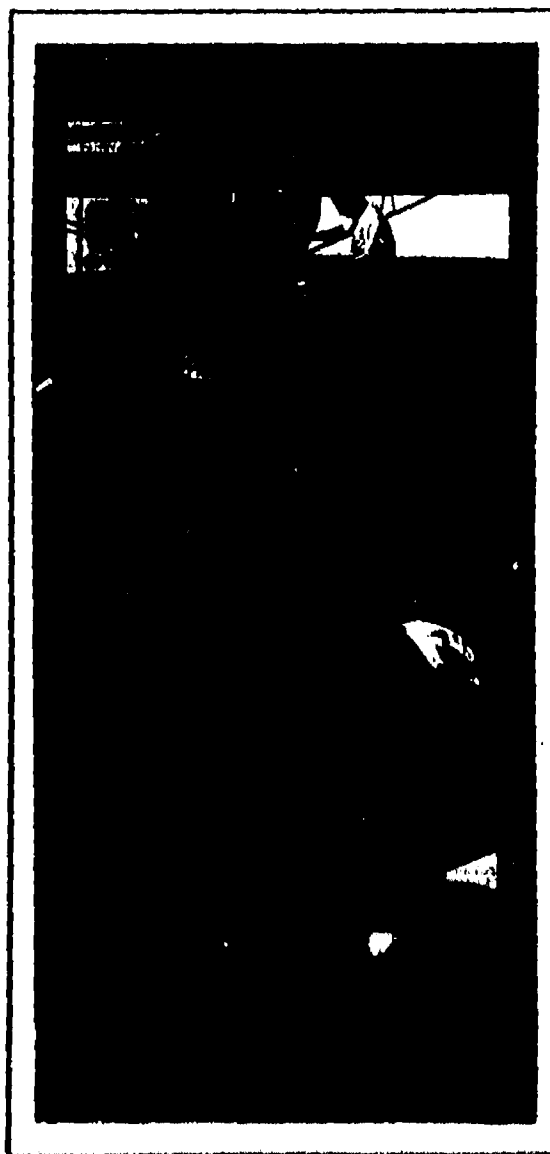


The request for aviation educational funds remains at \$35,000.

One program stimulated with these funds is the "WannaBee Program".

This program has brought people to the introductory flight program since its inception 3 years ago. This program is a partnership between

the Commission and the North Dakota Pilot's Association (NDPA). The "Wannabee Program" is targeted towards individuals between 35 and 55 years of age. This target group is known to have a better financial base to support a recreational avocation like aviation. This program is developed with the cooperation of flight instructors, fixed base operators, and airport management across the state.



It is a three step process.

- Step 1 is the introduction meeting. This meeting is a social light introduction to the program and its goal.
- Step 2 is ground school. This is a 5 to 6 hour study program for the individual to understand the demands, challenges, and rewards of developing their aviation interests.
- Step 3 is the first actual flight instruction period.

When the "wannabee" finishes the three steps, the individual will receive a penguin pen. You know the penguin has a heck of a time getting off the ground. It kind of fits the "wannabee" and is a reward to each participant for their effort. We are trying to increase the base of interest to a group that really has been ignored by all aviation marketing interests. It has been reported that 2,130 people have attended the program statewide over the last three years. This year alone at 9 meetings, 625 people attended, 128 finished the three steps and 51 are still flying.

Past programs that have benefitted from these aviation educational funds have been the North Dakota Pilot's Association in facilitating safety seminars, the Women of the National Agricultural Aviation Association for educational purposes and the North Dakota Aviation Council in the creation of the North Dakota Aviation Hall of Fame.

Members inducted into the North Dakota Aviation Hall of Fame are selected on the basis of:

- ✈ Leadership within their profession
- ✈ Achievements toward the enhancement of aviation
- ✈ Contributions to the development of others in aviation
- ✈ Service to aviation activities in North Dakota

The North Dakota Aviation Hall of Fame Inductees since the inception of the program in 1997 are:

1997 Inductees:	Harold G. Vavra Art Sampson Alfred Pietsch Oscar Ness Thomas Nord	Carl Ben Eielson Charles Klessig Duane "Pappy" Larson Leland Brand Jack Daniels
1998 Inductees:	Daniel Wakefield	Wilbur Brewer
1999 Inductees:	John D. Odegard	Warren Walkinshaw
2000 Inductees:	Vincent Buraas	Ernest "Hod" Hutson

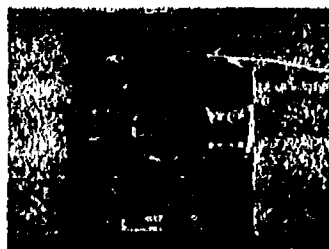
AVIATION PUBLICATIONS



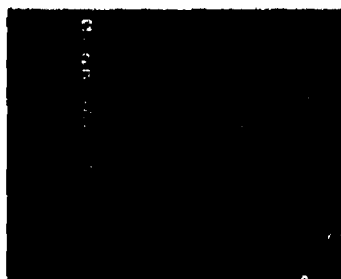
North Dakota Aeronautical Chart - This is a reproduction of the world aeronautical chart for the state along with a navaid and weather related background.



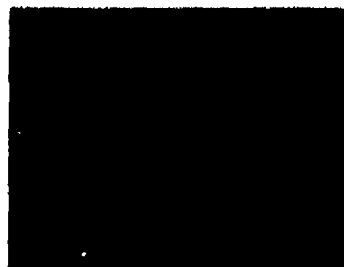
North Dakota Airport Directory - This book is a directory of 94 public use airports with aerial photography design. Information on airport safety and numerous phone contacts are provided.



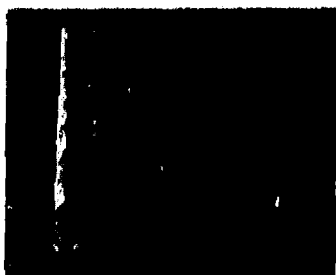
North Dakota Aviation System Plan - This executive report highlights aviation heads in airline passengers, pilots, and aircraft by airport. A project listing of airport improvements is shown.



Mediport Implementation Plan - This report describes how communities, hospitals, or airport authorities can construct a helicopter landing site for emergency medical flights.



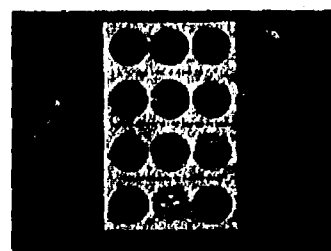
North Dakota Air Cargo Feasibility Study - This brochure explains the role of air cargo activity, future growth trends, airport opportunities and policies for enhancing the cargo industry.



North Dakota Airport Manager's Handbook - This handbook provides a "hands-on" resource for airport manager's for information into safety, air shows, airspace zoning, grants, land-use guide, and aeronautical century code.



Fixed Base Operators Study; Phase 1 and 2 - This study addresses the relationship of airports and aviation tenants to enhance businesses actively utilizing local economic development programs. Airfield safety and airport rates/fees are also being updated.



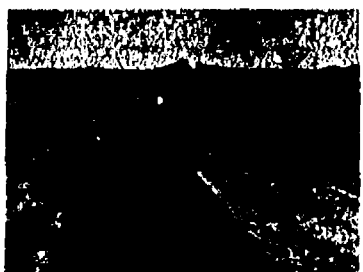
North Dakota Aviation Facts - Informational sheet with various facts on aviation in North Dakota.

Other Projects

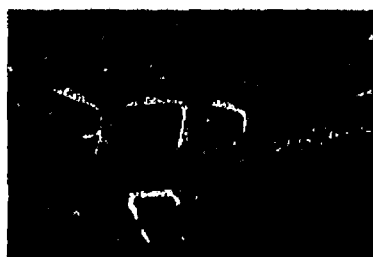


Web Page - The Commission's web page can be access at www.state.nd.us/ndaero.com

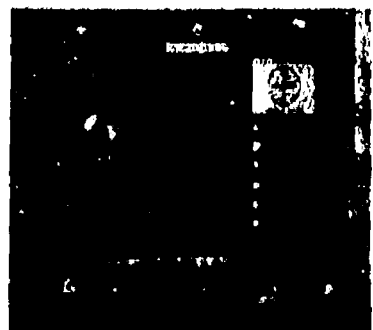
Information Technology Plan (IT Plan) - The Commission has completed the required Information Technology Plan.



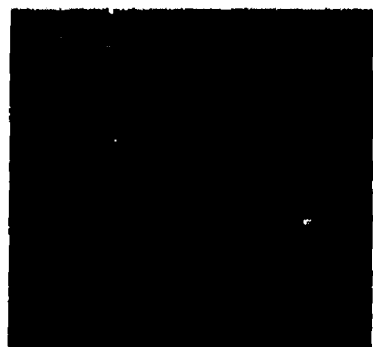
5010 Airport Inspections - The Commission contacts to do the on-site airfield safety inspections for the Federal Aviation Administration on the general aviation airports.




Global Positioning System (GPS) - This satellite technology will give all airports in the state an opportunity for an all-weather instrument approach. The information packet has a list of airports that have the new approaches.



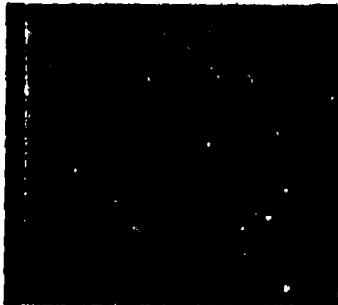
Pan Am Weatheration - The Pan Am Weatheration program was implemented in 1990. There currently are 9 computer systems in place at the major airports in North Dakota. These systems provide access to weather information, access to maps, charts, forecasts, and destination briefings, and allow flight planning and filing. This program was very well received by pilots and business owners.



Aviation Art Contest - This aviation art contest is international in scope. The agency has sponsored this contest on the state level for the past 8 years. The contest is open to K-12 grade levels with the state winners being honored at the Upper Midwest Aviation Symposium held in March. The annual aviation art contest typically receives 250+ entries statewide.



Fly the Lewis and Clark Trail - Joint project with North Dakota Tourism to increase awareness of the airborne splendor of the trail and 27 adventures along the river's way. You will find the route structure in our state aeronautical chart.



ND Aviation Vision Conference 2000 - During four days split in September and November of 1999, a group of interested, but more importantly, dedicated citizens met in Carrington for a Vision Conference related to North Dakota aviation and its future. The conference was co-sponsored by the North Dakota Aviation Council and the North Dakota Aeronautics Commission. The expenses for the affair were paid for by the

Council.

Thirty-four invited people participated during the first session in September. Twenty-eight people returned for the final session in early November to review and finalize the document. What is now presented will set the tone for North Dakota aviation as we enter the new century and approach the centennial observation of powered flight. There are efforts assigned with deadlines for actions taken.

This will be a continuing effort as we look upon this as a living document. A copy of this document is attached to the information packet for your review.

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

Robert J. Miller, Chairman, Casselton, ND, recently retired as a Northwest Airlines Captain for 30+ years. He is a real estate business owner, manager of the local airport and active in economic development in the Casselton area. He is a former Air Force pilot and aerial ag applicator. He has been flying 37+ years and has been a member of the Commission since 1985.

Jay B. Lindquist, Vice Chairman, Hettinger, ND. President of Air Dakota Flite, a full service FBO with a strong aerial applicator background. He has interests in banking, retail and farming. He has been flying for 42+ years and has served on the Commission since 1993.

Cindy K. Schreiber-Beck, Secretary, Wahpeton, ND. Cindy has served as the Executive Director of the North Dakota Agriculture Aviation Association (NDAAA). She is an educator involved at the state and national level with aviation and aerospace programs. She formerly was involved in an aviation business which specialized in parts fabrication, warbird restoration, and general mechanical services. She is active in the Wahpeton area business and education community. She has served on the Commission since 1997.

Maurice E. Cook, Member, Bismarck, ND. Maurice is a practicing lawyer who has, since 1980, limited his practice to serving as bond counsel. He is a current multi-engine rated pilot. He started flying at Hettinger in 1952. He served four years as Commander of the North Dakota Wing of the Civil Air Patrol and ten years as Civil Air Patrol's National Legal Officer. He has also served as Chairman of Prairie Public Broadcasting. Maurice was appointed to the Commission in 1999.

Dianne L. Herr, Member, Turtle Lake, ND. This U.S. Postmaster is an active private pilot, Vice President of the ND Chapter of the 99's, member of the North Dakota Pilot's Association and EAA. Diane is very active in community affairs but finds time for Young Eagles and organizing a well-attended fly-in at the local airport. Diane has served on the Commission since 1998.

NORTH DAKOTA AERONAUTICS COMMISSION

2001 - 2003 PROPOSED BUDGET

EXHIBIT A

\$ 15,127,544

REVENUES:

Aircraft
Registrations
\$124,000

Aerial Spray
Licenses
\$10,000

Aircraft Dealer
Licenses
\$3,000

Aircraft
Excise Tax
\$730,000

Aviation
Fuel Tax
\$1,000,000

Special Funds
Carry-Over
\$1,318,044

FUNDS:

General
Funds
\$800,000

Special
Funds
\$3,182,544

Federal
Funds
\$11,336,000

EXPENDITURES:

Air Service
Airport Grants
\$7,000,000

General Aviation
Airport Grants
\$5,470,000

Aeronautics
Programs
\$2,187,544

General Aviation
Airport Grants
\$5,470,000

General Aviation
Airport Grants
\$5,470,000

Aeronautics
Programs
\$2,187,544

General Aviation
Airport Grants
\$5,470,000

General Aviation
Airport Grants
\$5,470,000

Aeronautics
Programs
\$2,187,544

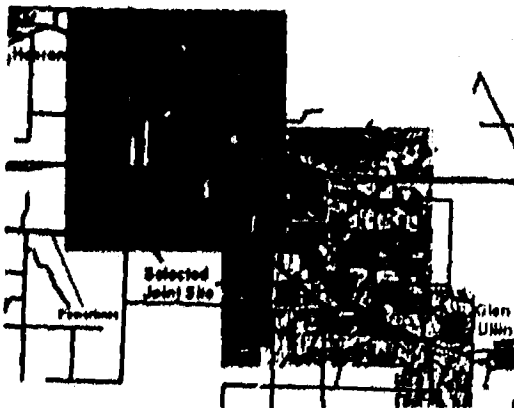
AIRPORT MASTER PLANS (STATE SPONSORED)

EXHIBIT B



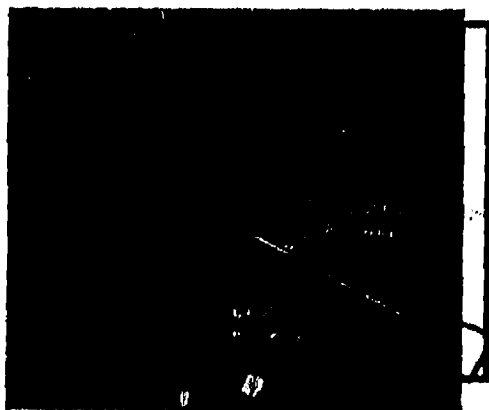
Edgeley

- New Runway alignment 3600' x 60' (existing runway 2485' x 30')
- Environmental Assessment with Land Acquisition
- Summer 1999 construction planned
- City/County/Airport Authority/Local Economic Development Association



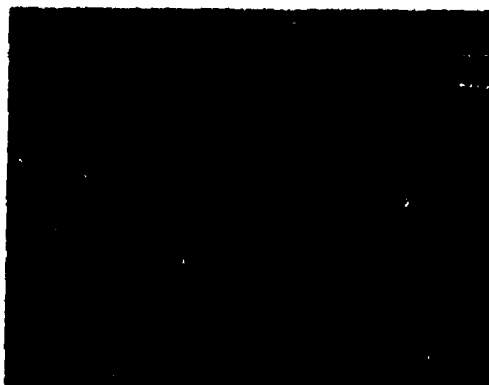
Glen Ullin - Hebron

- Joint new site selected called "Lake" site for Land Acquisition
- Consolidation of two airports into one modern federal site
- Cooperation of two-community aviation demands to be FAA eligible
- Environment Review Plan still needed



Kindred - Davenport

- Regional airport authority feasibility of new runway vs. existing runway
- Financial plan to consider local donations for maintenance
- Land Acquisition and airport Zoning
- Apron/Hanger site expansion



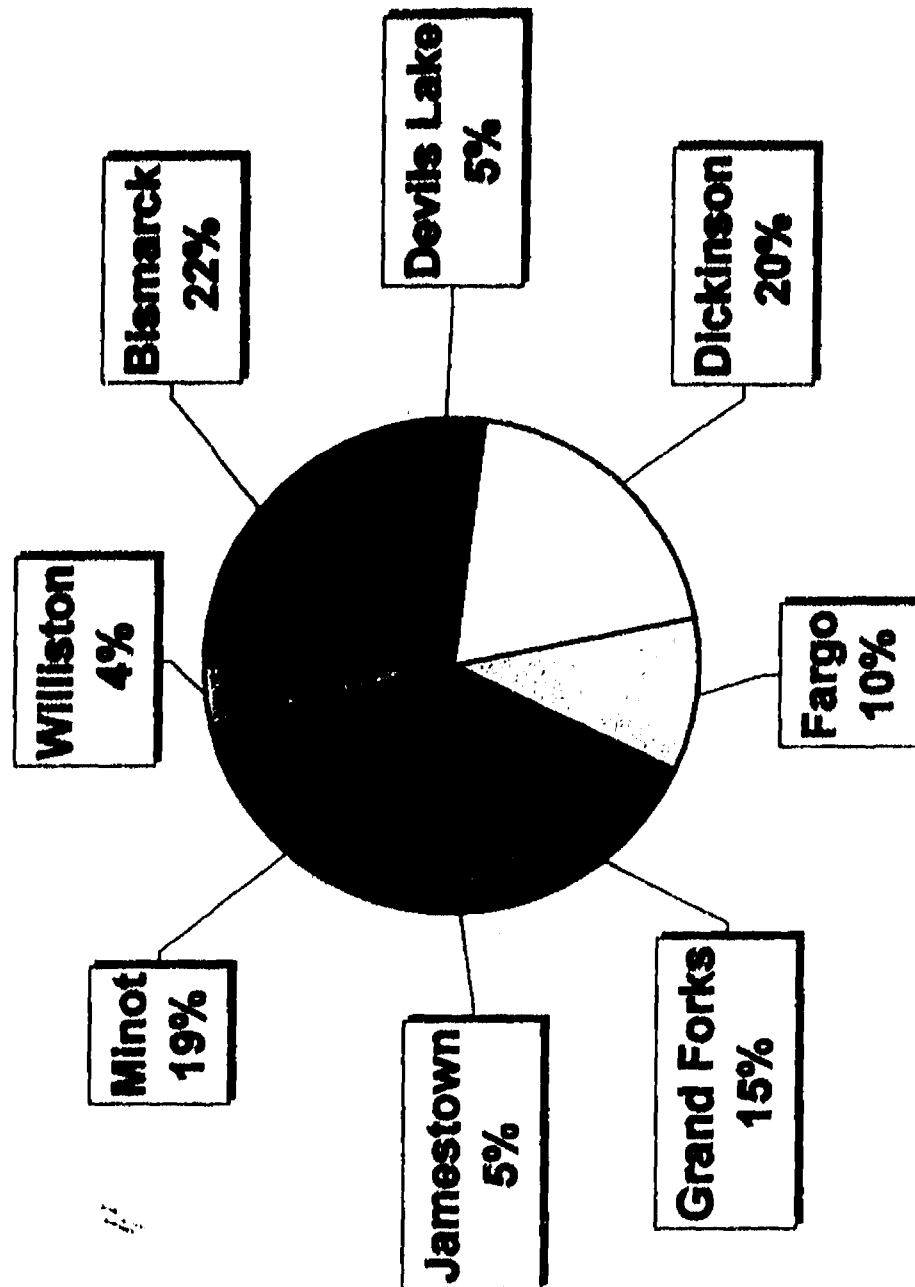
Lakota

- Utilize existing runway and extend
- Environmental Assessment with neighboring golf course
- Powerline relocation
- Design new hangar area
- Improve drainage

Air Service Airport Grants

1999 - 2001

\$ 997,137



■ Bismarck -	\$ 220,369
■ Devils Lake -	\$ 43,972
□ Dickinson -	\$ 202,662
□ Fargo -	\$ 96,329
■ Grand Forks -	\$ 152,375
■ Jamestown -	\$ 50,497
■ Minot -	\$ 190,118
■ Williston -	\$ 40,815

AIRPORT	TOTAL AREA	BELOW MSL IN 1999	PERCENT OF TOTAL	BELOW MSL BY 1994	PERCENT OF TOTAL
COMMERCIAL AIRPORTS					
Blamack*	4,917,429	949,086	19.3	1,337,060	27.2
Fargo*	6,893,790	1,058,537	15.4	136,250	2.0
Grand Forks*	4,725,314	918,696	19.4	1,009,980	21.4
Minot*	4,200,168	1,108,990	26.4	473,286	11.3
TOTAL	20,736,701	4,035,309	19.5	2,956,576	14.3

COMMUTER AIRPORTS

Devils Lake	1,731,256	8,896	0.5	70,400	4.1
Dickinson	1,431,345	725,060	50.7	48,570	3.4
Jamestown	2,399,380	660,950	27.5	16,050	0.7
Williston	1,874,872	250,252	13.3	131,500	7.0
TOTAL	7,436,853	1,645,158	22.1	266,520	3.6

GENERAL AVIATION AIRPORTS - NPIAS

Beach	277,806	0	N/A	25,650	9.2
Bottineau	327,390	0	N/A	235,000	71.8
Bowman**					
Carrington	510,500	50,200	9.8	0	N/A
Casselton	678,500	19,625	2.9	18,250	2.7
Cavaler	357,561	10,400	2.9	9,811	2.7
Cooperstown	346,525	88,500	25.5	12,650	3.6
Dunsleth	260,255	180,000	69.2	80,255	30.8
Ellendale	280,925	0	N/A	7,825	2.8
Fort Yates	291,800	229,400	78.6	22,400	7.7
Garrison	312,018	0	N/A	0	N/A
Glen Ullin	190,063	169,523	89.2	0	N/A
Grafton	587,483	14,000	2.4	0	N/A
Gwinner	118,328	15,700	13.3	45,548	38.5
Harvey	373,525	0	N/A	0	N/A
Hazen	571,000	0	N/A	0	N/A
Hettinger	634,240	50,000	7.9	67,000	10.6
Hillsboro	319,609	0	N/A	4,480	1.4
Kenmare	336,140	0	N/A	0	N/A
Kindred	169,536	28,190	16.6	2,346	1.4
Lakota	218,340	194,500	89.1	0	N/A
LaMoure**					
Langdon	436,302	54,510	12.5	0	N/A
Linton**					
Mandan	861,400	2,500	0.3	248,500	28.8
Mohall	227,475	23,250	10.2	199,600	87.7
Mott	253,800	236,600	93.2	17,200	6.8
Northwood**					
Oakes	317,316	0	N/A	276,500	87.1
Park River	265,388	0	N/A	0	N/A
Parshall	296,440	0	N/A	0	N/A
Pembina	389,130	15,825	4.1	207,175	53.2
Rolla	452,111	0	N/A	0	N/A
Rugby	369,575	20,275	5.5	86,600	23.4

AIRPORT	TOTAL AREA	BELOW MSL IN 1999	PERCENT OF TOTAL	BELOW MSL BY 1994	PERCENT OF TOTAL
Stanley	435,570	0	N/A	228,000	52.8
Tloga	579,132	24,670	4.3	0	N/A
Valley City	505,609	73,184	14.5	50,000	9.9
Wahpeton	637,429	0	N/A	338,800	53.2
<u>Walhalla**</u>					
<u>Watford City**</u>					
TOTAL	13,188,221	1,500,852	11.4	1,922,940	14.6

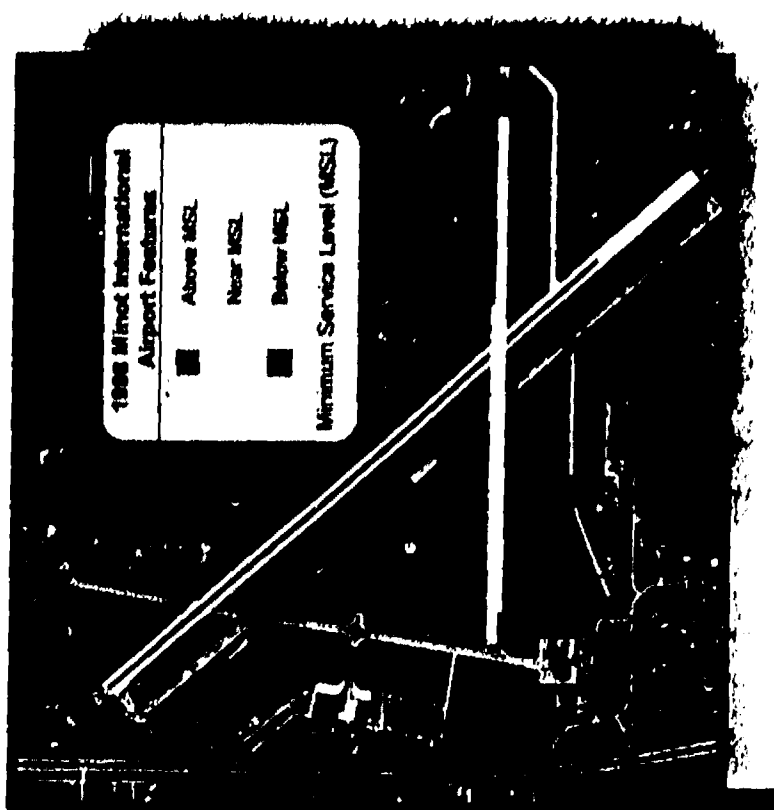
GENERAL AVIATION - NON NPIAS

Ashley	307,120	0	N/A	261,000	85.0
Beulah	298,331	82,268	27.6	75,223	25.2
<u>Drayton**</u>					
Enderlin	171,750	6,270	3.7	0	N/A
Killdeer	267,336	0	N/A	17,736	6.6
Leeda	189,824	181,644	95.7	0	N/A
Lisbon	190,618	29,160	15.3	2,128	1.1
Mayville	230,552	210,927	91.5	0	N/A
Napoleon	214,445	174,250	81.3	8,245	3.8
New Rockford	288,683	18,833	6.5	17,000	5.9
Newtown	195,758	7,500	3.8	150,000	76.6
Page	98,836	83,606	84.6	15,230	15.4
Rolette	169,401	18,401	10.9	0	N/A
St Thomas	197,175	197,175	100.0	0	N/A
West Fargo	161,400	27,693	17.2	0	N/A
West Hope	201,900	201,900	100.0	0	N/A
<u>Wishek**</u>					
TOTAL	3,183,129	1,239,627	38.9	546,562	17.2

* FWD Tests

**Sketch and Database Update Only. No Inspection.

North Dakota Airport Pavement Condition Index



STATEWIDE INVENTORY	TOTAL PAVEMENT AREA (SF)	PAVEMENT AREA BELOW MSL	PERCENT OF TOTAL NEAR
1988 SURVEYS			
BISMARCK	5,188,478	744,945	19.7%
FARGO	8,893,790	1,305,062	7.7%
GRANDFORKS	4,725,314	1,204,196	11.4%
MINOT	4,200,168	2,706,326	4.8%
DEVILS LAKE	1,731,256	171,398	49.3%
CRICKSON	1,431,345	170,380	2.1%
JAMESTOWN	2,389,360	701,000	3.1%
WILLISTON	1,874,872	281,752	46.3%
34 GA FEDERAL	21,007,750	5,960,529	10.9%
18 GA Non-FEDERAL	7,436,853	1,757,528	24.6%

Produced by Kathryn Lee Jackson 2001

1999 - 2000 CAPITAL IMPROVEMENT PLAN SUMMARY

FAA/State Commercial Service Program

Discretionary Projects
exceeding yearly budget.

Annual Est. Budget - \$1.0 to \$1.5 Million

NDAC - Mark J. Holzer
May 8, 1998

CITY	ASPHALT PCI - 1/	BASED AIRCRAFT	OPS 2/ (000)	PROJECT	FAA PRIORITY 3/	\$ IN THOUSANDS IS FEDERAL SHARE @ 90%	
						1999	2000
Devils Lake	-	47	22	Construct parallel taxiway - Phase 1 grading	47		
	-			Construct parallel taxiway - Phase 2 pavers	47		
	77-92			Rehabilitate Runway 13/31	82		441
	70-83			Rehabilitate Taxiway/Apron	64		(4)
	-			Install security fence - N & E side	81		(4)
Dickinson	-			Acquire snow blower	45		
	15-50	20	11	Rehabilitate Apron	58	402	
	20			Rehabilitate Taxiway B East	64	90	
	67			Rehabilitate Rwy 14/32 - Phase 1	68		900
	67			Construct parallel by D (new)	47		
Jamestown	52	52	25	Rehabilitate Taxiway A & D	66		(2)
	12-85			Reconstruct West Apron	60		
	5			Rehabilitate Apron Terminal Panels	60		
	52-70			Rehab Txy B, C, & E	66		
	54-79			Rehab terminal apron	60		
Williston	44-78	40	21	Rehabilitate Apron - Phase 1	58	403	
	44-78			Rehabilitate Apron - Phase 2	58	(1)	(1)
	67			Rehabilitate Taxiway wheeler	64	(3)	(3)
	-			Acquire ARFF (Part 139)	93		
				SASP Update Av-Inspect	66		
State				SASP Update Air Service	66	60	43
				SASP Update ALP (WIL-DIK-DVK-JMS)	64		(3)
				PCI Survey with AIMS Update	58		
Total State Apportionment						955	1,384
Total Discretionary						1,083	1,528
Total Annual Program						2,038	2,912

1/ - PCI Data based on field inspections in 1995.
(CPAD09.wkt)

2/ - Operations in Thousands

3/ - FAA priority on 1-100 scale with higher number, the better.

NOTE: Commercial service grant history in FAA fiscal years were in 1993 - \$ 818,325, 1994 - \$ 656,839, 1995 - \$ 335,292, 1996 - \$ 406,080, 1997 - \$ 1,623 5-year average of \$767,000 annually. Number shown above by discretionary shading is ranking order of each request with #47 as discretionary cutoff.

1999 - 2003 CAPITAL IMPROVEMENT PLAN SUMMARY

FAA/State General Aviation Service Program

Annual Est. Budget - \$ 2.0 to \$2.5 Million

Discretionary Projects
exceeding yearly budget.

NDAC - Mark J. Hobbs
May 8, 1998

CITY	ASPHALT PCI - 1/	BASED AIRCRAFT	OPS 2/ (OO)	PROJECT	FAA PRIORITY 3/	\$ IN THOUSANDS IS FEDERAL SHARE @ 90%	
						1999	2000
Crosby	82	14	20	Rehab RTA	66	329	
Cando	-	9	30	Construct RTA	49	1,000	
Edgely	-	4	7	Construct RTA, lights	49	1,100	
Watson	84	27	90	Rehab RTA, cracks, mkg., eng.	68		122
Cassell	85	52	175	Rehab RTA cracks	70		78
Valley City	66-82	50	82	Rehab RTA, crack, mkg.	70		400
Kindred	75	20	36	Construct RTA, lights, land, mkg., eng.	50		1,400
Valley City	-	50	90	Construct parallel taxi	49		
Bottineau	78	13	31	Rehab RTA	68		
Bottineau	78	13	31	Rehab RTA	66		
Lakota	75	10	16	Rehab RTA	66		
Glen Ulin-Hebron	-	10	20	Construct RTA	40		
Washburn	-	7	14	Construct RTA	49		
Beech	88	5	12	Rehab RTA	66		
Rugby	87	10	37	Rehab RTA	66		
Cooperstown	73	14	26	Rehab RTA	66		
Valley City	-	50	82	Construct parallel taxiway	49		
Harvey	89	7	37	Rehab RTA	66		
Langdon	84	12	59	Rehab RTA	66		
Mandan	69-91	34	67	Rehab RTA	68		
Total State Apportionment						2,429	2,000
Total Discretionary						400	700
Total Annual Program						2,829	2,700

- Completed in 2000 - \$ 400K
- In progress - 30% of \$1.3 MIL
- Completed in 2000 - \$1.2 MIL
- Completed in 2000 - \$ 120K
- Completed in 2000 - \$ 230K
- Completed in 2000 - \$ 610K
- In progress - 25% of \$1.5 MIL
- Delayed until 2002
- Delayed until 2003

1/ - PCI Data based on field inspections in 1995.
2/ - Operations in Thousands
3/ - FAA Priority rating is higher the better on scale 1-100.
GA DSC goal for FY99 to exceed 47 rating.
(CIPGA99 wk4)

2001 - 2003 Capital Improvement Plan Summary

FAA State General Aviation / Commercial Service Program

Note: Entitlements are funds FAA may provide
If annual airport program is approved at \$3.2 MII
nationwide. State Apportionment is based on
the state's population and geographic area.

A - Apportionment - \$3,939,534
E - Entitlements - \$2,333,999
Total \$6,273,533

\$ Shown in Thousands

D - Discretionary
RTA - Runway / Taxiway / Apron
→ - Carryover

AIRPORT	BASED AIRCRAFT	ENTL \$	PROJECT	PCI	FAA Priority	2001		2002		2003	
						E	A	E	A	E	A
1 Jamestown	52	150	Rehab bty E (concrete)	25	64	150	50				
			Rehab bty B North	52	64		284				
			Construct GA terminal apron (conc.)	-	52		424				
			Construct apron south (new)	-	52		332				
			Rehab west GA apron	55	58			150	210		
			Rehab Rwy 4/22 (seal)	-	68				100		
			Rehab apron concrete/cracks	64	58				133		
2 Williston	40	150	Rehab Rwy 13/31 (mill overlay)	83	68					150	550
											2000 D
			Rehab bty north GA to x-wind rwy	75	64	150	57				
			Rehab GA apron south by t-hgrs.	43	58			150	31		
3 Devils Lake	45	150	Rehab terminal apron (conc)	36	58					150	155
			Construct GA apron	-	52	150					
			Rehab concrete apron	75	58		100				
			Construct terminal building	-	45					30	
4 Dickinson	20	150	Construct terminal access / pkg	-	21						200
			Construct access road / pkg / fence	-	21	150					
			Construct bty D connection	-	57		82				
			Rehab GA apron (Phase III)	26	58		180				
			Rehab Rwy 4/22 (seal)	-	68				120		
			Construct bty for hangars	-	57			80			
			Rehab GA auto lot	-	17			70			
			Snow Removal Equipment	-	45					120	
			Perimeter Fencing	-	40					30	
			Part 137 - Fire Truck / equipment	-	93						300

2001-2003 Capital Improvement Plan Summary

FAA State General Aviation / Commercial Service Program

Note: Entitlements are funds FAA may provide
if annual airport program is approved at \$3.2 MI
nationwide. State Apportionment is based on
the state's population and geographic area.

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E - Entitlements - \$2,333,999
Total \$6,273,533

\$ Shown in Thousands

D - Discretionary
RTA - Runway / Taxiway / Apron
→ - Carryover

AIRPORT	BASED AIRCRAFT	ENTL \$	PROJECT	PCI	FAA Priority	2001		2002		2003	
						E	A	E	A	E	A
5 Kindred	24	150	Construct RTA 13/31 Install lights / PAPI / Beacon Construct Apron expansion	69 - -	61 47 44	150	850				
6 Cando	10	150	Construct RTA 15/33 Install lights / PAPI / Beacon (Carryover)	- -	59 45	150	800	150		150	→
7 Lakota	10	150	Reconstruct Rwy 15/33, land, misc. Install lights, PAPI / Beacon	18 -	66 45	→		300	900	150	
8 Edgeley	10	150	Carry-over 3 years - \$ 450 Total)	-		→		→		→	
9 Glen Ullin	10	150	Purchase land, easement, eng. Reconst rwy, taxi, apron, eng., mkg. Install lights, beacon / PAPI	- 18 -	41 66 45	150		150	900	150	
10 Washburn	10	144	Reconstruct RTA, land, eng Install lights, beacon / PAPI	-	66 45	→		288	480	144	
11 Bowman	15	134	Relocate obstructions, Enviro-Asses. Extend rwy / taxi grading, design	- -	44 51	134		→		268	300
12 Wahpeton	38	111	ALP Update and Enviro-Asses. Land acq., plans/spec, appraisal Const Rwy Ext 950' SE, lights, eng.	- - 67	64 42 53	111		111		111	734 1300 D

2001-2003 Capital Improvement Plans Summary

FAA State General Aviation / Commercial Service Program

Note: Entitlements are funds FAA may provide
if annual airport program is approved at \$3.2 Mll
nationwide. State Apportionment is based on
the state's population and geographic area.

A - Apportionment - \$3,939,534
E - Entitlements - \$2,333,999
Total \$6,273,533

\$ Shown in Thousands

D - Discretionary
RTA - Runway / Taxiway / Apron
→ - Carryover

AIRPORT	BASED AIRCRAFT	ENTL \$	PROJECT	PCI	FAA Priority	2001		2002		2003	
						E	A	E	A	E	A
13 Valley City	45	89	Const. partial parallel bty - Rwy 30	-	57	→		→		267	200
14 Beach	5	84	Land acq., legal, Enviro-Asses, eng. Rehab RTA & extend Rwy 12 450'	73	41 66	→		84 →		168	300
15 Watford City	12	82	Rehab apron & bty	-	56	→		→		246	
16 Rugby	13	80	Reconstruct hangar bty Rehab apron	27 56	62 56		80	→		160	160
17 Bottineau	13	67	Rehab RTA (leveling course) AWOS Installation	65	66 42	→		134	100	67	
18 Crosby	12	57	Rehab apron	81	56	→		→		171	
19 Casselton	52	44	Purchase snow equip./tractor/mower Rehab bty (sealants) Rehab aprons (sealants/patching)	- 66 42	47 66 60		44		44 50	44	100
20 Mandan	30	27	Rehab apron (original site)	57	58	→		→		81	400
21 Mohall	5	24	Rehab RTA (seal - cracks)	61	66	→		→		72	
22 Mott	6	23	Rehab RTA (seal - cracks)	-	66	→		→		69	
23 Hettinger	23	18	Rehab bty / apron Lighting upgrade R / T / A	48	64 44	→		36	280		18

2001-2003 Capital Improvement Plan Summary

FAA State General Aviation / Commercial Service Program

Note: Entitlements are funds FAA may provide
If annual airport program is approved at \$3.2 Mill
nationwide. State Apportionment is based on
the state's population and geographic area.

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E - Entitlements - \$2,333,999
Total \$6,273,533

\$ Shown in Thousands

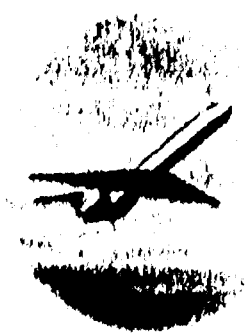
D - Discretionary
RTA - Runway / Taxiway / Apron
→ - Carryover

AIRPORT	BASED AIRCRAFT	ENTL \$	PROJECT	PCI	FAA Priority	2001		2002		2003	
						E	A	E	A	E	A
24 Oakes	17		Construct by / markings / reflectors		56		80				
25 State PMI			Pavement Maintenance (seal-crack) 7 @ Grafton, Carrington, Garrison, Gwinner, Ellendale, Oakes, Hazen	-	66		300				
26 State MP			Master Plans (DIK-DVL-JMS-WIL) Update ALP, CIP, EA, safety zoning	-	64		320				
27 State PCI			PCI Surveys (53 Airports in NPIAS)	-	56				315		
28 Carrington	7		AWOS Installation	-	42						70
29 Langdon	12		AWOS Installation	-	42						70
30 New Town	3		Rehab rwy & extend lights, msc.	69	66						400
31 State PM2			Pavement Maintenance (seal crack) 7 @ Langdon, Park River, Walthalla, Rolla, Linton, Cavalier, Cooperstown	-	66				320		
32 State System Plan Update	-	-	Update 1995 Study with recommended air service changes				100				
					Entitlement						
					Apportionment		3939		3939		3939
					Discretionary						

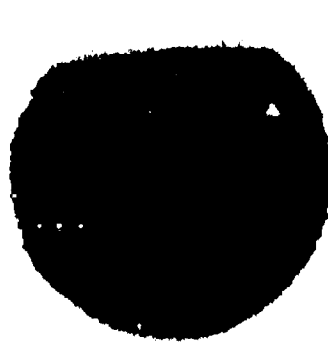
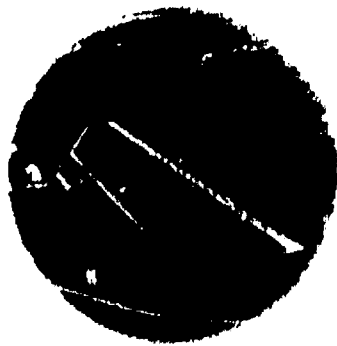
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		Entitlement	State Apportionment	Total
Beach	ALP, EA, plans & Specs	\$83,555.00	\$10,000.00	93,555.00
Bottineau	ALP, plans & Specs	\$66,667.00	\$10,000.00	76,667.00
Bowman	PAPI, signs, powerline, hangar, ALP	\$134,444.00	\$10,000.00	144,444.00
Cando	rehab rwy, bry, apron	\$150,000.00	\$507,000.00	657,000.00
Carrington	rehab rwy, bry		\$45,000.00	45,000.00
Cassellton	acquire SRE	\$44,444.00	\$10,000.00	54,444.00
Crosby	Beacon, drainage, taxiway, SRE	\$56,889.00	\$10,000.00	66,889.00
Devils Lake	Remove obstructions, construct GA apron, SRE	\$150,000.00	\$130,000.00	280,000.00
Dickinson	Con bry D connector, Con access road	\$150,000.00	\$82,000.00	232,000.00
Edgeley	Amend grant, carry over \$61,211.25	\$88,788.75		88,788.75
Ellendale	rehab rta		\$40,000.00	40,000.00
Garrison	rehab rta		\$40,000.00	40,000.00
Glen Ullin	Const rwy 11-20, bry, apron, access road, MRL, lighted windcone, segmented circle markers, acquire land.	\$150,000.00	\$303,000.00	453,000.00
Grafton	rehab rta		\$45,000.00	45,000.00
Gwinner	rehab rta		\$45,000.00	45,000.00
Hazen	rehab rta		\$40,000.00	40,000.00
Hettinger	Rehab bry	\$17,778.00	\$10,000.00	27,778.00
Jamestown	rehab bry B, con ga terminal apron	\$150,000.00	\$739,650.00	889,650.00
Kindred	Construct rwy 12-30, bry, apron, access road, relocate hangar, MRL, PAPI's, windcone, segmented circle, rotating beacon, drainage.	\$150,000.00	\$1,056,978.00	1,206,978.00
Lakota	acquire land, powerline relocation	\$150,000.00	\$15,000.00	165,000.00
Mandan	SRE building	\$26,667.00	\$15,000.00	41,667.00
Mohall	Rehab twy, bry, aprn	\$23,556.00	\$15,000.00	38,556.00
Mott	rehab rta	\$23,333.00	\$15,000.00	38,333.00
Oakes	rehab rwy, const bry, ALP update		\$125,000.00	125,000.00
Rugby	rehab bry	\$80,000.00	\$10,000.00	90,000.00
State of ND	master plans		\$320,000.00	320,000.00
State of ND	system plan - ahrs service		\$204,510.00	204,510.00
Valley City	const partial parallel, lights	\$88,889.00		88,889.00
Wahpeton	master plans, EA, Access Road	\$111,111.00	\$10,000.00	121,111.00
Watford City	const bry, apron, lights, ag pad	\$82,222.00	\$10,000.00	92,222.00
Washburn	acquire land, plans & specs.	\$144,444.00		144,444.00
Williston	rehab bry	\$150,000.00		150,000.00
Total	0.00	\$2,272,787.75	\$3,873,138.00	6,145,925.75
Federal Funding Available		\$2,333,999.00	\$3,873,138.00	6,207,137.00
Difference		\$61,211.25	\$0.00	\$61,211.25

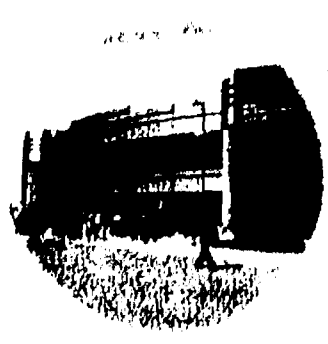
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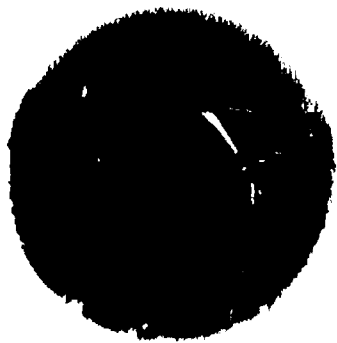
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AERONAUTICS COMMISSION



... a statewide voice for aviation



2000-2001

NORTH DAKOTA AERONAUTICAL CHART



Entering the 21st Century
North Dakota Aeronautics Commission

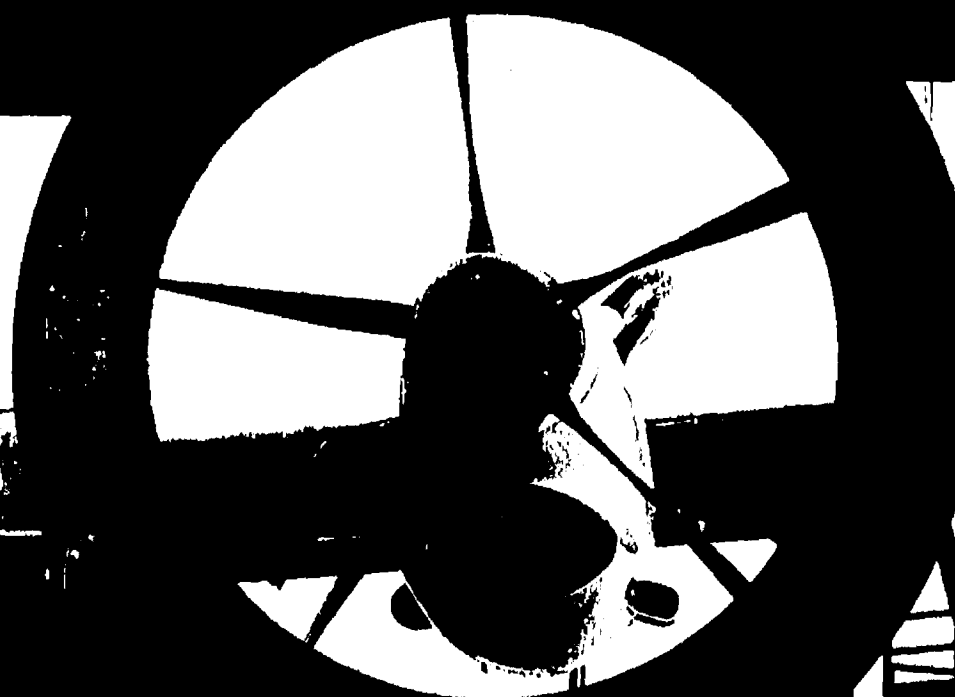


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CONTACT AERONAUTICS COMMISSION FOR THESE TWO DOCUMENTS

NORTH DAKOTA AVIATION SYSTEM PLAN



EXECUTIVE REPORT



Prepared by
**North Dakota
Aeronautics Commission**
701-328-9650

For Information Contact
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Bismarck, North Dakota 58502
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Website: www.state.nd.us/ndac/

513 2006

North Dakota Aeronautics Commission

**INFORMATIONAL
PACKET**

SB- 2006

1999 NORTH DAKOTA AIRLINE PASSENGER MARKETS

PREPARED BY: N.D. AERONAUTICS COMMISSION

October 2000

1,049,727 passengers in 1999 used eight North Dakota airports and six scheduled airlines: Northwest Airlines and regional commuters of United Express - Atlantic Coast, United Express - Air Wisconsin, United Express - Great Lakes Aviation, Northwest Airlink - Mesaba, and Big Sky Airlines. The chart below reports the top markets where people flew us from using North Dakota Airports.

PASSENGERS BY CITY (On and Off)

1999 TOP U.S. MARKETS	1996 RANK	1997 RANK	1998 RANK	1999 RANK	FARGO	BISMARCK	GRAND FORKS	MINOT	WILLISTON	JAMESTOWN	DEVILS LAKE	DICKINSON	STATE TOTAL	MARKET SHARE
1 KANSAS CITY	(1)	(1)	(1)	(1)	38,706	38,285	19,062	27,414	0	3,136	2,559	0	121,162	11.5%
2 DENVER	(2)	(2)	(2)	(2)	30,206	19,900	9,272	4,974	2,465	309	411	2,154	69,781	6.6%
3 PHOENIX	(3)	(3)	(3)	(3)	28,428	10,889	6,517	8,646	865	135	84	454	54,916	5.2%
4 CHICAGO	(4)	(4)	(4)	(4)	30,467	10,417	6,518	3,901	408	97	159	198	52,163	5.0%
5 LOS ANGELES	(5)	(5)	(5)	(5)	17,301	8,958	9,179	5,438	348	116	140	425	41,905	4.0%
6 WASHINGTON DC	(6)	(6)	(6)	(6)	11,513	10,354	5,004	4,735	209	260	168	69	32,313	3.1%
7 SEATTLE	(7)	(7)	(7)	(7)	13,154	7,028	6,465	4,844	417	58	56	356	32,178	3.1%
8 LAS VEGAS	(8)	(8)	(8)	(8)	14,892	6,168	5,221	4,180	159	19	37	326	31,002	3.0%
9 ORLANDO	(9)	(9)	(9)	(9)	10,905	6,923	3,761	3,932	89	10	19	89	25,728	2.5%
10 DALLAS	(10)	(10)	(10)	(10)	11,086	5,204	4,124	2,859	129	19	37	60	23,518	2.2%
11 PORTLAND	(11)	(11)	(11)	(11)	8,997	6,168	3,781	3,787	467	87	0	158	23,445	2.2%
12 SAN FRANCISCO	(12)	(12)	(12)	(12)	7,952	4,689	3,243	2,250	209	39	19	138	19,539	1.8%
13 ATLANTA	(13)	(13)	(13)	(13)	9,285	4,007	3,232	1,579	159	87	83	79	18,531	1.8%
14 KANSAS CITY	(14)	(14)	(14)	(14)	7,014	4,532	2,062	2,270	89	97	177	49	16,290	1.6%
15 ST. LOUIS	(15)	(15)	(15)	(15)	6,172	4,427	1,999	2,518	149	39	19	20	15,343	1.5%
16 BOSTON	(16)	(16)	(16)	(16)	8,289	2,750	2,787	1,662	119	19	0	69	13,704	1.3%
17 SAN DIEGO	(17)	(17)	(17)	(17)	5,831	3,105	2,372	2,085	139	39	0	40	13,611	1.3%
18 MEMPHIS	(18)	(18)	(18)	(18)	3,848	3,808	2,839	1,579	97	29	19	119	12,340	1.2%
19 DALLAS	(19)	(19)	(19)	(19)	5,565	2,085	2,310	1,610	40	39	0	0	12,249	1.2%
20 SALT LAKE CITY	(20)	(20)	(20)	(20)	4,083	2,958	2,196	1,579	219	48	93	109	11,285	1.1%
Top 20 Markets					269,782	181,264	104,842	83,843	6,778	4,692	4,080	4,912	640,003	60%
All Other Cities					176,339	94,891	69,848	59,630	4,096	982	1,448	2,152	409,387	34%
CY Total Passengers					446,121	258,155	174,690	143,273	10,874	5,674	5,539	7,064	1,049,390	100%

SOURCE: 1999 U.S. DOT 10% TICKET SAMPLING
PROJECTED TO 100% MARKET SHARE

PREPARED BY: N.D. AERONAUTICS COMMISSION

ND COMMERCIAL AIRLINE SERVICE

AVERAGE AIRFARES - ONE-WAY TICKET

SOURCE: US DOT 10% TICKET SAMPLING

Prepared by: ND Aeronautics Commission
DATE: July 2000

AIRPORT	1999	1998	1997	1996	1995	1994	1993	1992	1991	1990	1989	1988	1987	1999 vs 1998	1999 vs 1987
BISMARCK (BIS)	\$186	\$185	\$196	\$178	\$167	\$169	\$158	\$151	\$162	\$154	\$165	\$150	\$128	0%	21%
DEVILS LAKE (DVL)	\$187	\$161	\$204	\$199	\$277	\$243	\$220	\$219	\$259	\$172	\$0	\$152	\$162	16%	9%
DICKINSON (DIK)	\$198	\$218	\$226	\$204	\$236	\$223	\$0	\$0	\$0	\$0	\$0	\$0	\$0	9%	N/A
FARGO (FAR)	\$187	\$190	\$197	\$181	\$162	\$160	\$152	\$140	\$159	\$145	\$163	\$0	\$125	-2%	29%
GRAND FORKS (GFK)	\$182	\$189	\$183	\$184	\$175	\$168	\$157	\$145	\$152	\$137	\$157	\$0	\$129	-4%	33%
JAMESTOWN (JMS)	\$148	\$148	\$178	\$153	\$201	\$226	\$193	\$214	\$230	\$160	\$0	\$152	\$179	0%	8%
MINOT (MOT)	\$185	\$188	\$193	\$185	\$180	\$175	\$160	\$144	\$155	\$145	\$162	\$0	\$141	-2%	28%
WILLISTON (ISN)	\$211	\$207	\$212	\$192	\$243	\$216	\$217	\$228	\$230	\$221	\$0	\$168	\$163	2%	-5%

ND AVERAGE AIRFARE	\$186	\$186	\$199	\$185	\$205	\$198	\$180	\$177	\$192	\$162	\$161	\$155	\$146
--------------------	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------

% CHANGE ANNUALLY	0%	-7%	6%	-10%	4%	10%	2%	-8%	19%	1%	4%	0%	0%
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TICKET AVERAGE (AIRLINE AIRPORT) BIS-FAR-GFK-MOT	\$185	\$188	\$192	\$182	\$171	\$168	\$157	\$157	\$157	\$145	\$161	N/A	\$131
TICKET AVERAGE (REGIONAL AIRPORT) DVL-DIK-JMS-ISN	\$186	\$183	\$205	\$187	\$239	\$227	\$210	\$220	\$240	\$184	\$0	\$157	\$168

REGIONAL VS. AIRLINE AIRFARE DIFFERENCE	\$1	-\$5	\$13	\$5	\$68	\$59	\$53	\$63	\$83	\$41	\$0	\$0	\$38
---	-----	------	------	-----	------	------	------	------	------	------	-----	-----	------

% DIFFERENCE REGIONAL VS. AIRLINE	0%	-3%	7%	3%	40%	35%	34%	40%	53%	28%	0%	0%	28%
-----------------------------------	----	-----	----	----	-----	-----	-----	-----	-----	-----	----	----	-----

NOTE: Average airfares listed are calendar year airline revenues divided by total passengers from US DOT 10% ticket sampling.

(airfares in \$)



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August 24, 2000

BISMARCK AIRFARE REPORT

"The average airfares paid by Bismarck flyers in the top 21 travel markets for the Calendar Year 1999 on scheduled airlines was \$172.00 one-way or \$344.00 round trip. The North Dakota Aeronautics Commission acquired the US Department of Transportation 10% ticket sampling analysis to compare Bismarck airfares to Minneapolis. The chart below depicts airfares one-way to Bismarck's top market and compares them to flying out of Minneapolis," reported Director Gary R. Ness, N.D. Aeronautics Commission.

<u>Destination Rank</u>	<u>Bismarck Average Fare</u>	<u>Minneapolis Average Fare</u>	<u>Difference Bismarck vs Minneapolis</u>
Minneapolis	\$134.00	-----	-----
Denver	\$136.00	\$100.00	\$35.00
Phoenix	\$171.00	\$149.00	\$22.00
Chicago	\$179.00	\$221.00	(\$42.00)
Washington DC	\$211.00	\$228.00	(\$16.00)
Seattle/Tacoma	\$185.00	\$161.00	\$24.00
Orlando	\$167.00	\$139.00	\$28.00
Dallas	\$193.00	\$148.00	\$45.00
Las Vegas	\$167.00	\$131.00	\$36.00
Los Angeles	\$201.00	\$179.00	\$23.00
Portland	\$207.00	\$222.00	(\$15.00)
Atlanta	\$218.00	\$179.00	\$39.00
Kansas City	\$194.00	\$90.00	\$105.00
San Diego	\$170.00	\$186.00	(\$16.00)
San Francisco	\$169.00	\$205.00	(\$36.00)
Sacramento	\$192.00	\$224.00	(\$32.00)
Philadelphia	\$255.00	\$251.00	\$4.00
Boston	\$222.00	\$216.00	\$6.00
New York	\$218.00	\$269.00	(\$51.00)
Salt Lake	\$211.00	\$170.00	\$41.00
<u>Milwaukee</u>	<u>\$216.00</u>	<u>\$148.00</u>	<u>\$68.00</u>
Total for Base	\$172.00	\$174.00	(\$3.00)

AIRLINE TYPICAL WEEKDAY TOTAL ARRIVAL AND DEPARTURE FLIGHTS BY CARRIER

Prepared By:
 N.D. Aeronautics Commission
 November 10, 2000

DATE	MAJOR AIRLINE FLIGHTS								DAILY MAJOR FLY/DAY	REGIONAL AIRLINE FLIGHTS												DAILY REGIONAL FLT/DAY	COMBINED DAILY (ARR+DEPT)						
	NW	RC	CO	FR	UA	WE	DL	AA		GP	AV	GL	BS	PO	ME	NO	AW	RW	NC	AC									
NOV. 78	24	56	0	40	0	0	0	0	120	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	122
JUL. 79	29	68	0	50	0	0	0	0	147	0	0	0	0	0	0	14	44	0	0	0	0	0	0	0	0	0	0	58	205
FEB. 82	28	30	0	28	0	0	0	0	86	0	0	51	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	57	143
FEB. 83	29	30	0	28	0	0	0	0	85	0	0	36	6	0	8	0	0	0	0	0	0	0	0	0	0	0	0	50	135
MAR. 84	28	32	0	28	0	4	0	0	92	0	0	14	6	10	12	0	0	0	0	0	0	0	0	0	0	0	0	42	134
FEB. 87	34	0	20	0	4	4	0	0	64	0	0	12	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	30	94
FEB. 90	38	0	12	0	4	0	4	0	58	0	0	12	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	30	88
FEB. 91	30	0	12	0	4	0	4	0	50	0	10	12	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	40	90
FEB. 93	34	0	12	0	4	0	0	4	54	0	14	48	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	78	132
FEB. 94	34	0	0	0	0	0	0	0	34	12	14	138	4	8	0	0	0	0	0	0	0	0	0	0	0	0	178	210	
FEB. 96	36	0	0	12	0	0	0	0	48	0	12	130	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	150	198
NOV. 00	34	0	0	0	0	0	0	0	34	0	0	24	2	14	0	16	0	0	0	0	0	0	0	0	0	0	0	62	96

CODES:

NW - NORTHWEST
 RC - REPUBLIC
 CO - CONTINENTAL

FR - FRONTIER
 UA - UNITED
 WE - WESTERN

DL - DELTA
 AA - AMERICAN

CODES:

GP - GP EXPRESS
 AV - AIRVANTAGE
 GL - GREAT LAKES
 BS - BIG SKY

PO - PIONEER
 ME - MESABA
 NO - NORTHERN
 AC - ATLANTIC COAST

AW - AIR WISCONSIN
 RW - REAL WEST
 NC - NORCANAIR

TYPICAL WEEK

AIRLINE DEREGULATION FLIGHT CHANGES AT NORTH DAKOTA CITIES (1978 - 2000)

(AIRLINE SEATS (ON + OFF) AVAILABLE PER TYPICAL WEEKDAY AT EACH N.D. CITY)

Prepared by:
N.D. Aeronautics Commission
November 2000

DATE	MAJOR AIRLINE AIRPORT					MAJOR DAILY SEATS	REGIONAL AIRLINE AIRPORT					COMBINED TOTAL DAILY SEATS
	BIS	FARGO	GFKS	MINOT	DEVILS LAKE		DICK- INSON	JAMES TOWN	WILL- ISTON	REGIONAL DAILY SEATS		
NOV. '78	3,122	3,624	2,624	1,322	10,692	192		512	170	874	11,566	
JUL. '79	4,406	4,744	2,896	1,274	13,448	416		190	330	936	14,384	
FEB. '82	3,324	3,944	2,266	1,156	10,826	136		136	331	603	11,429	
FEB. '83	3,264	3,844	2,572	1,380	11,060	90		150	234	474	11,534	
MAR. '84	3,574	3,570	2,538	1,538	11,220	60		90	240	390	11,610	
FEB. '87	3,188	2,744	1,100	1,228	8,260	76		152	152	380	8,640	
FEB. '90	3,176	2,330	984	1,472	7,962	76		152	152	380	8,342	
FEB. '91	2,112	2,166	970	1,134	6,382	76		152	152	380	6,762	
FEB. '93	2,016	2,584	1,076	1,398	7,074	190		226	120	536	7,610	
FEB. '94	1,860	2,324	1,204	1,026	6,414	190	152	190	152	684	7,098	
FEB. '95	2,478	2,893	1,084	951	7,406	152	266	228	190	836	8,242	
NOV. '00	1,226	2,344	936	600	5,106	76	152	152	76	456	5,562	

NOTE: On city pair joint routes, seats may be sold upline limiting the number of seats available downline. The report above gives total seats flown at a community per weekday even though it may be occupied by an upline passenger. Regional carriers may have several cities on a route to Minneapolis or from Denver hub so same 19-seat plan will be counted at each stop.

SOURCE: Data compiled from airport managers annual landing fees report, Official Airlines Guide and published airline schedules.

ND AIRLINE SERVICE

August 1978 vs. August 2000

Prepared by:
NDAC 11/10/00

AIRPORT	Daily Departures		Daily Seats		Ave Seats Per Departure
	1978	2000	1978	2000	
BISMARCK	18	10	1,915	613	106
FARGO	17	16	1,799	1,172	106
GRAND FORKS	18	7	1,769	468	98
MINOT	7	3	593	300	85
Total	60	36	6,076	2,553	99
DEVILS LAKE	2	2	100	38	50
DICKINSON	0	4	0	76	0
JAMESTOWN	2	4	292	76	146
WILLISTON	5	2	95	38	19
Total	9	12	487	228	54
GRAND TOTAL	69	48	6,563	2,781	95

(AIRLINE SERVICE XLS)

**NON-PRECISION GPS TOP 38 LIST
STATE OF NORTH DAKOTA**

Prepared by:
N.D. Aeronautics Commission
January 13, 1999

	AIRPORT	RUNWAY END	IDENTIFIER	NOTES
1	GRAFTON	35	GAF	GPS RWY 35 S-35 (500-1) GPS RWY 17 S-17 (700-1)
2	WAHPETON	33	BWP	GPS RWY 33 S-33 (400-1)
3	HETTINGER	30	HEI	GPS RWY 30 S-30 (700-1)
4	RUGBY	30	RUG	GPS RWY 12 S-12 (500-1) GPS RWY 30 S-30 (600-1)
5	MERCER CO - HAZEN	32	ND22	GPS RWY 14 S-14 (600-1) GPS RWY 32 S-32 (700-1)
6	ROLLA	32	06D	GPS RWY 32 S-32 (600-1)
7	CARRINGTON	31	46D	GPS RWY 31 S-31 (600-1)
8	GWINNER		GWR	NDB OR GPS RWY 34 S-34 (700-1)
9	BOTTINEAU	30	D09	GPS RWY 31 S-31 (500-1)
10	GRAND FORKS	8	GFK	GPS RWY 26 S-26 (400-1)
11	WATFORD CITY	30	S25	GPS RWY 30 S-30 (700-1)
12	TIOGA	30	D60	GPS RWY 30 S-30 (600-1)
13	VALLEY CITY	31	6D8	NDB OR GPS RWY 31 S-31 (700-1)
14	GARRISON	31	D05	
15	OAKES	30	2D5	GPS RWY 30 S-30 (600-1)
16	HARVEY	29	ND17	GPS RWY 29 S-29 (600-1) GPS RWY 11 S-11 (500-1)
17	BOWMAN	29	D04	GPS RWY 29 S-29 (500-1)
18	FARGO	26	FAR	
19	COOPERSTOWN	31	S32	GPS RWY 13 S-13 (600-1) GPS RWY 31 S-31 (500-1)
20	CROSBY	30	D50	GPS RWY 30 S-30 (700-1)
21	LANGDON	32	D55	
22	CAVALIER	34	ND06	
23	WALHALLA	33	96D	
24	LINTON	27	ND33	
25	STANLEY	27	06D	
26	NORTHWOOD	26	3ND0	
27	ASHLEY	32	ASY	
28	KENMARE	26	ND26	
29	HILLSBORO	34	5ND6	GPS RWY 16 S-16 (600-1) GPS RWY 34 S-34 (500-1)
30	NEW TOWN	30	06D	
31	BEACH	30	20U	
32	BEULAH	10	95D	
33	PARK RIVER	30	Y37	
34	MAYVILLE	35	D56	
35	NEW ROCKFORD	31	ND47	
36	WISHEK	32	ND70	
37	CASSELTON	31	5N6	VOR/DME OR GPS RWY 31 S-31 (500-1)
38	MANDAN	31	Y19	VOR OR GPS -A C (500-1)

North Dakota Aviation Vision 2000



Presented by:

*North Dakota Aviation Council
North Dakota Aeronautics Commission*

September 2000

ND AVIATION VISION 2000

During four days split in September and November of 1999, a group of interested, but more importantly, dedicated citizens met in Carrington for a Vision Conference related to North Dakota Aviation and its future. The Conference was co-sponsored by the North Dakota Aviation Council and the North Dakota Aeronautics Commission. The expenses for the affair were paid by the Council.

Thirty-four invited people participated during the first session in September. Twenty-eight people returned for the final session in early November to review and finalize the document.

What is now presented will set the tone for North Dakota aviation as we enter the new century and approach the centennial observation of powered flight.

We will provide the reader of this text with a baseline of knowledge of how the aviation industry plans to move forward to that future.

North Dakota Aviation Council

Promoting General Aviation in North Dakota

1999 - 2000

(October 1999)

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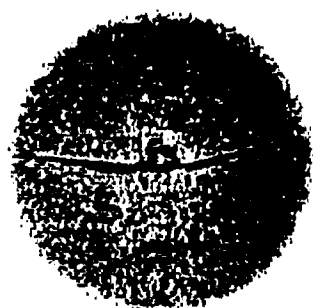
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Robert J. Miller, *Chairman*, Casselton.

Presently a Captain with Northwest Airlines. He is a real estate business owner, manager of the local airport, and active in economic development in the Casselton area. He is a former Air Force pilot and aerial ag applicator. He has been flying 35+ years and has been a member of the Commission since 1985.



Jay B. Lindquist, *Vice Chairman*, Hettinger.

President of Air Dakota Flite, a full service FBO with a strong aerial applicator background. He also has interests in banking, retail and farming. He has been flying for 40+ years and has served on the Commission since 1993.



Cindy K. Schreiber-Beck, *Secretary*, Wahpeton.

Currently serving as the Executive Director of the North Dakota Agriculture Aviation Association (NDAAA). Cindy is an educator involved at the state and national level with aviation/aerospace programs. Cindy is active in Tri-State Aviation which is involved in many facets of the aviation industry including parts fabrication, warbird restoration and general mechanical services. She is active in the Wahpeton area business and education community and has served on the Commission since 1997.



Maurice E. Cook, *Member*, Bismarck.

A practicing lawyer who has, since 1980, limited his practice to serving as bond counsel. He is a current multi-engine rated pilot. He started flying at Hettinger in 1952. He served four years as Commander of the North Dakota Wing of the Civil Air Patrol and ten years as Civil Air Patrol's National Legal Officer. He also served as Chairman of Prairie Public Broadcasting. Maurice was appointed to the Commission in 1999.



Dianne L. Herr, *Member*, Turtle Lake.

This U.S. Postmaster is an active private pilot, Vice President of the ND Chapter of the 99's, member of the North Dakota Pilots Association, and EAA. Dianne is very active in community affairs but finds time for Young Eagles and organizing a well-attended fly-in at the local airport. Diane has served on the Commission since 1998.

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North Dakota's Aviation System of the Future ...



**What
Should It
Be?**

Transportation will be more important to North Dakota's economic and social success in the 21st Century than it has ever been. Because of transportation's growing importance, it is timely to review the current status of aviation, and determine where we think it ought to be in 2020 and beyond.

THURSDAY, SEPTEMBER 23, 1999

10:00 Opening Remarks and Introductions

10:20 Procedure Information

- Purpose
- Workshop Process
- Workshop Tasks
- Strategic Planning

10:40 Planning Information

- Transportation – What Is It?
- Transportation's Role in the Economy
- Importance of Mobility
- Central Question of Importance
- Evolution of Economic Systems
- Where is the Economy Headed?
- What is a Knowledge-Based Economy?
- Evidence of Emerging Knowledge-Based Economy
- Fundamentals Driving Global Economy
- Changes in Knowledge, Technology, Communications, Mobility
- Importance of Mobility in the 21st Century
- The Anna Karenina Principle
- Who Are We?
- Summary
- Implications for Aviation
- One Last Fundamental Question

12:20 Identify Focus Groups

12:30 Lunch

1:30 Focus Group Discussion I – Development of Proposed Vision and Goals

- Vision for the State's Aviation System
 - Infrastructure
 - Business
 - Technology
 - Public Policy
 - Service

FRIDAY, SEPTEMBER 24, 1999

- 8:00 Plenary Session**
- Revised Goals and Strategies
 - Group I
 - Group II
 - Group III
 - Group IV
 - Consensus on Goals and Strategies
- 9:30 Focus Group Discussion III – Evaluation of Opportunities and Challenges**
- Opportunities
 - Strengths
 - Threats
 - Weaknesses
- 11:30 Plenary Session**
- Opportunities and Challenges
 - Group IV
 - Group III
 - Group II
 - Group I
- 12:30 Lunch**
- 1:00 Deliberation**
- Discussion
 - Consensus
- 2:30 Closing Remarks**
- Evaluation of the Process
 - Implementation –Future Steps
- 3:30 Adjourn**

Focus Group Discussion I (continued)

- Goals that Pursue the Vision
 - Infrastructure
 - Business
 - Technology
 - Public Policy
 - Service

2:30 Break

3:00 Plenary Session

- Report of Focus Groups
 - Group IV
 - Group III
 - Group II
 - Group I
- Consensus on Vision

4:00 Focus Group Discussion II – Revise Goals as Necessary and Develop Strategies

- Goals for the State's Aviation System
 - Infrastructure
 - Business
 - Technology
 - Public Policy
 - Service
- Strategies that Result in Goal Attainment
 - Infrastructure
 - Business
 - Technology
 - Public Policy
 - Service

5:30 Recess for Evening

6:00 Dinner

GOAL # 1

STATE-OF-THE-ART INTRASTATE AVIATION SYSTEM

OBJECTIVE #1

-Streamline regulations without sacrificing safety

Task 1 - Federal

- a. Input to ARAC (Aviation Rulemaking Advisory Committee)
- b. Input to NPRM (Notices of Proposed Rulemaking)
 - Monitor activities on both levels
 - Coordinate responses to all changes
- c. Airport Design Changes
- d. Airline Regulations
- e. Environmental Issues
- f. NASAO/FAA Memorandum of Understanding (MOU)

Responsibility:

North Dakota Aeronautics Commission
North Dakota Aviation Alphabet Groups

CURRENT ACTIONS:

- ▶ Responds and monitors NPRM's that impact regional airport's certifications.
- ▶ Reviews FAA changes to airport design manuals, airspace utilization, GPS approach establishments, etc.
- ▶ Evaluates federal and state legislation on scheduled air service and report impacts upon industry in North Dakota to legislative and community leaders.

FUTURE ACTIONS:

- ▶ Provide yearly input to the NASAO/FAA Memorandum of Understanding (MOU)
- ▶ Monitors that the Essential Air Service program objectives are being met for the benefit of ND communities.
- ▶ Continue to coordinate issues for the airports such as storm water, fueling, wildlife hazards, de-icing, noise, historical, archeological and agri-chemical usage for airport management and tenants.

TIME LINE AND ACTION:

- ✓ No time line. Continuous effort. Report to the Aeronautics Commission and North Dakota Aviation Council at the annual aviation symposium.

GOAL # 1

STATE-OF-THE-ART INTRASTATE AVIATION SYSTEM

Objective #1 (cont.) - Streamline regulations without sacrificing safety

Task 2 - State

- a. Review all pertinent NDCC and North Dakota Aeronautics Commission regulations.
- b. Assess other agency regulations and statutes that affect aviation.
- c. Assess needed legislative changes for action
- d. Review intrastate regulations for air carrier in-state operations.
- e. Hold North Dakota Aeronautics Commission hearings related to changes

Responsibility:
North Dakota Aviation Council
North Dakota Aviation Alphabet Groups
North Dakota Aeronautics Commission

FUTURE ACTIONS:

- ▶ The Aeronautics Commission is reviewing all Attorney General and court decisions related to aviation.
- ▶ The NDAAA, grain dealers, ground operators and Agriculture Departments will be reviewing the ag rules and regulations as to their effect on ground and air operations.
- ▶ All Alphabet Groups will receive a letter asking for the organization's review of state regulations and statutes that are onerous to good business practices.
- ▶ North Dakota Health Department is reviewing with the Commission's cooperation the storm water and de-icing policies for "best management" practices.

TIME LINE AND ACTIONS:

- ✓ Any legislative or administrative rule changes shall be submitted by December 10, 2000.

GOAL # 1

STATE-OF-THE-ART INTRASTATE AVIATION SYSTEM

Objective #1 (cont.) -Streamline regulations without sacrificing safety

Task 3 -Local

- a. Encourage Local Zoning Laws to protect the airports.
- b. Identify legislative changes to Zoning Laws to benefit airports and airspace
- c. Educate and encourage local authorities to the importance of a tax base that is large enough to support the airports repair, maintenance and improvements and other normal operating expenses.
- d. Foster emergency air medical access in rural North Dakota.

Responsibility:
North Dakota Aeronautics Commission
AAND Membership Task Force

CURRENT ACTIONS:

- ▶ Visits airports and aviation businesses through airport inspection program to communicate and investigate regulatory impacts.
- ▶ Provides direction to airports via the "Airport Manager's Handbook" for implementing zoning and land use.
- ▶ Commission staff makes themselves available for local sponsors to meet with political leaders to discuss the positive side of a well-financed airport.
- ▶ Developed rural aviation business/airport studies for encouraging economic development partnering, establishing fair and reasonable airport rates and charges, and improving airfield safety for tenants.
- ▶ Developed a Mediport Guide to assist local communities, hospitals and airports establish helicopter and air ambulance access.

FUTURE ACTIONS:

- ▶ AAND to develop association position paper and resolution for zoning law strengthening.
- ▶ Facilitate the creation of a Zoning Task Force to evaluate regulatory needs.

TIME LINE AND ACTIONS:

- ✓ Task Force to report to AAND and Aeronautics Commission for recommended action by December 10, 2000.

GOAL # 1

STATE-OF-THE-ART INTRASTATE AVIATION SYSTEM

OBJECTIVE #2 - Promote Utilization of Latest Technology

Task #1 - Navigation and Communication Improvements

- a. Support the establishment of the WAAS /LAAS system with post haste efforts for GPS approaches.
- b. Assess the needs of local area approved WX reporting systems, AWOS/ASOS, for a state system wide need.
- c. Maintain weather reporting system modernization for safe flight operations.

Responsibility:
North Dakota Aeronautics Commission
Federal Aviation Administration
AAND / NDPA

CURRENT ACTIONS:

- ▶ Monitoring, continually by the Commission, the GPS approach procedure development and implementation. State has 21 new approaches in effect at this time.
- ▶ Upgrade WeatherMation system with new technology of Windows based system with "live" radar depictions.
- ▶ Addresses Navaid needs and requirements via the State System Plan for lighting, beacons, weather systems, landing aids, and communications and radar establishment.
- ▶ Addresses controlled airspace utilization in North Dakota with FAA/ATC regional staff.
- ▶ Programs navaids with FAA Region staff to insure RCO capabilities are achieved.
- ▶ Supports automated weather observation system (AWOS) for rural airports with hospitals, are business and local aviation activity justification. (ie...Gwinner, Bowman, Wahpeton).

FUTURE ACTIONS:

- ▶ ND Aeronautics Commission and ND Aviation Council to create industry wide Ad-Hoc Committee to evaluate weather reporting systems for 2001 contract renewal.
- ▶ Continue to monitor GPS approach progress.
- ▶ Review placements of RCO's and make changes where required.

TIME LINE AND ACTIONS:

- ✓ Commission report to Aviation Council on GPS & RCO issues at 2001 Symposium.
- ✓ AdHoc Committee to report to Aeronautics Commission by April 2001.

GOAL # 1

STATE-OF-THE-ART INTRASTATE AVIATION SYSTEM

Objective #2 (Cont.) - Promote Utilization of Latest Technology

Task #2 - Other Facility Improvements

- a. Assess the needs involved with a card-trol fueling system at all local airports.
- b. Communicate airport design for agri-chemical loading facilities on airports.

Responsibility:
North Dakota Aeronautics Commission
AAND / Local Airport

CURRENT ACTIONS:

- ▶ Provides the information on fueling systems and directs inquiries to those airports that have non-traditional fueling systems.
- ▶ Provides airport management and aerial applicators sample designs for agri-chemical loading facilities along with operating procedures and cleanup practices.
- ▶ Developed agency web site with e-mail access providing for airport aerial photography, licensing and regulatory information, agency functions and aviation links for educational, safety, and governmental ties.
- ▶ Facilitated the purchase and installation of radio-controlled activation of airfield Navaid. This technology offers energy savings to users.

FUTURE ACTIONS:

- ▶ Continue to update and improve agency website for information exchange.
- ▶ AAND to develop cooperative resolution on card-trol systems.

TIME LINE AND ACTIONS:

- ✓ AAND Committee to report at 2001 Symposium.

GOAL # 1

STATE-OF-THE-ART INTRASTATE AVIATION SYSTEM

OBJECTIVE #3 - State System Needs

Task # 1 - Minimum airport system needs

- a. Promote the timely development of NPIAS (Fed) airports to meet those needs defined in both rural and urban environments.
- b. Define the minimum needs of the non-NPIAS airports.
- c. Promote the increased funding of airports from the federal side and the State side of the ledger.
- d. Develop a business plan outline to help all communities access their needs for their communities airport development.

Responsibility:
Airport Management
Local Community and Leaders
FAA Airport District Office (Bismarck & Chicago)
North Dakota Aeronautics Commission

CURRENT ACTIONS:

- ▶ Identified the list of endangered airports. Identified the economic value airports contribute to the state's economy via the State Aviation System Plan.
- ▶ Accesses the needs for the airport system for input into the Capital Improvement Program.
- ▶ Acts as sponsor for the federally mandated program for pavement inspections. PCI's provide for a 4 to 5 year cycle to strategically program funds to preserve statewide pavements.
- ▶ Monitors the federal funding issue and works with state leadership and congressional staffers to maximize the funding for the state.
- ▶ Classifies airports to fit into the emerging roles of communities in North Dakota in respect to both federal and state fiscal constraints.

FUTURE ACTIONS:

- ▶ ND Aeronautics Commission and AAND Ad-Hoc Committee to develop business plan for community airport development.
- ▶ Continue to monitor all funding issues.

TIME LINE AND ACTIONS:

- ✓ Ad-Hoc Committee to report at 2001 Symposium.

GOAL # 2

AVIATION ACCESS TO THE GLOBAL ECONOMY

OBJECTIVE #1 - Competitive Access to Major Hubs for Passenger and Cargo

Task 1 - Define and Identify where competitive access is lacking

- a. Determine why competition is lacking and identify barriers.
- b. Determine what can be done to enhance competition.
- c. Determine who should be approached in management and marketing divisions.
- d. Determine how the approach should be structured through local task force committees.
- e. Determine when to approach
- f. Follow the community approach for partnerships in airline and cargo service proposals.

Responsibility:

North Dakota Aeronautics Commission and FAA
Through a System Planning Study

CURRENT ACTIONS:

- ▶ Updates Aviation System Plan Study Air Service Study (Versions 1987, 1992, and 1995)
- ▶ Addresses industry growth or decline via the Aviation Economic Impact Study to identify areas of concern.
- ▶ Builds community "task forces" to communicate to airline and cargo management. This unified direction is a well designed approach for enhancement of competition.
- ▶ Collects, on a monthly basis, the air service enplanement data and communicates same to community leaders and task forces.
- ▶ Maintains contact list of community and industry leaders to build partnerships.
- ▶ Monitors closely EAS funding for the four commercial service communities.

FUTURE ACTIONS:

- ▶ Update Air Service Study (2002)
- ▶ Update Aviation Impact Study (2000)
- ▶ Monitor EAS Federal Program.

TIME LINE AND ACTIONS:

- ✓ Economic Impact Study presented at 2001 Symposium.

GOAL # 2

AVIATION ACCESS TO THE GLOBAL ECONOMY

Objective #1 (cont.) - Competitive Access to Major Hubs for Passenger and Cargo

Task 2 - Education

- a. Educate people on economic benefit of Fly vs. Drive
- b. Evaluate the leakage of passengers to non-North Dakota airports and relay to public the economic ramifications of passenger leakage.
- c. Collect and communicate relevant load factors, pricing, and yield information to airlines and airport management.

Responsibility:
North Dakota Aeronautics Commission
Commercial Airports (8) in North Dakota
Chambers, CVB's and EDA's of the Communities

CURRENT ACTIONS:

- ▶ Updates Aviation System Planning Study - Economic Impact Study (Versions 1988, 1994, 1999)
- ▶ Promotes additional information to local marketing groups made up of Chambers, CVB's, EDA's and Airports.
- ▶ Collects passenger information from all 8 air carrier airports.
- ▶ Communicates with airline management of carriers serving the state.
- ▶ Analyzes yield data, local factors and route economics.

FUTURE ACTIONS:

- ▶ Sponsored new EAS study from UND Aerospace/Business School Study of Airline Service Needs. (2000)
- ▶ Update Aviation Economic Impact Study (2000)
- ▶ Distribute marketing and advertisement programs to commercial airports.

TIME LINE AND ACTIONS:

- ✓ EAS Study and Aviation Economic Impact Study studies provided at 2001 Symposium.

GOAL #2

AVIATION ACCESS TO THE GLOBAL ECONOMY

Objective #1 (cont.) - Competitive Access to Major Hubs for Passenger and Cargo

Task 3 - Revisit Cargo Study

- a. Review growth on state and national trends.
- b. Investigate freight forwarding needs in North Dakota.
- c. Address impacts of Internet sales on air cargo shipments.
- d. Analyze airport cargo needs through local master plans.

Responsibility:
North Dakota Aeronautics Commission
Commercial Airports (8) in North Dakota
Chambers, CVB's, EDA's in Local Communities

CURRENT ACTIONS:

- ▶ Aviation System Planning Study - Air Cargo
(Last version in 1992)
- ▶ Provides airport management cargo data to insure airport master plans address growing cargo capacity needs in the airport development capital expenditures.
- ▶ Provides rates and charges information to airport management to understand cargo industry fees..
- ▶ Addressed impact of cargo express carriers in relationship to ND FBO's.

FUTURE ACTIONS:

- ▶ Update Air Cargo Study (2001)

TIME LINE AND ACTIONS:

- ✓ Air Cargo Study to presented at the 2004 Symposium.

GOAL # 2

AVIATION ACCESS TO THE GLOBAL ECONOMY

Objective #1 (cont.) - Competitive Access to Major Hubs for Passenger and Cargo

Task 4 - Evaluate Services Provided on Commercial Passenger Airports

- ▶ Passenger comforts
- ▶ Restaurant/bar needs
- ▶ Customer accessibility through intermodal transportation
- ▶ Define additional services, if needed

Responsibility:

Air Carrier Airport Management Team
North Dakota Aeronautics Commission

CURRENT ACTIONS:

- ▶ Assists State Department of Transportation intermodal planning process.
- ▶ Monitor highway access and signage for airports.
- ▶ Communicate public complaints on terminal usage issues to airport management.

FUTURE ACTIONS:

- ▶ Facilitate the creation of the Ad-Hoc Committee made up of air carrier airport managers addressing "Task 4" issues.

TIME LINE AND ACTIONS:

- ✓ Management Team Ad-Hoc Committee to report at 2001 Symposium.

GOAL # 2

AVIATION ACCESS TO THE GLOBAL ECONOMY

OBJECTIVE #2 - Competitive GA access nationally and internationally

Task #1 - ***Educate Local Communities on the Need for GA Services and Facilities for Economic Development***

- a. Revisit economic impact statements to local communities.
- b. Prepare documentation to support findings.
- c. Dispense information to the public.

Responsibility:

Task Force on Competitive GA Access
North Dakota Aviation Council
North Dakota Aeronautics Commission

CURRENT ACTIONS:

- ▶ Provides information from "Airports Needs Study", "Aviation Impact Study", "FBO Study", etc .
- ▶ Seeks out information from national alphabet groups that have additional data.
- ▶ Informs public of aviation impacts through brochures, videos, web site, news media releases, community meetings, studies, public events, etc.
- ▶ Circulates positive aviation stories amongst airports to implement success stories locally.
- ▶ Utilizes "Wannabee" Pilot program to increase aviation awareness.
- ▶ Facilitated the acquisition of "FEMA trailers" for 38 airports across the state for transit and local pilots.

FUTURE ACTIONS:

- ▶ Create "Fly Lewis & Clark Trail" to stimulate need for general aviation services.
- ▶ Formulate meetings to build airport, EDA, and FBO partnerships.
- ▶ Update Economic Impact Study (2000)
- ▶ Facilitate the creation of an Ad-Hoc Committee on competitive GA access.

TIME LINE AND ACTIONS:

- ✓ Ad-Hoc Committee time line set by North Dakota Aviation Council.
- ✓ Fly Lewis & Clark Trail - Complete in 2000.
- ✓ Economic Impact Study presented at 2001 Symposium.

GOAL # 2

AVIATION ACCESS TO THE GLOBAL ECONOMY

Objective #2 (cont.) - Competitive GA access nationally and internationally

Task #2 - Define and Identify Where Competitive Access is Lacking

- a. Nationally
- b. Internationally

Responsibility:
Task Force on Competitive GA Access
North Dakota Aviation Council
North Dakota Aeronautics Commission

CURRENT ACTIONS:

- ▶ Coordinate customs crossings at International Peace Garden Airport, Dunseith, ND and maintain facility to benefit general aviation access to Canada.
- ▶ Monitor, identify and react to national legislation that may be "knee jerk" reactions to an isolated incident.

FUTURE ACTIONS:

- ▶ Monitor access at large hubs to insure general aviation is not restricted.
- ▶ Insure regulations are fair to general aviation industry and that enforcement is uniform nationally.
- ▶ Insure national rules on aerial application are environmentally sound for industry compliance.
- ▶ Facilitate the creation of an Ad-Hoc Committee on competitive GA access.

TIME LINE AND ACTIONS:

- ✓ Ad-Hoc Committee to report at 2001 Symposium.

GOAL # 3

HUMAN CAPITAL BASE TO ADVANCE THE AVIATION SYSTEM

OBJECTIVE #1 - Identify the Human Base Categories

Task # 1 - Initialize a professional survey to access state needs of each category

- a. Pilot
- b. Mechanical
- c. Support
- d. Other

Task #2 - Provide Statistical Analysis of State/national Needs

- a. Pilot
- b. Mechanical
- c. Support
- d. Other

Task #3 - Assess and Develop a Plan of Action to Address These Needs

- a. Build a consensus on survey results among industry groups.
- b. Develop a financial plan to address the needs of aviation in North Dakota.
- c. Identify role of North Dakota education system in training human capital.
- d. Develop educational task force to assist aviation training needs.

Responsibility:
Task Force on Human Capital Needs
Appointed by The North Dakota
Aviation Council

CURRENT ACTIONS:

- ▶ Stimulates pilot starts through the "Wannabee Program".
- ▶ Sponsored management and market seminar for FBO's.
- ▶ Facilitated the "Tort Reform" Bill to help establish aeronautical manufacturing in ND.
- ▶ Supports Aerospace education from K-college levels
 - a. Summer Program - UND/CAS

FUTURE ACTIONS

- ▶ Facilitate the creation of a Human Capital Needs Task Force.

TIME LINE AND ACTIONS:

- ✓ Time lines and Needs Task Force to be set by North Dakota Aviation Council

GOAL # 4

PUBLIC / PRIVATE SUPPORT FOR AVIATION

OBJECTIVE #1 - Education

Task #1 - Assume Proactive Stance

- a. Assemble and assess resources
- b. Assess additional staff/staff reassignment for Program/Administrative Work
- c. Utilize public/private partnerships of commission and aviation council.
- d. Secure federal aviation or educational funding.

Responsibility:
North Dakota Aeronautics Commission
Staff and Commissioners

CURRENT ACTIONS / FUTURE ACTIONS:

- ▶ Continue resources and planning for educational value as:
 - Air Service Study
 - Av-Impact Report
 - Aviation Art Contest
 - Web Page Education
 - Building Partnerships
 - Legislative Communications
- ▶ Identify programs and continue to work with elementary education.
- ▶ Support air shows and fly-ins.
- ▶ Assess staffing needs for budgetary adjustments.

TIME LINE AND ACTIONS:

- ✓ Ongoing. Report at 2001 Symposium.

GOAL # 4

PUBLIC / PRIVATE SUPPORT FOR AVIATION

OBJECTIVE #2 - Promote Partnerships

Task # 1 - Identify Who, What, When, Where and How

- a. Identify need
- b. Determine common ground for partnerships
- c. Identify with whom to partner
- d. Assess level of support/opposition
- e. Determine how to influence
- f. Announce willingness to partner
- g. Assign responsibility to accomplish and administrate partnerships

Responsibility:
North Dakota Aeronautics Commission
North Dakota Aviation Council
AdHoc Committee Set Up on a Needs Basis

CURRENT ACTIONS:

- ▶ Foster community air service task force partnerships.
- ▶ Continue to foster airport construction partnering of sponsor, engineer, contractor.
- ▶ Education of airport authorities for county support agreements to develop and maintain airport system.
- ▶ Continued support of NASAO - FAA MOU.

FUTURE ACTIONS:

- ▶ Re-establish FBO industry seminars for marketing and career training with educational institutions.
- ▶ Utilize Aeronautics Commission portfolios in staff assignments and commission expertise in partnering.
- ▶ Strengthen FBO - Airport - EDA partnering.

TIME LINE AND ACTIONS:

- ✓ Year end report to Symposium meeting. Ongoing effort report to North Dakota Aviation Council and North Dakota Aeronautics Commission.

AVIATION ACTIVITY REPORT

Prepared by NDAC
September, 1999

	1999	1998	1997	1996	1995	1990
AIRCRAFT	1,550	1,674	1,669	1,783	1,750	1,782
SPRAYERS (PRIVATE)	8	5	5	5	7	12
SPRAYERS (COMMERCIAL)	170	187	191	203	197	191
TOTAL AG PLANES USED	284	321	325	366	335	338
TOTAL ACRES SPRAYED	N/A	4,723,120	4,293,078	5,208,800	4,882,450	4,600,000
PILOTS IN NORTH DAKOTA (04/12/99 DATA)						
STUDENTS	386					326
RECREATIONAL	3					0
PRIVATES	1,111					1,600
COMMERCIAL	770					989
ATP'S	193					87
TOTAL PILOTS	2,463					3,002
*NOTE: FLIGHT ENGINEERS: CERT. FLIGHT INSTRUMENT: AND STUDENTS OF WHICH MAJORITY KEEP HOME ADDRESS:	51 290 1,500				*NOTE: IN 1980 THERE WAS 3,980 PILOTS	

NORTH DAKOTA PILOT CHARACTERISTICS

Prepared by: Mark J. Holzer, Aviation Planner
N.D. Aeronautics Commission
September, 1999

Based on 1995 - 1999 North Dakota Aeronautics Commission registry of 2,644 airman, pilot characteristics are:

2,644 Total Certificates
2,541 Male 96%
103 Female 4%

46 Yrs - Ave. Age of Pilot
2,123 Ave. Total Flight Time
100 Ave. Annual Hours Flown

PILOT LOCATION BY REGIONAL ZIP CODE

FAA LICENSE TYPES			ZIP CODE REGION	PILOT ADDRESS %		1991/1999 PLANES REGISTERED%		RATIO/PILOTS PLANE
Private	1,111	42%	GFK	539	22%	297	17%	1.8:1
Commercial	770	29%	FAR	576	23%	434	25%	1.3:1
Air Transport	194	7%	BIS	381	15%	197	11%	1.9:1
Student	386	15%	MOT	325	13%	288	17%	1.1:1
Mechanic	183	7%	JMB	194	8%	155	9%	1.2:1
Total	2,644		DVL	235	9%	164	9%	1.4:1
			DIK	139	6%	98	6%	1.4:1
			WIL	109	4%	85	5%	1.3:1
			TOTAL	2,498		1,718		1.5:1

1997 POPULATION BY AGE GROUPS (GREATER THAN 19 & LESS THAN 80)

AGE GROUP			CITIZEN/PILOT		
NUMBER	PERCENT		NUMBER	PERCENT	
20-29	88,751	20%	328	12%	-8
30-39	92,016	22%	417	16%	-6
40-49	94,388	22%	616	23%	+1
50-59	60,940	14%	485	18%	+4
60-69	50,222	12%	283	11%	-1
70-79	40,236	9%	148	6%	-3
80+	28,398	5%	31	1%	
426,503			26,408		

Medium Age 35.4
(Increase 3.1 since 1990)

Medium Age 46.0
(Increase of 5 since 1990)

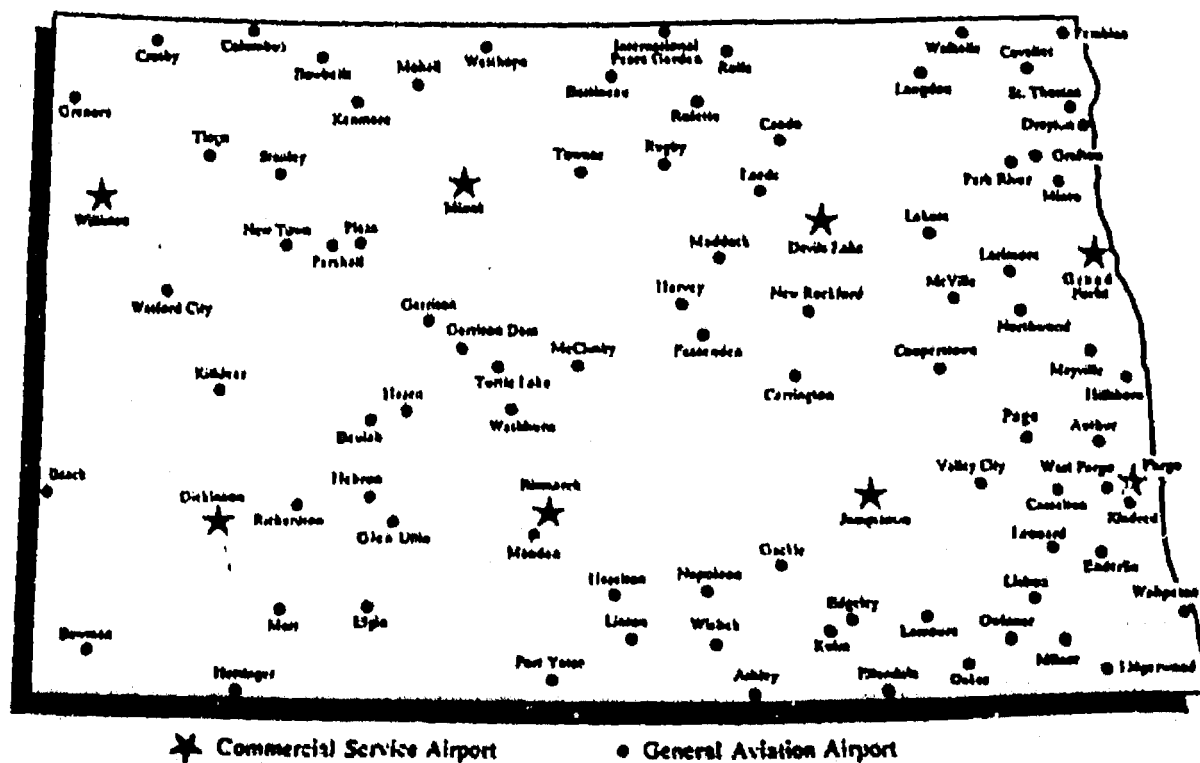


NORTH DAKOTA AVIATION FACTS

Prepared by:
NDAeronautics Commission
September 1999

- \$ 585 million dollars of Aviation Economic Impact occurs annually.
- 8,700 jobs are attributed to aviation activity in North Dakota.
- 1,550 based aircraft, helicopters and ultralight vehicles.
- 2,463 Licensed pilots.
- 93 Public-use owned airports have 57 aviation businesses based on them.
- 200 private grass airfields.
- 6 major airlines service North Dakota: Northwest, Northwest Airlink-Mesaba, Big Sky, United Express-Great Lakes, United Express-Air Wisconsin, United Express-Atlantic Coast.
- 46 years old is average age of pilot.
- 4% of pilots are female.
- 120 aircraft based in North Dakota are twin-engine business corporate type.
- 4 aircraft based in the state are corporate jets.
- 4 airports have jet service (Bismarck-Grand Forks-Fargo-Minot).
- 4 airports have regional commuter service (Devils Lake-Dickinson-Jamestown-Williston).
- 178 spray businesses operate in North Dakota utilizing 284 aircraft and helicopters.
- 10,000 tons of air freight is flown at North Dakota airports.
- 45 travel agencies are in North Dakota.
- 300,000 aircraft landings occur at 8 major airports annually.
- 230,000 aircraft landings occur at 85 general aviation airports.
- 98 airline flights arrive and depart daily in North Dakota.
- 500,000 scheduled airline passenger enplanements occur annually in North Dakota.
- 4.7 million acres are sprayed annually in North Dakota.
- 13 Air Charters provide air taxi service across the state.
- \$ 13,000,000 of airport construction will occur in 1999.
- \$ 372 is the average round trip airfare in North Dakota.
- \$ 212 a day is spent in North Dakota by an air travel visitor.
- 15% of travelers fly between Minneapolis and North Dakota.
- \$ 1.7 million dollars of local property tax is raised to support airports annually.

LOCATION OF PUBLIC-USE AIRPORTS IN NORTH DAKOTA



2-12-01
SB 2006

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HOUSE APPROPRIATIONS COMMITTEE

REPRESENTATIVE REX BEYERLY, CHAIRMAN

REF: SB #2006 - ND AERONAUTICS COMMISSION BUDGET

Mr. Chairman, Members of the Committee;

My name is Greg Haug, I am the Airport Manager of the Bismarck Municipal Airport and I am appearing before you on behalf of the City of Bismarck in support of Senate Bill #2006.

The Bismarck Municipal Airport has undertaken a volume of improvement projects in the last several years. The level of funding required far exceeded our entitlements from the FAA. But with the help of Gary and his staff, increased federal funds were achieved. The ND Aeronautics Commission has assisted us in coordinating with the local, regional and Washington levels of FAA to make these projects possible.

We also appreciate the financial assistance we receive from the ND Aeronautics Commission in the form of matching funds for these federal dollars. With the passage of AIR 21 the aviation investment reform act for the 21st century, the ND Aeronautics Commissions financial support to airports is even more important. Just as the last highway bill dramatically increased funding for road improvements, AIR 21 has doubled capital improvement funding to airports. The ND Aeronautics Commissions matching funds help bring millions of dollars in improvements to the states airports every year.

Beyond the funding they also take the lead role in:

**Airline Negotiations - Keeping fares in check and adequate
service in place, etc...**

Pavement Maintenance Programs

Air Service Studies

Economic Impact Studies

Capital Improvement Planning

Airport Directories...and much more.

We are appreciative of their work and support their programs and encourage you to support passage of Senate Bill #2006. Thank you

SD C 001

JAMESTOWN AIRPORT AUTHORITY

-RADM DON WEISS FIELD-

01.11.01

The Jamestown Airport has been fortunate to participate in the Federal Grant process worth several million dollars over the past few years. We have finished pavement overlay projects on taxiways A, a portion of B, C, D, and E. We are planning \$1.2 Mil in projects this summer to finish taxiway B along with increasing our ramp space. We have narrowed our crosswind runway from 150 feet to 75 feet to meet with FAA recommendations and between now and 2005 we hope to start and complete a \$3 Mil project to rehab our main runway that is 6500 X 150 at the present time.

None of these projects would be possible without the help and assistance of the North Dakota Aeronautics Commission. At present we are working on a new Master Plan update in conjunction with Dickinson, Williston, and Devils Lake. The leader on this project is the North Dakota Aeronautics Commission. By doing this as a package, rather than separate, it will save money initially, and keep costs manageable through collective budgeting for capitol improvements for all four airports rather than four separate airports. It will allow for a more efficient use of state money. We are nearing completion of a Runway Safety Area Study in this same manner of cost sharing that is promising to be a real asset not only to the individual airports but also to the North Dakota Aviation Planning department.

Through innovative planning and cost share methods (working with the North Dakota Aeronautics Commission) we have seen our airports introduce a Pavement Inspection method that is used state wide for pavement replacement planning.

In closing, I have had the ability to travel and meet people from other states in the aviation industry from Florida to California. In most of these states it is a fight for money every year over projects. In North Dakota, it is a cooperative effort that is conducted for the good of aviation that I am proud to say I am a part. Airport Management in North Dakota knows that with the North Dakota Aeronautics Commission, help is only a phone call away.

Thank you,


Joe Nelms, Mgr

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Prepared statement from the President of the Airport Association of North Dakota.

The President of the Airport Association of North Dakota regrets that he could not be here today to speak to you. He asked me on his behalf of the Association's 70 airport and associate members to reinforce the importance of the work done in the past through the North Dakota State Aeronautics Commission and to ask for your continued support of the commission in the work that lies ahead. Now, more than ever, thanks to the passage and implementation of AIR 21, smaller airports are getting federal money to aid in meeting their safety and capacity needs. Teaming together with the Commission we strive to meet those aviation needs and enrich the lives of citizens in those communities. Assisting and with the assistance of the North Dakota Aeronautics Commission we hope to have in place early this year the beginnings of a training program for airports that receive grant monies. It is our belief that through a partnership with the Commission this can grow into an Airport Manager Training Program.



Joe Nelms, Sec/Treas AAND, Jamestown Airport Mgr for
Steve Johnson, President AAND, Exec Dir Grand Forks Airport