

2009 SENATE APPROPRIATIONS

SB 2006

2009 SENATE STANDING COMMITTEE MINUTES

Bill/Resolution No. SB 2006

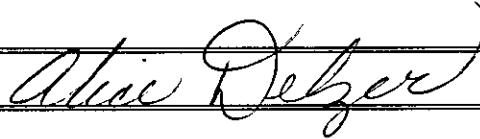
Senate Appropriations Committee

☐ Check here for Conference Committee

Hearing Date: 01-19-2009

Recorder Job Number: 7240

Committee Clerk Signature



Minutes:

V. Chair Bowman called the committee hearing to order at 3:00 pm in reference to SB 2006 in reference to Aeronautics Commission. All committee members were present except Chairman Holmberg, V. Chair Grindberg, Senator Warner, and Senator Krauter who were excused as they were in Washington DC for the inauguration.

Mark Holzer, Interim Director: testified in favor of SB 2006. He had power point in the handout and have pamphlet of information. Written testimony # 1. This written testimony provided all the vital information regarding all the airports in the state. Detailed information from pages 1 to 51 concerning the existing airports and information regarding them is in the written testimony. (29.05) .

V. Chair Bowman: stated that is kind of interesting because when the city of Bowman was in the process of trying to get a longer runway the wet lands was an issue.

Mark Holzer: There isn't a lot of wetlands there but the one that is there is a concern.(15.19)
Mark also talked about the Automated Weather Observation System (AWOS) on page 34.
Page 35 shows how many are installed.

Senator Christmann: asked if they are installed at the airport or if installed somewhere else and the information sent to the airport.

Mark Holzer: They are installed at the airport. Federal Aviation (FAA) owns them. They are required to be within a certain distance from the runway. On page 38 is information regarding airport grants. (19.58)

Senator Robinson: had questions regarding the airport grants.

Mark Holzer replied it is in the packet in the executive summary. It is a good plan and it reflects the needs of the airport. More information in testimony regarding grants was shared. He also reviewed the handout Testimony # 2 (29.49) which mostly consists of brochures and the Airport Directory for 2007-2008 which is produced every two years.(29.05)

Senator Wardner asked if the Civil Air Patrol is connected to you financially.

Mark Holzer : No we do not issue a grant for them. We will work with them on their educational programs. They are not part of our department.

V. Chair Bowman had questions on non piloted planes. Do they have to be monitored? Do they fly at a different level? How do you work that?

Mark Holzer: currently on the airbase in the Grand Forks area it is a congressional mission. That has not been set up they are looking at different levels of flying. The pilots would need to be informed when these aircraft are in the air space. Air traffic control in Minneapolis monitors this.

V. Chair Bowman: as far as controlling them with weather and other obstacles being they are unmanned, someone has to be manning them.

Mark Holzer: Yes. In Grand Forks the Custom Border Staff and a staff of 40 pilots there will be flying them. The Fargo pilots will be instructed and flying in Iraq from Fargo.(34.09)

Tim Thorson, Airport Operations Manager of the Bismarck Airport and currently serve as President of Airport Association of North Dakota (AAND) testified in favor of SB 2006 and provided written testimony # 3 in support of SB 2006. (37.29)

Steve Aldinger, Interstate Engineering, Inc. testified in favor of SB 2006 and provided written testimony # 4 in support of the bill.

Andrew Schneider, Manager of Jamestown Regional Airport testified in favor of SB 2006 and provided written testimony # 5 in support of the bill

V. Chair Bowman closed the hearing on SB 2006.

2009 SENATE STANDING COMMITTEE MINUTES

Bill/Resolution No. SB 2006

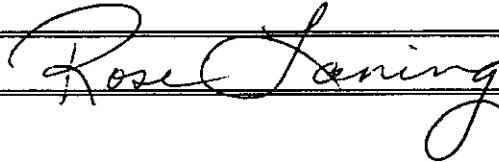
Senate Appropriations Committee

☐ Check here for Conference Committee

Hearing Date: February 9, 2009

Recorder Job Number: 9036 (15:00)

Committee Clerk Signature



Minutes:

Chairman Holmberg called the committee hearing to order on SB 2006

Senator Krebsbach no increases in FTEs and increases the funding in the general aviation grant program, the airport service grant program, on-going maintenance at airports and funding grants for installation of navigational systems and weather observance master plans.

There is no change in the general fund.

Senator Krebsbach moved Do Pass on SB 2006.

Senator Fischer seconded.

A Roll Call vote was taken. Yea: 11 Nay: 0 Absent: 3

Senator Krebsbach will carry the bill on the floor.

Date: 2-09-09
Roll Call Vote #: 1

2009 SENATE STANDING COMMITTEE ROLL CALL VOTES
BILL/RESOLUTION NO. 2006

Senate _____ Committee _____

☐ Check here for Conference Committee

Legislative Council Amendment Number _____

Action Taken ☒ Do Pass ☐ Do Not Pass ☐ Amended

Motion Made By Sen Krebsbach Seconded By Sen Fischer

Representatives	Yes	No	Representatives	Yes	No
Senator Fischer	✓		Senator Warner		
Senator Christmann	✓		Senator Robinson	✓	
Senator Krebsbach	✓		Senator Krauter		
Senator Bowman	✓		Senator Lindaas		
Senator Kilzer	✓		Senator Mathern	✓	
Senator Grindberg	✓		Senator Seymour	✓	
Senator Wardner	✓				
Chairman Holmberg	✓				

Total Yes 11 No 0

Absent 3

Floor Assignment Sen Krebsbach

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

REPORT OF STANDING COMMITTEE (410)
February 9, 2009 4:37 p.m.

Module No: SR-25-2206
Carrier: Krebsbach
Insert LC: . Title: .

REPORT OF STANDING COMMITTEE

SB 2006: Appropriations Committee (Sen. Holmberg, Chairman) recommends DO PASS
(11 YEAS, 0 NAYS, 3 ABSENT AND NOT VOTING). SB 2006 was placed on the
Eleventh order on the calendar.

2009 HOUSE APPROPRIATIONS

SB 2006

2009 HOUSE STANDING COMMITTEE MINUTES

Bill/Resolution No. 2006

House Appropriations Committee
Government Operations Division

☐ Check here for Conference Committee

Hearing Date: 3/2/09

Recorder Job Number: 9975 (0 – 41.10)

Committee Clerk Signature



Minutes:

Chairman Delzer opened the hearing on Senate Bill 2006. Roll was taken at a previous hearing.

Attached testimony:

Written testimony of Mark Holzer- Attachment 2006.3.2.09A (Refers to pages in the Attachment 2006.3.2.09B)

North Dakota Aeronautics Commission 2005-2007 Proposed Budget Packet- Attachment 2006.3.2.09B

Blue Folder- Attachment 2006.3.2.09C

Mike Holzer, Interim Director of the Aeronautics Commission presented his written testimony.

Chairman Delzer: On page four, is that all federal funds?

Mike Holzer, Interim Director: Twelve million was federal and about \$500.0 was state and the remaining funds would be local. The local funds are derived from passenger facility charges.

They charge \$4.50 per passenger per planement to help support the airport.

Chairman Delzer: Is that set by state law or local?

Mike Holzer, Interim Director: It is a tax authorized by federal legislation. They can go up to \$4.50. Some airports have less, but most have \$4.50.

Mr. Holzer continued his testimony on page six.

Chairman Delzer: Is that out of the stimulus package?

Mike Holzer, Interim Director: Yes. Those are federal stimulus funds that the FAA will distribute on a discretionary basis. They do that with a priority system from 1 – 100. We did submit our list of candidates to the FAA and they are looking at those. We hope to hear this week.

Chairman Delzer: Are any of the ones you put in for that also in your budget for the repairs?

Mike Holzer, Interim Director: We do have in the future for overlays. That would be in the budget for 2010.

Chairman Delzer: What happens if you get the money from the stimulus package, what would you do with the money if we appropriate it for these repairs?

Mike Holzer, Interim Director: In ND we generally receive \$20 to \$30 million which we program in our district office in Bismarck. If we get federal jobs bill money it would move some of the airports out of our capital improvement but we do have a backlog of other projects. So if we get some accomplished there are some waiting that we could move up.

Mr. Holzer continued on page ten.

Chairman Delzer: So what you are saying is that if the price of fuel goes over \$2 per gallon we don't get any tax breaks?

Mike Holzer, Interim Director: When the price of fuel goes over \$2 there are no more refunds offered.

Chairman Delzer: So why is it set up where when it the most expensive they can't get a refund. It sounds backwards to me. Is that federal or state?

Mike Holzer, Interim Director: It is state. Our federal tax is at \$. 22 a gallon and state is at \$.08 per gallon.

Chairman Delzer: Why in your construction fund under your fuel tax revenue do you have "0" under fiscal year "08?

Mike Holzer, Interim Director: Because there are no refunds paid in that account. When we do have refunds it will go in to that special fund—the construction fund. The \$.08 goes right now into the special funds fuel account. It is not a percentage.

Chairman Delzer: When you have a carryover of \$3 million, is there a federal rule that we have to have GF cover part of the personnel costs?

Mike Holzer, Interim Director: Those funds go directly to the air carrier airports and the theory behind that legislation in 1976 is that all state citizens should support air carrier airports. For instance in Bismarck, 50% of riders come from outside the city thus the GF was used as a method to support the local airport. Grand Forks is similar—they do have a city tax and a county tax also. Many of the airports serve a 100 – 200 mile radius.

Chairman Delzer: So that goes to the eight major airports?

Mike Holzer, Interim Director: That is correct.

Mr. Holzer continued his testimony on page eleven.

Chairman Delzer: Does the airport sit on the Peace Garden site or is it on the ND or Manitoba side?

Mike Holzer, Interim Director: It has a small apron on the Canadian side and an apron on the US side. There are two aprons.

Chairman Delzer: Is the US responsible for the entire runway?

Mike Holzer, Interim Director: Yes, we are. We did not pay for the overlay of the Canadian side. We are owners of the facility since 1967.

Mr. Holzer continued on page 13.

Representative Kempenich: This number five with the NEXTGEN, where are you at with the next generation technology digital change over?

Mike Holzer, Interim Director: The way the Aeronautics Commission is working with our airports, is that we do have 66 new GPS approaches. We transitioned from NDB which is pretty well out. We are transitioning away from VOR and ILS approaches. We are going with GPS. Next Generation is FA's new focus and is how they will be communicating, so we are looking at working with the airports. It takes a small airport about \$200,000 to survey the airport with the new electronic layout plan to get those GPS approaches.

Representative Kempenich: Is that where a lot of this money is going to go to?

Mike Holzer, Interim Director: That is correct.

Mr. Holzer continued on page 15.

Representative Kempenich: Where are the funds coming from for the education?

Mike Holzer, Interim Director: The fund for education is special funds. That will be coming out of our fuel taxes and registration fees.

Mr. Holzer continued on page 16.

Representative Kempenich: When is the Dickinson Airport construction going to be done?

Mike Holzer, Interim Director: We should be getting bids this fall.

Mr. Holzer continued on page 17.

Representative Meyer: Is the potential site is "E" or is it all of them?

Mike Holzer, Interim Director: The preferred site is "E".

Mr. Holzer continued on page 18.

Representative Berg: Have we had any bird strikes in Bismarck lately?

Mike Holzer, Interim Director: There are none reported. The ones that have been are higher up and reported by corporate pilots. None on low-level flights.

Mr. Holzer continued his testimony by describing the Air Route Maps on the back of the Executive Summary report included in Attachment 2006.3.2.09C.

Representative Kempenich: If the community comes up with a match, where is Bowman on the priority list?

Mike Holzer, Interim Director: The Commission has Bowman ranked as a high priority project. We did designate that they would be getting these federal discretionary funds. Right now we have about \$1 million of their entitlement saved up. We are still about \$6 million short. The community generally has to come up with 2.5%.

Acting Chairman Kempenich closed the hearing.

2009 HOUSE STANDING COMMITTEE MINUTES

Bill/Resolution No. 2006

House Appropriations Committee
Government Operations Division

☐ Check here for Conference Committee

Hearing Date: 3/18/09

Recorder Job Number: 11222

Committee Clerk Signature

Tonya Voegele

Minutes:

Chairman Delzer opened the discussion on Senate Bill 2006.

Chairman Delzer: Roxanne we have equity in this one that needs to come out. Committee members we can discuss them if you want but I think the ones with equity we are going to take it out just like we did the first half.

Representative Berg: Aeronautics has a lot of potential to get stimulus money, I talked to Mark. Here is one of the problems we have in ND. There are some airports that the FAA approves and some that they don't. What happens and I think like Killdeer and Stanley are in desperate need of runway extensions so some of these jets and things can get in there. We have a 50/50 match requirement on those non-FAA runways. So I talked to him and he said that if we increase that match so that the state could put in more, then they could get some of these critical runways extended. There are really two reasons. One would be for economic and the other would be medical. Where we have some hospitals in areas that serve a wide area, they need to be able to get in there in bad weather etcetera. This whole budget is special funds. Their revenue comes from aviation fuel tax and a sales tax on airplanes. I have council putting together an amendment that would provide them some of that latitude. We may want to

slap a sunset clause on that or something but they are going to end up with a lot more money from the stimulus package for airports. If we can, again, target that into some key airports that would be a good thing.

Chairman Delzer: Roxanne do we have any idea whether we are going to need to appropriate the stimulus money in these budgets for an agency like this?

Roxanne Woeste, Legislative Council: To answer your first question that this budget does include some salary equity dollars. The stimulus funding for airports will be going directly to airports so there would be no need to appropriate any of that money for this particular budget bill.

Chairman Delzer: Go ahead and put an amendment together to pull the equity money out. Representative Berg you have the one that you were talking about coming.

Representative Berg: I believe so yes.

Representative Dosch: There really is not anything else. The difference between the operating and capital asset line was work that they completed at the International Peace Gardens. They did an overlay up there that they won't be doing this year. The remaining capital asset line of \$400,000 for the appropriation is to complete some additional work around the International terminal on the US side. Other than that the grants line is increase just because of anticipated additional grant money they have coming in. Like Representative Berg said it is all special funded other than I believe there was \$550,000 that was in there just for matching. Other than that that was it on the budget.

Chairman Delzer: There was \$550,000 of General Fund that goes to the eight big cities.

Representative Dosch: Yes but they primarily use this for match.

Chairman Delzer: It has been there a long time at that level.

Representative Meyer: He did mention that the airport construction that 72% of it is FAA, 4% is state and 24% is local with the mill levy match. Are you going to adjust those too or just the 50/50?

Chairman Delzer: I believe Representative Berg's amendment was only on ones that the FAA money would not apply to.

Representative Berg: That is my understanding.

Representative Meyer: With airport construction with Bowman he had just mentioned to us that 72% of it was 4% state and 24% local match. He had just mentioned that in the stimulus dollars that came in I was just wondering if you looking at bumping that percentage too. That is just on the airport construction.

Representative Dosch: How would that work as far as what would be required as far as a state match? Are there some dollars that would have to be appropriated on that?

Representative Berg: I think we know what they are expecting their special funds to be and so I think that is what we appropriate in the budget. Then when the stimulus package comes in if we don't have it approved by the session it would then I think go through the Emergency Commission and Budget Section.

Chairman Delzer: You are talking about just changing the match on the stimulus money for two years that would go to the non-FAA airports.

Representative Berg: Yes. I didn't put a sunset on that but maybe when we get that amendment we should do that.

Chairman Delzer: I don't know that it majorly affects the budget at all and when the amendment is before us we can just take it up and decide. That would not change any of the grant lines or anything in this bill.

Representative Berg: I don't think so.

Chairman Delzer: Roxanne, any idea?

Roxanne Woeste, Legislative Council: I don't believe it would change any dollar amounts. It would be a statutory change.

Chairman Delzer: Is there anything further on Aeronautics?

Chairman Delzer closed the discussion on Senate Bill 2006.

2009 HOUSE STANDING COMMITTEE MINUTES

Bill/Resolution No. 2006

House Appropriations Committee
Government Operations Division

☐ Check here for Conference Committee

Hearing Date: 3/24/09

Recorder Job Number: 11488

Committee Clerk Signature <i>Tanya Vaegle</i>

Minutes:

Chairman Delzer opened the discussion on Senate Bill 2006.

Chairman Delzer: The amendment that we had asked for so far is 0101 which basically all we did in that was take out the equity money.

Representative Berg: I will move the amendment 0101.

Representative Kempenich: Second.

Representative Glassheim: Could you tell me again why we are wasting time removing the equity.

Chairman Delzer: The majority party does not consider it a waste of time. We do not feel the issue is done. We supported that in the first half so we are supporting it now.

Representative Glassheim: What is going to happen with all of these things? Where are they going or what is supposed to be done with them?

Chairman Delzer: There will be a proposal for some adjustments before we kick everything out. Depending on how that goes anyway you look at it in the end it is going to be in the conference committee as to how they are finished out. That is when the finished product will be

when they are done with that. There will likely be some proposed amendments to what we sent over in the first half.

Representative Glassheim: Is the point to save money? My understanding is that the Senate is going to add it back in. It is just going to add more days to the conference committees. I am not clear on what is attempted to be accomplished.

Chairman Delzer: What is attempted to be accomplished from my stand point at least for what I support what we are doing is to slow the growth in government. We have a minimum 27% growth. If you add the property tax relief you are in the mid thirties and how we can sustain that type of growth in our budget is beyond comprehension to me. If those things don't go it is going to end up being a bunch of us just voting against every budget no matter what. That is the essence of what is being tried to be done. Whether that is the essence of what comes out of it or not who knows. That is why I am supporting it.

Representative Kaldor: Unless Representative Meyer and Representative Glassheim have another thought. I am just going to suggest that maybe you don't want to do these amendments until you have one more member. I think they will all die on a tie. Maybe I am wrong.

Chairman Delzer: That is certainly your options if that is the case then I would guess that we are basically done with work.

Representative Berg: We have all seen the colored chart for equity. I think clearly there are some problems with equity in government. My perspective is a little bit different than the Chairman's but I think we need to deal with this. The problem is we have got to deal with it the same in all of our budgets. This is the little budget that quite frankly will probably get passed and so I would anticipate we will deal with this in a pool type thing like we have done the last

couple of years which I think would allow with whatever money we put in there to go in and equalize some of those. Let's move on then. I just handed out another amendment.

Representative Glassheim: If the purpose is to spend less money because of the growth of government then I can see across the board say what you want we are going to take 10% out of all of the equity budgets. That could be made in OMB without all of this stuff but something else is happening too because if you just wanted to cut expenditures you could do it more easily.

Chairman Delzer: No. We have been told by, our understanding by the Council is that it needs to come out of all of the budgets and then be pooled if that is what in essence we are trying to do. I think that is the essence of just like last biennium there was a pool that they applied for and OMB decided how it went out. We have had some of these arguments already. I think that is the essence of what is going to happen again. It is still going to be an equity pool instead of an equity amount in each budget.

Representative Kaldor: The Governor's Budget included these equity dollars in each of the agency appropriation budgets. If they are going to reduce them they have to do it in each one of the agency budgets because they are in there now.

Representative Glassheim: Can we not do that in OMB?

Chairman Delzer: There is the possibility of having what we call a negative appropriation but it is really messy. We tried that issue with the travel on 2012 saying that a certain percentage of the travel would come out of each budget but you have a number of issues. One it is a negative appropriation that you are going in and saying this comes out. Another issue that you have is the Governor can line item veto that and you have not accomplished anything of what you want because it is going to be a separate section.

Representative Glassheim: I didn't think of that, Thank you.

Representative Berg: Maybe we want to take that up when Representatives Dosch and Thoreson get back. This is not the place we want to battle over equity.

Chairman Delzer: I don't know that it is a real problem. We are going to have the battle over it anyway.

Representative Berg: Question.

A motion was made by Representative Berg, seconded by Representative Kempenich to adopt amendment 98025.0101 to Senate Bill 2006. Amendment failed by voice vote.

Representative Berg: I have amendment 98025.0103.

Representative Berg presented an email from Mark Holzer explaining the amendment.

Chairman Delzer: Do we need to have something put in place for the Aeronautics Commission for the stimulus money?

Roxanne Woeste, Legislative Council: No that is direct money that is going directly to the airports.

Chairman Delzer: Representative Berg, is this something that should be looked at for only two years?

Representative Berg: I have no problems with putting a sunset on it.

Chairman Delzer: For the next two years maybe with the stimulus money make it so that they could be 90% and at a date two years out it goes back to 50%.

Representative Berg: Maybe we should put a four year deal on that. These airport projects are typically longer than two years.

Chairman Delzer: Roxanne do you know if there is a timeline for the stimulus money for use on the airport side.

Roxanne Woeste, Legislative Council: I do not.

Representative Berg: The other thing here is that all of the airports are very aggressive in dividing up what money they have for what airports they have. We have kind of entrusted them to make the decisions on where those priorities should be. So personally I have confidence that it is not like they are going to go out and build a new runway in Stanley without all of the other people that receive this airport money kind of on board that that is a priority.

Representative Meyer: If you want those figures they were in the testimony that we got in our subsection. June 17th 2009 50% of the \$1.1billion or \$550,000 must be awarded within 120 of enactment. February 16, 2010 all funding must be awarded within one year of enactment or the ARRA will be lost. September 30 2010 recovered ARRA funds must be obligated by this date or they will be lost.

Chairman Delzer: They must be obligated but not necessarily be used?

Representative Meyer: Correct.

Chairman Delzer: Two years would work for that.

Representative Berg: I don't have any problems with that.

Chairman Delzer: The question for the most part for me was whether or not we are making the kind of a change that we need to make for a short time because of the stimulus and not make this change permanent because it might change the way things are done in the future.

Representative Berg: The question is what do we want to do with the sunset?

Representative Kempenich: I think if we are going to sunset this we should sunset it in 2012 because with the stimulus money that is coming in and stuff it is going to be a three year deal for the Aeronautics Commission. He told me as much.

Chairman Delzer: Three years to do it but it has to be obligated by September 2010. So you would not need to have this portion go any further than that because this is talking about obligating money not necessarily using it. Is that correct?

Representative Meyer: It says September 30 2010 recovered ARRA funds must be re-obligated by this date or they will be lost. February 16th 2011 priority is given to projects that can be completed within two years of the date of enactment of the ARRA.

Representative Kempenich: Most of the local match has to be in place before the federal funds get used anyways.

Representative Berg: Let's put a two year sunset of July 2011 on it because that way it gives them a push but they can always come back to the legislature. I would assume that we would extend it if we needed to. But I would move those amendments.

Representative Meyer: Second.

Chairman Delzer: We have a motion and a second to adopt these amendments with the sunset clause of July 2011.

A motion was made by Representative Berg, seconded by Representative Meyer to adopt amendment 98025.0103 with the addition of the sunset clause of July 2011 to Senate Bill 2006. Motion carried on a voice vote.

Chairman Delzer: Committee members we do have an odd number now. 0101 failed to be adopted because of a tie. Does someone want to take that back up?

Representative Berg: I would move 0101 again.

Vice Chairman Thoreson: Second.

A motion was made by Representative Berg, seconded by Vice Chairman Thoreson to adopt amendment 98025.0101 to Senate Bill 2006. Motion carried on a voice vote.

Chairman Delzer: Are there any further amendments to 2006? We will hold this just in case Representative Dosch happened to have an amendment to that.

Chairman Delzer closed the discussion on Senate Bill 2006.

2009 HOUSE STANDING COMMITTEE MINUTES

Bill/Resolution No. 2006

House Appropriations Committee
Government Operations Division

☐ Check here for Conference Committee

Hearing Date: 4/1/09

Recorder Job Number: 11630

Committee Clerk Signature	<i>Tonya Voegelé</i>
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Minutes:

Chairman Delzer opened the discussion on Senate Bill 2006.

Chairman Delzer: Committee members we have the rolled together amendment for 2006.

This is the roll together of 0101 and 0103. We adopted both 0101 and 0103 then we have 0104 which is adopted because it is the other two. We need to make sure that it reads the way we want it to read.

Representative Berg: The two amendments here, one just removed the equity and the second one was allowing them to work with airports that are not necessarily FAA priority.

Chairman Delzer: That is the 90% and we have the expiration date of June 30th 2011 on that section.

A motion was made by Representative Berg, seconded by Representative Meyer for a Do Pass, As Amended recommendation to the House Appropriations Full Committee.

Motion carried by a vote of 7-0-1. Representative Dosch will carry the bill.

2009 HOUSE STANDING COMMITTEE MINUTES

Bill/Resolution No. SB 2006

House Appropriations Committee

☐ Check here for Conference Committee

Hearing Date: April 3, 2009

Recorder Job Number: 11711

Committee Clerk Signature

Shirley Brunning

Minutes:

Chm. Svedjan called the committee to order with roll call. A quorum was declared and announcements were made.

Monday morning – we'll come in at 8 am. Then I'll probably break to give the Sections time to finish. The same thing will happen on Tuesday. We have a Committee party on Tuesday night.

Rep. Delzer: Government Operations will be going in after floor session this afternoon.

Chm. Svedjan: You will work between 10:30 and 11:30?

Rep. Delzer: Right.

Chm. Svedjan moved the Committee's work to SB 2006 the Aeronautics Commission, coming out of Government Operations. The carrier is Rep. Dosch and everyone should have Amendment .0104.

Rep. Dosch: The first part removes the equity. Section 2 deals with the distribution of revenue. They are asking for the Committee to be allowed to match up to 50% of the costs for renovations and safety work. This is for small communities like Ashley, Killdeer, etc. **I move the Amendment.**

Rep. Berg: Second.

Rep. Ekstrom: Where has that money been put?

Chm. Svedjan: It is being tracked and I think it will be very easy for Legislative Council to provide that.

Rep. Delzer: This amendment is sunsetted for the next two years. At the end of two years it will go back to 50 percent.

Rep. Skarphol: What do you anticipate the cost of that change to be?

Rep. Dosch: This is funded with Special Funds with the exception of \$550,000 from General Fund. Funding for this is out of airport excise tax and aviation fuel tax.

Rep. Skarphol: You are moving from 50% to 90% that I'm not opposed to it. I'm just curious of the cost would be of that change.

Rep. Berg: We need better airports up in the oil patch and they are not eligible for FAA money. There is talk of \$6B in the stimulus package for airport construction. The major airports automatically get a cut. This would allow the smaller airports to extend their traffic to bring jet traffic in.

Chm. Svedjan: The stimulus money goes directly to the Commission?

Rep. Berg: Yes.

Voice vote to adopt the amendment .0104. Motion carried. Amendments adopted.

Rep. Dosch moved a Do Pass as Amended. Rep. Glassheim: Second.

Rep. Wald: item 10 on the Green sheet says, "Provides one-time funding for International Peace Garden. Isn't that completed?

Rep. Kempenich: It is complete. That was for last year.

Rep. Delzer: The runway is completed. The terminal is not.

Roll Call Vote Taken on SB 2006 as amended: Yes 24 No 0 Absent 1, Motion Carried. Carrier: Rep. Dosch.

March 24, 2009

VK
4/3/09
1082

PROPOSED AMENDMENTS TO SENATE BILL NO. 2006

Page 1, line 2, after "commission" insert "; to amend and reenact section 57-43.3-06 of the North Dakota Century Code, relating to use of special funds received by the aeronautics commission; and to provide an expiration date"

Page 1, line 11, replace "103,918" with "84,502" and replace "906,650" with "887,234"

Page 1, line 15, replace "5,866,046" with "5,846,630" and replace "12,938,082" with "12,918,666"

Page 1, line 16, replace "5,866,046" with "5,846,630" and replace "12,388,082" with "12,368,666"

Page 1, after line 18, insert:

"SECTION 2. AMENDMENT. Section 57-43.3-06 of the North Dakota Century Code is amended and reenacted as follows:

57-43.3-06. Distribution of revenue. The tax collected by the commissioner pursuant to section 57-43.3-04 must be deposited by the commissioner in the office of the state treasurer, who shall deposit such moneys in a special fund known as the state aeronautics commission special fund. These funds are appropriated to the commission, and must be disbursed by warrant-check prepared by the office of management and budget upon vouchers submitted by the commission and approved by the office of management and budget, for commission administration and the purpose of ~~matching of any funds made available by political subdivisions or airport authorities of this state, the state, or the United States, only~~ providing up to ninety percent of the project costs if the political subdivision or airport authority is not qualified for or does not receive any funds under section 2-05-06.5. These funds must be used for airport construction or improvement projects, including airport administration and terminal buildings, hangars, landing strips for aircraft, and purchase of sites for airports or landing fields and easements and for maintenance, clearing of sites, marking, lighting, and engineering and navigational aids, all related to aeronautics in amounts as the commission may determine and upon projects as the commission may approve.

SECTION 3. EXPIRATION DATE. Section 2 of this Act is effective through June 30, 2011, and after that date is ineffective."

Renumber accordingly

STATEMENT OF PURPOSE OF AMENDMENT - LC 98025.0104 FN 2

A copy of the statement of purpose of amendment is attached.

STATEMENT OF PURPOSE OF AMENDMENT:**Senate Bill No. 2006 - Aeronautics Commission - House Action**

	Executive Budget	Senate Version	House Changes	House Version
Salaries and wages	\$906,650	\$906,650	(\$19,416)	\$887,234
Operating expenses	1,841,432	1,841,432		1,841,432
Capital assets	400,000	400,000		400,000
Grants	9,790,000	9,790,000		9,790,000
Total all funds	\$12,938,082	\$12,938,082	(\$19,416)	\$12,918,666
Less estimated income	12,388,082	12,388,082	(19,416)	12,368,666
General fund	\$550,000	\$550,000	\$0	\$550,000
FTE	6.00	6.00	0.00	6.00

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

	Removes Salary Equity Funding¹	Total House Changes
Salaries and wages	(\$19,416)	(\$19,416)
Operating expenses		
Capital assets		
Grants		
Total all funds	(\$19,416)	(\$19,416)
Less estimated income	(19,416)	(19,416)
General fund	\$0	\$0
FTE	0.00	0.00

¹ This amendment removes funding added in the executive budget for state employee salary equity adjustments.

This amendment also amends North Dakota Century Code Section 57-43.3-06 relating to use of special funds received by the Aeronautics Commission.

Date: 4/3/09
Roll Call Vote #: 1

2009 HOUSE STANDING COMMITTEE ROLL CALL VOTES
BILL/RESOLUTION NO. 2006

Full House Appropriations Committee

☐ Check here for Conference Committee

Legislative Council Amendment Number .0104

Action Taken Adopt Amendment .0104

Motion Made By Dosch Seconded By Berg

Representatives	Yes	No	Representatives	Yes	No
Chairman Svedjan					
Vice Chairman Kempenich					
Rep. Skarphol			Rep. Kroeber		
Rep. Wald			Rep. Onstad		
Rep. Hawken			Rep. Williams		
Rep. Klein					
Rep. Martinson					
Rep. Delzer			Rep. Glassheim		
Rep. Thoreson			Rep. Kaldor		
Rep. Berg			Rep. Meyer		
Rep. Dosch					
Rep. Pollert			Rep. Ekstrom		
Rep. Bellew			Rep. Kerzman		
Rep. Kreidt			Rep. Metcalf		
Rep. Nelson					
Rep. Wieland					

Total (Yes) _____ No _____

Absent _____

Floor Assignment Vote - carries

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

2009 HOUSE STANDING COMMITTEE ROLL CALL VOTES
BILL/RESOLUTION NO. 2006

House House Appropriations- Government Operations Committee

☐ Check here for Conference Committee

Legislative Council Amendment Number 98025.0104

Action Taken Do Pass As Amended

☐ Voice Vote

☒ Roll Call Vote

Motion Made By Representative Berg: Seconded By Representative Meyer:

Representatives	Yes	No	Representatives	Yes	No
Chairman Delzer	X		Representative Glassheim	X	
Vice Chairman Thoreson	X		Representative Meyer	X	
Representative Kempenich	X		Representative Kaldor		
Representative Berg	X				
Representative Dosch	X				

Total (Yes) 7 No 0

Absent 1

Floor Assignment Representative Dosch:

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

Date: 4/3/09
Roll Call Vote #: 2

2009 HOUSE STANDING COMMITTEE ROLL CALL VOTES
BILL/RESOLUTION NO. 2006

Full House Appropriations Committee

☐ Check here for Conference Committee

Legislative Council Amendment Number 0104

Action Taken No Pass is Amended

Motion Made By Dosch Seconded By Glassheim

Representatives	Yes	No	Representatives	Yes	No
Chairman Svedjan	✓				
Vice Chairman Kempenich	✓				
Rep. Skarphol	✓		Rep. Kroeber	✓	
Rep. Wald	✓		Rep. Onstad	✓	
Rep. Hawken	✓		Rep. Williams	✓	
Rep. Klein	✓				
Rep. Martinson	✓				
Rep. Delzer	✓		Rep. Glassheim	✓	
Rep. Thoreson	✓		Rep. Kaldor	✓	
Rep. Berg	✓		Rep. Meyer	✓	
Rep. Dosch	✓				
Rep. Pollert	✓		Rep. Ekstrom	✓	
Rep. Bellew	✓		Rep. Kerzman	✓	
Rep. Kreidt	✓		Rep. Metcalf	✓	
Rep. Nelson	✓				
Rep. Wieland	✓				

Total (Yes) 24 No 0

Absent 1

Floor Assignment Dosch

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

REPORT OF STANDING COMMITTEE

SB 2006: Appropriations Committee (Rep. Svedjan, Chairman) recommends **AMENDMENTS AS FOLLOWS** and when so amended, recommends **DO PASS** (24 YEAS, 0 NAYS, 1 ABSENT AND NOT VOTING). SB 2006 was placed on the Sixth order on the calendar.

Page 1, line 2, after "commission" insert "; to amend and reenact section 57-43.3-06 of the North Dakota Century Code, relating to use of special funds received by the aeronautics commission; and to provide an expiration date"

Page 1, line 11, replace "103,918" with "84,502" and replace "906,650" with "887,234"

Page 1, line 15, replace "5,866,046" with "5,846,630" and replace "12,938,082" with "12,918,666"

Page 1, line 16, replace "5,866,046" with "5,846,630" and replace "12,388,082" with "12,368,666"

Page 1, after line 18, insert:

"SECTION 2. AMENDMENT. Section 57-43.3-06 of the North Dakota Century Code is amended and reenacted as follows:

57-43.3-06. Distribution of revenue. The tax collected by the commissioner pursuant to section 57-43.3-04 must be deposited by the commissioner in the office of the state treasurer, who shall deposit such moneys in a special fund known as the state aeronautics commission special fund. These funds are appropriated to the commission, and must be disbursed by warrant-check prepared by the office of management and budget upon vouchers submitted by the commission and approved by the office of management and budget, for commission administration and the purpose of matching of any funds made available by political subdivisions or airport authorities of this state, the state, or the United States, only providing up to ninety percent of the project costs if the political subdivision or airport authority is not qualified for or does not receive any funds under section 2-05-06.5. These funds must be used for airport construction or improvement projects, including airport administration and terminal buildings, hangars, landing strips for aircraft, and purchase of sites for airports or landing fields and easements and for maintenance, clearing of sites, marking, lighting, and engineering and navigational aids, all related to aeronautics in amounts as the commission may determine and upon projects as the commission may approve.

SECTION 3. EXPIRATION DATE. Section 2 of this Act is effective through June 30, 2011, and after that date is ineffective."

Renumber accordingly

STATEMENT OF PURPOSE OF AMENDMENT - LC 98025.0104 FN 2

A copy of the statement of purpose of amendment is on file in the Legislative Council Office.

2009 SENATE APPROPRIATIONS

CONFERENCE COMMITTEE

SB 2006

2009 SENATE STANDING COMMITTEE MINUTES

Bill/Resolution No. SB 2006 Conference Committee

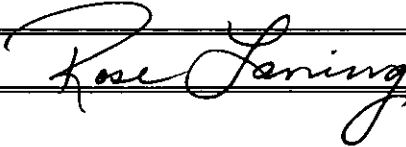
Senate Appropriations Committee

☒ Check here for Conference Committee

Hearing Date: 04-20-09

Recorder Job Number: 12025

Committee Clerk Signature



Minutes:

Chairman Krebsbach opened the conference committee meeting at 5:30 pm on SB 2006 concerning the Aeronautics Commission. Roll call was taken. **Senators Bowman, Seymour; Representatives Dosch, Thoreson and Meyer** were present.

Senator Krebsbach explained the changes.

Rep. Dosch: The equity issue is still hanging out there. The only other thing that we did to the bill was that we amended section 2, the 2nd page of bill. Mark Holzer from Aeronautics Commission brought to our committee, this kind of developed after it went out of the Senate, and one issue that he was having is that currently under law the aeronautics commission can only match 50% of the safety renovations and such to non public airports. Currently any of the federal airports, when they receive Federal Aviation Administration (FAA) grants (normally they are 90% paid for by the FAA), fortunately in North Dakota we have 36 non federal airports and by law the aeronautics commission is limited to pay for only 50% of any improvements to those airports. Currently of those 36 non federal airports in the state, about ½ are below the minimum are below the threshold as far as runway landing safety. This includes airports like Ashley, Killdeer, West Fargo, and Enderlin. Basically it is a lot of our small communities. They asked permission to provide up to 90% state funding for these and basically the aeronautics commission, all of the money, we put in \$550,000 of general funds. Everything else in their

budget is all special funded. Money that they raise from the excise tax and fuel tax is what funds the aeronautics commission. They asked for a two year period if they could go from 50% to 90% matching for these small airports. It is up to the aeronautics commission having the special fund dollars to do it. We thought that was reasonable and could help out smaller airports. That is basically the changes we made.

Senator Krebsbach: That is coming out of special or federal funds?

Representative Dosch: No, that would just come out of the aeronautics fund. Any of the federal dollars that the aeronautics commission receives has to go to federal airports. They cannot use any of that money in the small airports. That's the problem. It is because these are non-federal airports that money cannot be used there.

Senator Bowman: With the new match of 90% to other airports, does that jeopardize any of the projects that we currently have that use the 90% federal match? Now we're going to increase the 90% pool. Is that inclusive to all of them, or are the other federally funded airports apart from this in this new formula?

Senator Krebsbach: There is no one here from aeronautics commission.

Representative Meyer: It is my understanding that a great deal of money was going to go to the FAA from the federal stimulus dollars.

Representative Dosch: There is an additional \$6.2 million in SB 2006 of grant safety money coming into their budget. There is also under the stimulus another substantial amount of money that goes directly to them. They are going to have quite a few dollars. The stimulus money has to go to the federal airports and they already have projects identified.

Senator Bowman: Is that the reason the expiration date is on there, because the stimulus dollars will be gone?

Representative Dosch: Yes.

Senator Krebsbach: Are there any other questions regarding the changes that the House made?

Representative Dosch: (Handed out information regarding the amendments— See Attached # 1)

Senator Krebsbach: So then you did take out all of the equity funding?

Representative Meyer: Yes.

Senator Krebsbach: You removed the equity funding and then you increased the 50% for projects for the smaller airports, the non federal ones?

Representative Dosch: That is correct.

Senator Bowman: I have no problem with these amendments. If there is other stimulus money that is available it is a perfect time to use that money. If the match that we put in there is enough to give us this money back, that 90%, it is the best scenario you can get to help these small airports modernize and update. All we need to do as far as I am concerned is figure out salary equities and we can be done.

(Committee agrees)

Senator Krebsbach: I am not going to schedule another meeting until we have the equity issue resolved.

Senator Krebsbach Recessed on SB 2006.

2009 SENATE STANDING COMMITTEE MINUTES

Bill/Resolution No. SB 2006 conference committee

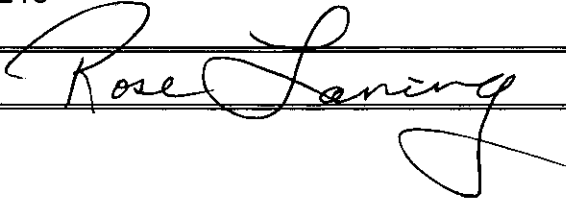
Senate Appropriations Committee

☒ Check here for Conference Committee

Hearing Date: April 24, 2009

Recorder Job Number: 12216

Committee Clerk Signature



Minutes:

Senator Krebsbach called the conference committee hearing to order on SB 2006 which concerns the Aeronautics Commission. The minutes are to reflect that all members are present: **Senators Krebsbach, Bowman, Seymour; Representatives Dosch, Thoreson and Meyer. Roxanne Woeste**, Legislative Council and **Sandy Deis**, OMB.

Senator Krebsbach: As I recall the only thing left unsettled on this bill was the equity. I think we have come to an agreement on equity and I would entertain a motion to do what we need to.

Senator Bowman: I move that we do what we need to.

Rep. Thoreson: Roxanne, the Senate would accede to the House amendment – because we removed the equity and then we also put on another amendment.

Senator Krebsbach: That's right.

Senator Bowman: I then move that the Senate accede to House amendments.

Rep. Dosch seconded.

Senator Krebsbach: Any other discussion? Hearing none, all those in favor signify by saying Aye.

Unanimous Voice vote passed.

Senator Krebsbach adjourned the meeting.

REPORT OF CONFERENCE COMMITTEE
(ACCEDE/RECEDE)

Bill Number SB 2006, as (re)engrossed):

Date: April 24, 2009

Your Conference Committee Senate Appropriations

For the Senate:

For the House:

	YES / NO			YES / NO	
✓ Krebsbach			✓ Dosch		
✓ Bowman			✓ Thoreson		
✓ Seymour			✓ Meyer		

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

the (Senate/House) amendments on (SJ/HJ) page(s) 1246 - 1247

✓ and place SB 2006 on the Seventh order.

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

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

~~((Re)Engrossed)~~ SB 2006 was placed on the Seventh order of business on the calendar.

DATE: _____

CARRIER: _____

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

MOTION MADE BY: Sen. Bowman

SECONDED BY: Rep. Dosch

VOTE COUNT 6 YES 0 NO 0 ABSENT

REPORT OF CONFERENCE COMMITTEE

SB 2006: Your conference committee (Sens. Krebsbach, Bowman, Seymour and Reps. Dosch, Thoreson, S. Meyer) recommends that the **SENATE ACCEDE** to the House amendments on SJ pages 1246-1247 and place SB 2006 on the Seventh order.

SB 2006 was placed on the Seventh order of business on the calendar.

2009 TESTIMONY

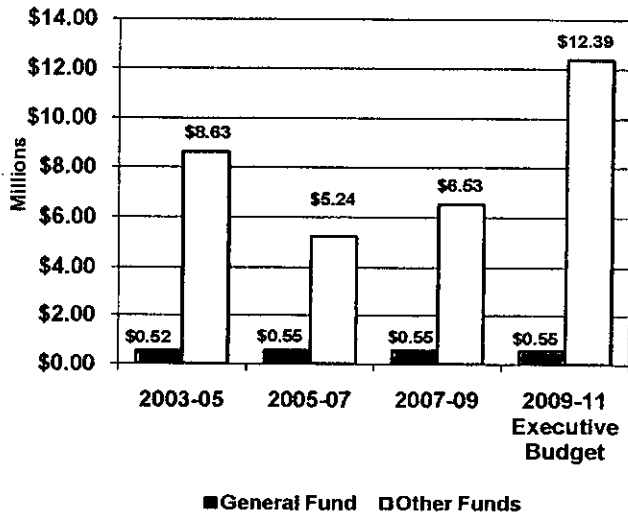
SB 2006

Department 412 - Aeronautics Commission
Senate Bill No. 2006

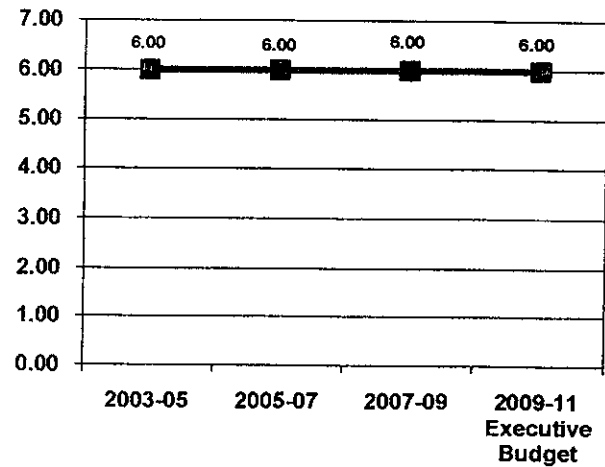
	FTE Positions	General Fund	Other Funds	Total
2009-11 Executive Budget	6.00	\$550,000	\$12,388,082	\$12,938,082
2007-09 Legislative Appropriations	6.00	550,000	6,528,084	7,078,084 ¹
Increase (Decrease)	0.00	\$0	\$5,859,998	\$5,859,998

¹The 2007-09 appropriation amounts include \$6,048 of other funds for the agency's share of the \$10 million funding pool appropriated to the Office of Management and Budget for special market equity adjustments for classified employees. The 2007-09 appropriation amounts do not include \$2,820,153 of additional special funds authority resulting from Emergency Commission action during the 2007-09 biennium.

Agency Funding



FTE Positions



Ongoing and One-Time General Fund Appropriations

	Ongoing General Fund Appropriation	One-Time General Fund Appropriation	Total General Fund Appropriation
2009-11 Executive Budget	\$550,000	\$0	\$550,000
2007-09 Legislative Appropriations	550,000	0	550,000
Increase (Decrease)	\$0	\$0	\$0

Executive Budget Highlights

	General Fund	Other Funds	Total
1. Provides funding of \$19,416 to address salary equity issues, including \$1,200 for related second-year salary increases		\$19,416	\$19,416
2. Increases funding for the general aviation grant program from \$1,500,000 to \$2,530,000		\$1,030,000	\$1,030,000
3. Increases funding for the air service airport grant program from \$2,000,000 to \$3,300,000		\$1,300,000	\$1,300,000
4. Increases funding for aviation education grants from \$75,000 to \$100,000		\$25,000	\$25,000
5. Provides funding for increased ongoing maintenance costs for the two state-owned airports at the International Peace Garden and Riverdale		\$20,000	\$20,000
6. Provides funding for increased aircraft maintenance costs		\$975	\$975
7. Provides funding for grants to airports for installation of ADS-B navigational systems		\$900,000	\$900,000
8. Provides funding for grants to airports for automated weather observing systems and master plans		\$2,960,000	\$2,960,000

9. Removes capital assets funding for the 2007-09 biennium	(\$734,000)	(\$734,000)
10. Provides one-time funding for construction of a terminal at the International Peace Garden airport, installation of wildlife fencing, and reconstruction of the walkway from the airport terminal to United States Customs	\$400,000	\$400,000

Continuing Appropriations

There are no continuing appropriations for this agency.

Major Related Legislation

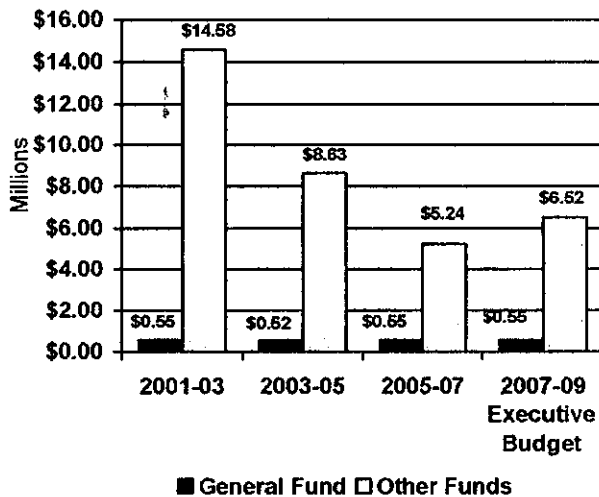
At this time, no major legislation has been introduced affecting this agency.

Department 412 - Aeronautics Commission
House Bill No. 1006

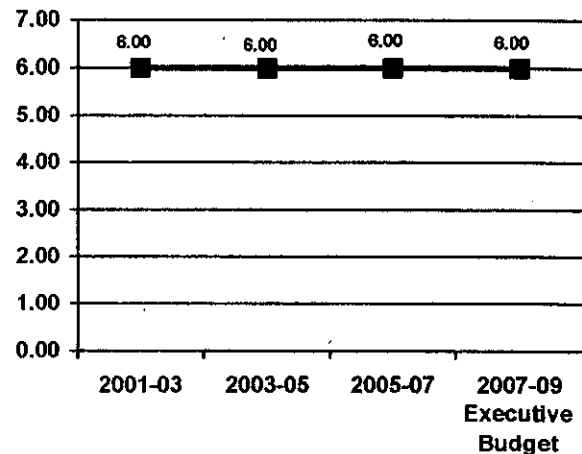
	FTE Positions	General Fund	Other Funds	Total
2007-09 Executive Budget	6.00	\$550,000	\$6,522,844	\$7,072,844
2005-07 Legislative Appropriations	6.00	550,187	5,240,118	5,790,305 ¹
Increase (Decrease)	0.00	(\$187)	\$1,282,726	\$1,282,539

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

Agency Funding:



FTE Positions



First House Action

Attached is a summary of first house changes.

Executive Budget Highlights

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

Continuing Appropriations

o continuing appropriations for this agency.

Other Sections in Bill

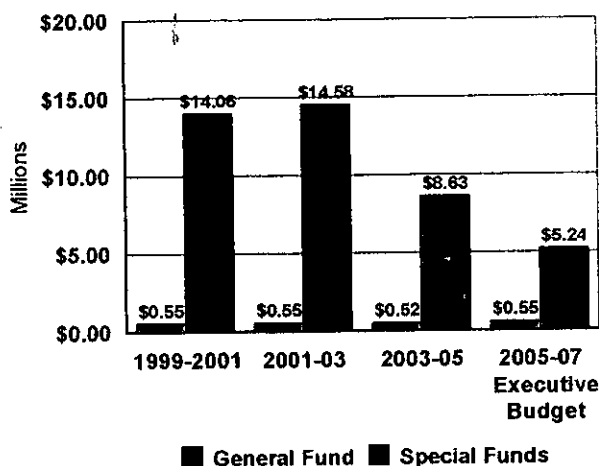
House Bill No. 1027 - This bill establishes and provides a \$5 million appropriation for a rural airport economic development fund for grants to public airports owned or operated by a public entity or to airports operated by an airport authority.

Department 412 - Aeronautics Commission
Senate Bill No. 2006

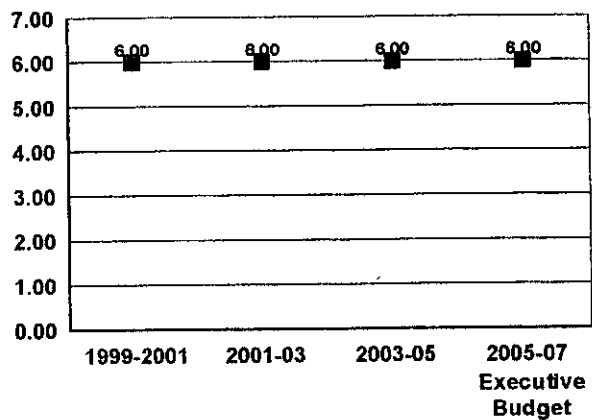
	FTE Positions	General Fund	Other Funds	Total
2005-07 Executive Budget	6.00	\$550,187	\$5,237,914	\$5,788,101
2003-05 Legislative Appropriations	6.00	522,500	8,630,350 ¹	9,152,850
Increase (Decrease)	0.00	\$27,687	(\$3,392,436)	(\$3,364,749)

¹The 2003-05 appropriation amounts have been adjusted to reflect a special funds appropriation reduction of \$6,942 relating to an information technology reduction provided for in Section 3 of House Bill No. 1505.

Agency Funding



FTE Positions



Executive Budget Highlights

	General Fund	Other Funds	Total
1. Increases operating expenses to provide funding for ConnectND charges	\$187	\$3,093	\$3,280
2. Provides funding for anticipated increase in office space rental		\$20,000	\$20,000
3. Increases funding for information technology contractual services (\$20,000) and information technology equipment (\$14,000)		\$34,000	\$34,000
4. Increases funding for operating expenses for travel relating to charter services for completion of airport inspections		\$11,000	\$11,000
5. Increases funding from the general fund by \$27,500 for the air service grant program from \$522,500 to \$550,000	\$27,500		\$27,500
6. Removes federal funding for the air service grant program (\$1,750,000) and the general aviation airport grant program (\$1,750,000). The appropriation of federal funds was to accommodate the possibility of the Federal Aviation Administration directing the states to administer the federal airport block grant program, and the Federal Aviation Administration has not yet decided if the federal airport block grant program will be transferred to the states.		(\$3,500,000)	(\$3,500,000)

Major Related Legislation

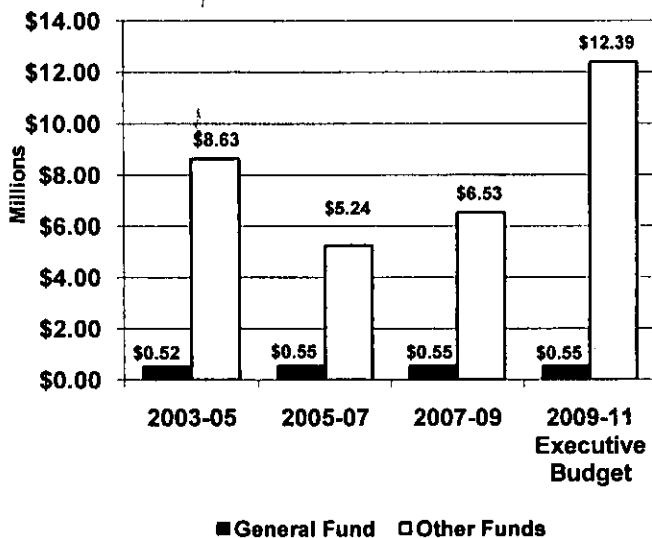
At this time, no major legislation has been introduced affecting this agency.

Department 412 - Aeronautics Commission
Senate Bill No. 2006

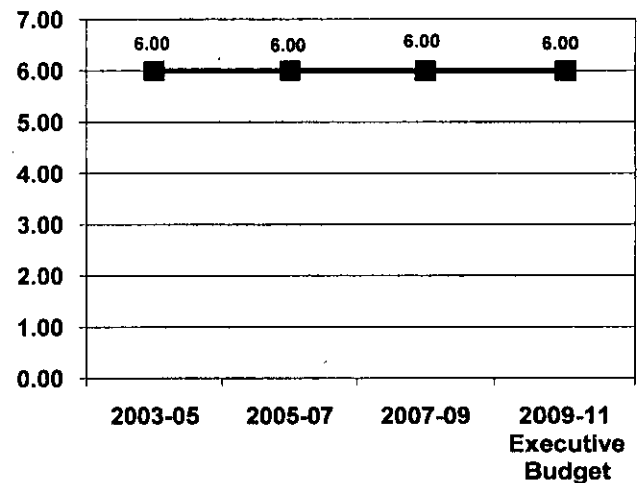
	FTE Positions	General Fund	Other Funds	Total
2009-11 Executive Budget	6.00	\$550,000	\$12,388,082	\$12,938,082
2007-09 Legislative Appropriations	6.00	550,000	6,528,084	7,078,084 ¹
Increase (Decrease)	0.00	\$0	\$5,859,998	\$5,859,998

¹The 2007-09 appropriation amounts include \$6,048 of other funds for the agency's share of the \$10 million funding pool appropriated to the Office of Management and Budget for special market equity adjustments for classified employees. The 2007-09 appropriation amounts do not include \$2,820,153 of additional special funds authority resulting from Emergency Commission action during the 2007-09 biennium.

Agency Funding



FTE Positions



Ongoing and One-Time General Fund Appropriations

	Ongoing General Fund Appropriation	One-Time General Fund Appropriation	Total General Fund Appropriation
2009-11 Executive Budget	\$550,000	\$0	\$550,000
2007-09 Legislative Appropriations	550,000	0	550,000
Increase (Decrease)	\$0	\$0	\$0

First House Action

The Senate did not change the executive budget recommendation for the Aeronautics Commission. Attached is a summary of first house changes.

Executive Budget Highlights

	General Fund	Other Funds	Total
1. Provides funding of \$19,416 to address salary equity issues, including \$1,200 for related second-year salary increases		\$19,416	\$19,416
2. Increases funding for the general aviation grant program from \$1,500,000 to \$2,530,000		\$1,030,000	\$1,030,000
3. Increases funding for the air service airport grant program from \$2,000,000 to \$3,300,000		\$1,300,000	\$1,300,000
4. Increases funding for aviation education grants from \$75,000 to \$100,000		\$25,000	\$25,000
5. Provides funding for increased ongoing maintenance costs for the two state-owned airports at the International Peace Garden and Riverdale		\$20,000	\$20,000
6. Provides funding for increased aircraft maintenance costs		\$975	\$975

7. Provides funding for grants to airports for installation of ADS-B navigational systems	\$900,000	\$900,000
8. Provides funding for grants to airports for automated weather observing systems and master plans	\$2,960,000	\$2,960,000
9. Removes capital assets funding for the 2007-09 biennium	(\$734,000)	(\$734,000)
10. Provides one-time funding for construction of a terminal at the International Peace Garden airport, installation of wildlife fencing, and reconstruction of the walkway from the airport terminal to United States Customs	\$400,000	\$400,000

Continuing Appropriations

There are no continuing appropriations for this agency.

Major Related Legislation

No major legislation is under consideration affecting this agency.

ATTACH:1

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

	Executive Budget	Senate Changes	Senate Version
Aeronautics Commission			
Salaries and wages	\$906,650		\$906,650
Operating expenses	1,841,432		1,841,432
Capital assets	400,000		400,000
Grants	<u>9,790,000</u>		<u>9,790,000</u>
Total all funds	\$12,938,082	\$0	\$12,938,082
Less estimated income	<u>12,388,082</u>	<u>0</u>	<u>12,388,082</u>
General fund	\$550,000	\$0	\$550,000
FTE	6.00	0.00	6.00
Bill Total			
Total all funds	\$12,938,082	\$0	\$12,938,082
Less estimated income	<u>12,388,082</u>	<u>0</u>	<u>12,388,082</u>
General fund	\$550,000	\$0	\$550,000
FTE	6.00	0.00	6.00

Senate Bill No. 2006 - Aeronautics Commission - Senate Action

The Senate did not change the executive budget recommendation for the Aeronautics Commission.

ND AERONAUTICS COMMISSION MEMBERS



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



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



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



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



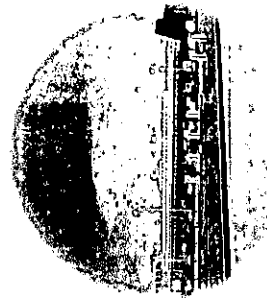
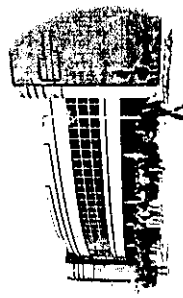
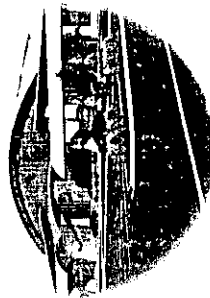
Dianne L. Herr, Member, Turtle Lake
This US Postmaster is a private pilot. She has served as President of the ND Chapter of the 99's (International Women's Pilots Organization), is a member of the North Dakota Pilot's Association, Dakota Territory Air Museum and the EAA. Dianne is very active in her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

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



NORTH DAKOTA AERONAUTICS COMMISSION

... a statewide voice for aviation



AGENCY HISTORY:

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

AGENCY VISION:

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

AGENCY MISSION:

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

AGENCY PHILOSOPHY:

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

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

ND AERONAUTICS COMMISSION STAFF

For assistance in your aviation projects,
please contact:

Gary R. Ness, Executive Director
North Dakota Aeronautics Commission
2301 University Drive, Bldg. 1652-22
P.O. Box 5020
Bismarck, N.D. 58502-5020
Phone: (701) 328-9650 • Fax: (701) 328-9656
Email: ndaero@nd.gov
Website: www.nd.gov/ndaero

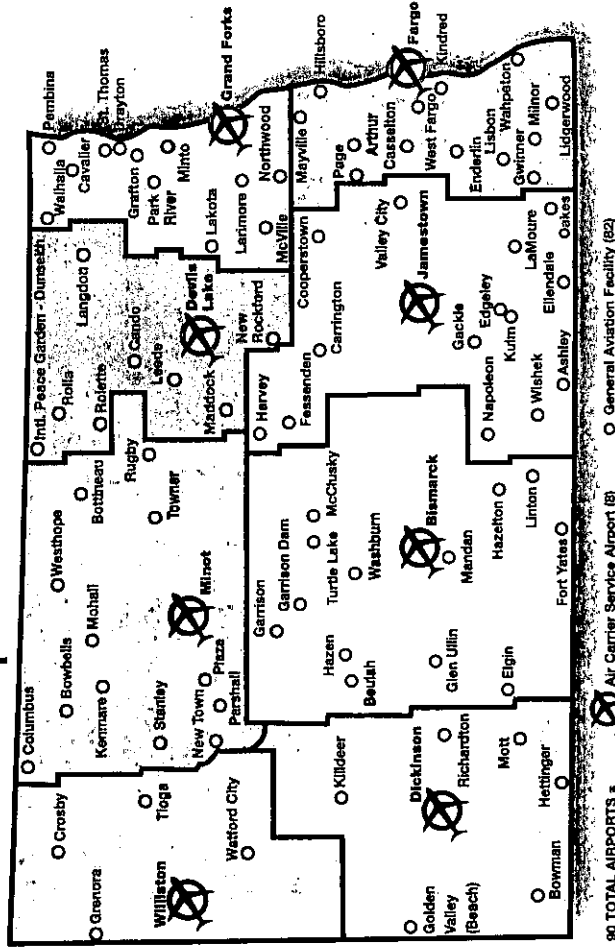


Back Row (L to R): Mark J. Holzer (Aviation Planner),
Gary Ness (Director), Roger L. Pfeiffer (Assistant Director)
Front Row (L to R): Malinda M. Weninger (Administrative Assistant)
Shella M. Pitzer (Account Technician)

COMMISSION ACTIVITIES INCLUDE:

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

Public Airports in North Dakota



AVIATION FACTS ABOUT NORTH DAKOTA:

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

North Dakota Aeronautics Commission

SB 2006

Budget No. 412

Senate Appropriations Committee

Sen. Ray Holmberg, Chairman

Sen. Bill Bowman, Co-V. Chairman

Sen. Tony Grindberg, Co-V. Chairman

January 19, 2009

Presenter:

Mark Holzer, Interim Director

North

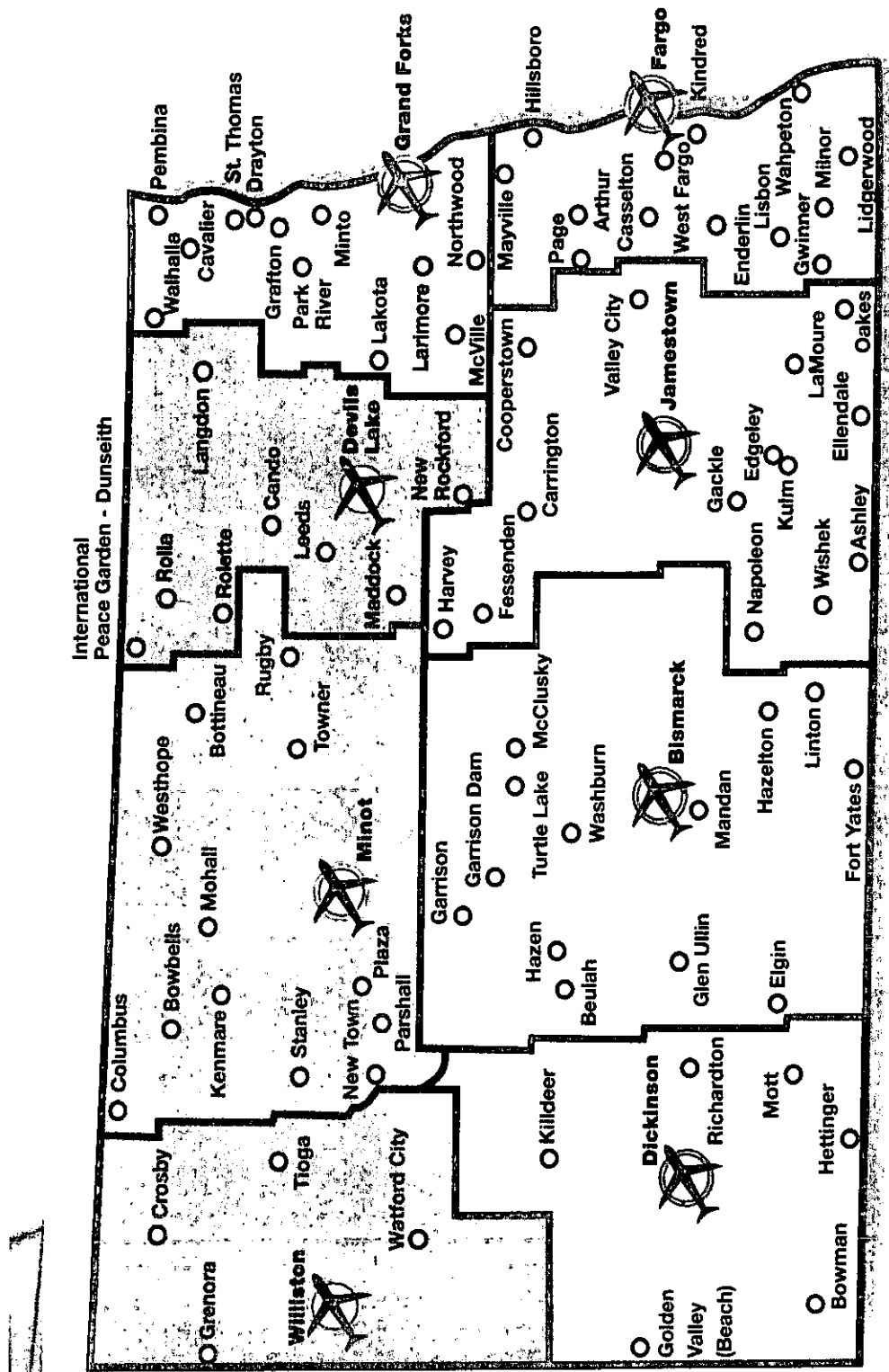
Dakota

Aeronautics

Commission



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



90 TOTAL AIRPORTS = Air Carrier Service Airport (8) General Aviation Facility (82)

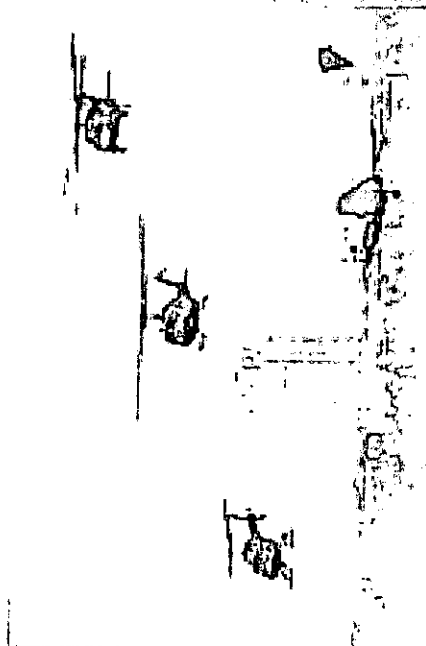
Agency Mission and Vision

● Agency Mission

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

● Agency Vision

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



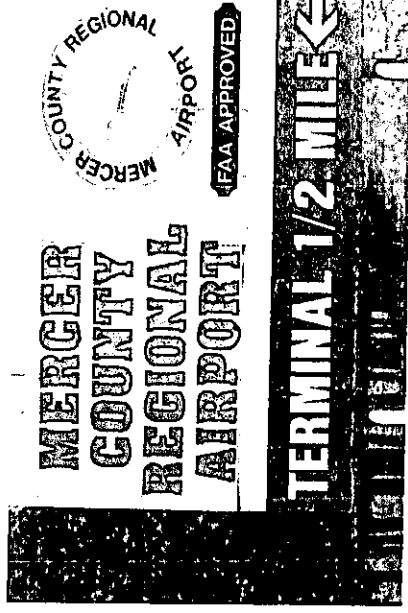
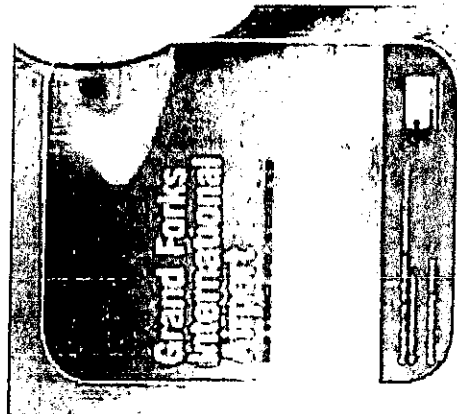
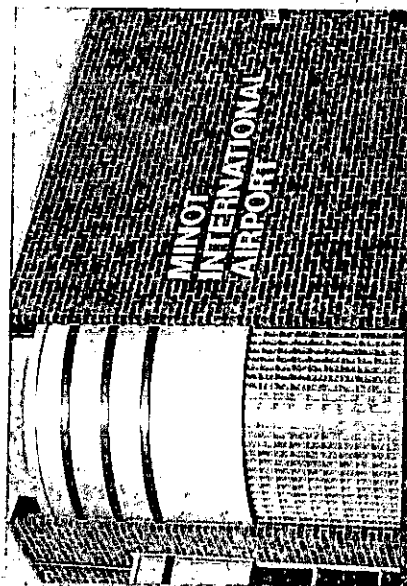
Aviation System Plan Completed 2008

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

- Aviation jobs in North Dakota totaled 12,000+.
- Aviation manufacturing provides 1,175 direct jobs in 12 major companies.
- Air travel tourism provides \$ 478 million impact.


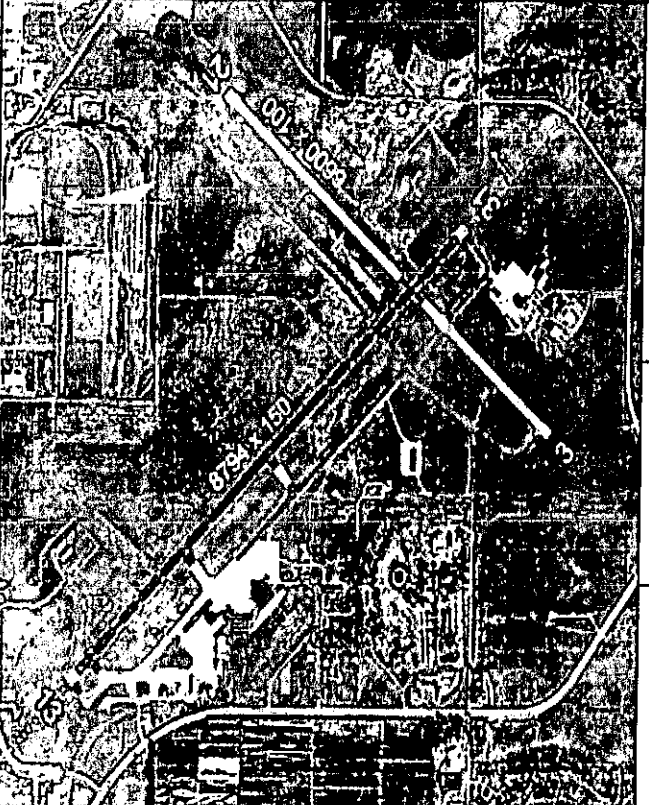
Commercial airports in 8 communities provide \$861 million impact and 9,116 jobs.

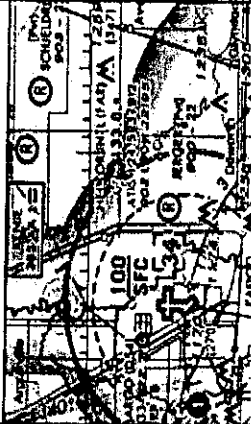
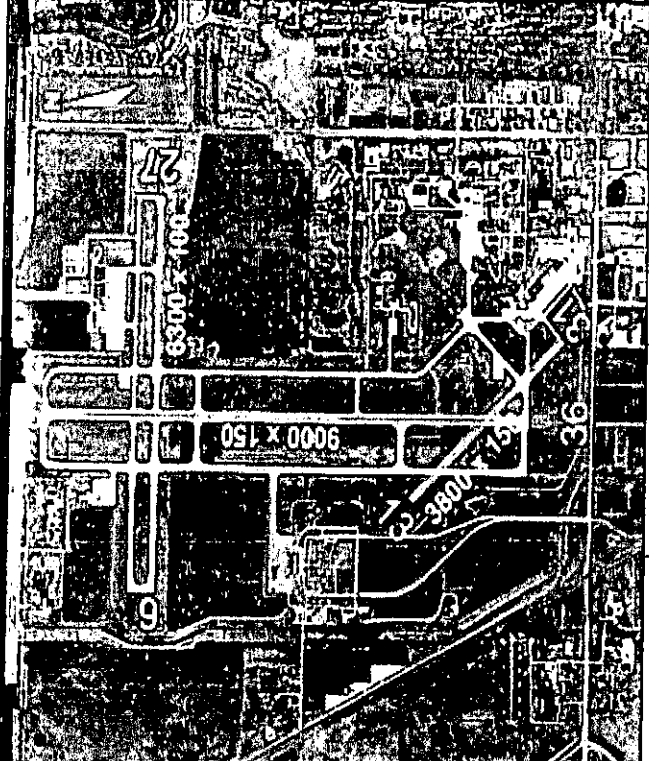
General aviation airports located in 82 communities provide \$111 million impact.



North Dakota Airport System

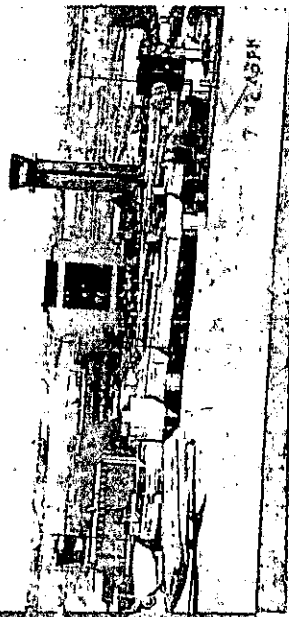
Air Carrier

BISMARCK MUNICIPAL		BISMARCK	
			
ATTENDANCE: 24 hour services. FUEL: 100LL A REPAIRS: Major PUBLIC TERMINAL PHONE: Yes MANAGER: Greg Hines PHONE: 701-227-6522 ADDL PHONE: See FBO listing UNCOM: 122.85 NAV: ILS VOR VASI PAPI LIGHTS: High 55-SR BEACON: CG SNOW REMOVAL: Regular Service CLOS: 118.3 Remarks: When tower closed lights broadcast med intensity. Descend on appropriate AAs 119.35. ASOS 253-7563		ATTENDANCE: Attended all hours FUEL: A 100LL JR REPAIRS: Major PUBLIC TERMINAL PHONE: Yes MANAGER: Shawn Ockenstien PHONE: 701-241-1501 ADDL PHONE: See FBO list in Mont UNCOM: 122.85 NAV: ILS VOR VASI PAPI LIGHTS: High 100-SR BEACON: CG SNOW REMOVAL: Regularly schedule CLOS: 124.2 Remarks: US Customs port of entry. ATIS 124.2 TWR 133.8 GND CON 171.9 ASOS 701-288-3877	
Lat: 46-46.36'	FIELD ELEV. 1661	Lat: 46-55.24'	FIELD ELEV. 902
Long: 100-44.75'		Long: 096-48.95'	
IDENT. # BIS		IDENT. # FAR	
BISMARCK		FARGO	

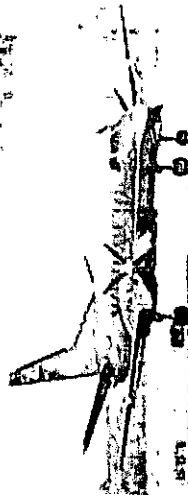
HECTOR INTERNATIONAL		FARGO	
			
ATTENDANCE: Attended all hours FUEL: A 100LL JR REPAIRS: Major PUBLIC TERMINAL PHONE: Yes MANAGER: Shawn Ockenstien PHONE: 701-241-1501 ADDL PHONE: See FBO list in Mont UNCOM: 122.85 NAV: ILS VOR VASI PAPI LIGHTS: High 100-SR BEACON: CG SNOW REMOVAL: Regularly schedule CLOS: 124.2 Remarks: US Customs port of entry. ATIS 124.2 TWR 133.8 GND CON 171.9 ASOS 701-288-3877		ATTENDANCE: Attended all hours FUEL: A 100LL JR REPAIRS: Major PUBLIC TERMINAL PHONE: Yes MANAGER: Shawn Ockenstien PHONE: 701-241-1501 ADDL PHONE: See FBO list in Mont UNCOM: 122.85 NAV: ILS VOR VASI PAPI LIGHTS: High 100-SR BEACON: CG SNOW REMOVAL: Regularly schedule CLOS: 124.2 Remarks: US Customs port of entry. ATIS 124.2 TWR 133.8 GND CON 171.9 ASOS 701-288-3877	
Lat: 46-55.24'	FIELD ELEV. 902	Lat: 46-55.24'	FIELD ELEV. 902
Long: 096-48.95'		Long: 096-48.95'	
IDENT. # BIS		IDENT. # FAR	
BISMARCK		FARGO	

Eight Air Carrier Airports in North Dakota

Grand Forks



Devils Lake



Classifications

Primary

Fargo (FAR)

Grand Forks (GFK)

Minot (MOT)

Bismarck (BIS)

Regional

Devils Lake (DVL)

Jamestown (JMS)

Williston (ISN)

Dickinson (DIK)

North Dakota Airport System

82 General Aviation Airports

BOTTINEAU MUNICIPAL		BOTTINEAU	
ATTENDANCE: Mon-Fri 8:30am-5:00pm On call FUEL: 100LL REPAIRS: Major PUBLIC TERMINAL PHONE: Yes MANAGER: Curt Arling PHONE: 701-228-5253, 5193 ADDL. PHONE: 228-3703-2987/2943 UNICOM: 122.80 NAV: PAPI LIGHTS: Med-Rd-Ctl BEACON: CC SNOW REMOVAL: Cont. on after alarm CTAF: 122.8 Remarks: RV 200 closed winter months. Night VFR birds in area. RV 12:30 activate lights 1 hour after sunset		ATTENDANCE: UNATTD FUEL: 100LL REPAIRS: None PUBLIC TERMINAL PHONE: Yes MANAGER: Roger Kinnichnan PHONE: 701-248-3170 ADDL. PHONE: MR 283-3351/3356 UNICOM: LIGHTS: Med-Rd-Ctl BEACON: CC SNOW REMOVAL: Irregular-schedule CTAF: 122.9 Remarks: Descent on apr in vicinity of airport. Activate RDO-Ctl for MRLUPARI on CTAF	
FIELD ELEV. 1679		FIELD ELEV. 2089	
IDENT. # D09 BOTTINEAU		IDENT. # D57 GLEN ULLIN	
Lat: 48-49.82' Long: 100-25.03'		Lat: 46-48.77' Long: 101-51.61'	

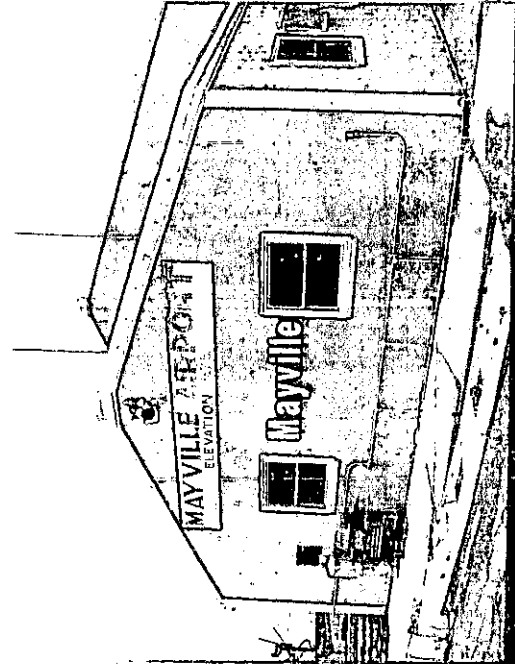
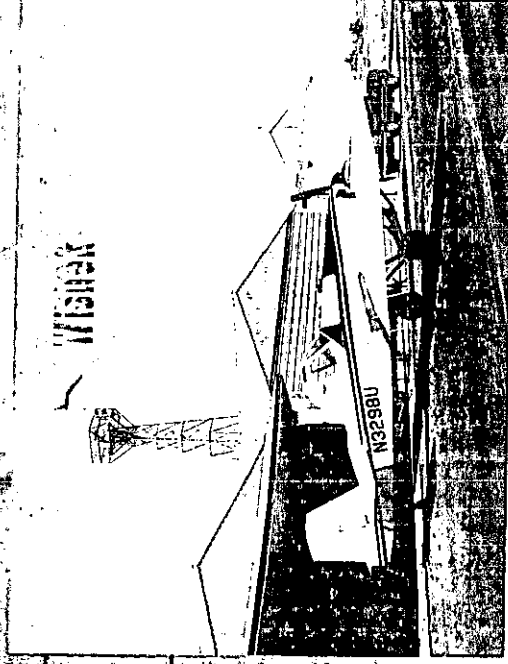
State Aviation System Plan

The General Aviation System

82 communities and
counties

maintain and
support

a
public airport

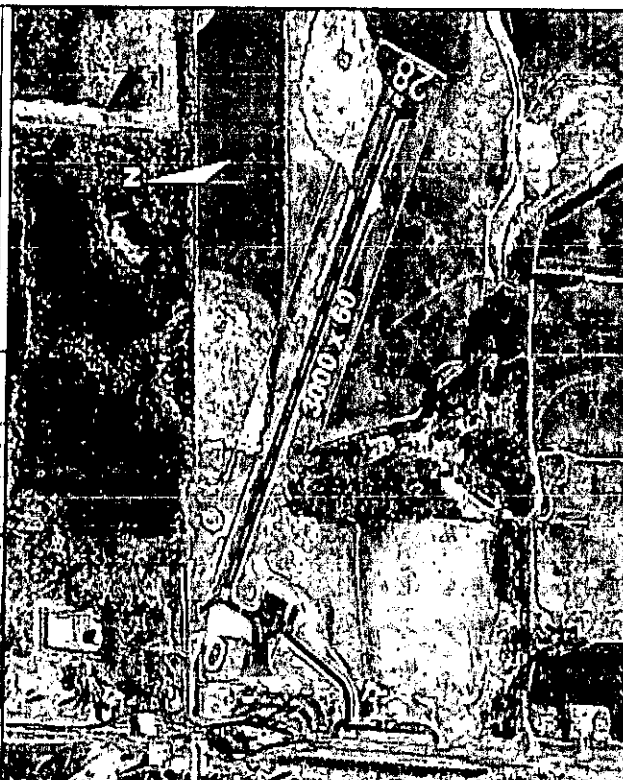


TWO STATE OWNED AIRPORTS

INTERNATIONAL PEACE GARDEN

DUNSEITH

ATTENDANCE: UNATTENDED
FUEL: None
REPAIRS: None
PUBLIC TERMINAL PHONE: Customs
MANAGER: Unknown
PHONE: 328-9550
ADDL. PHONE: 328-9550 ART. CATION
UNICOM: 122.80 NAV: None
LIGHTS: None
BEACON: None
SNOW REMOVAL: irregular must confirm
CTAF: 122.8 Remarks: Described on airport
Canada advised. For US Customs
701-703-4313 or 204-234-6820 Canadian



Lat: 48-59.87'	FIELD ELEV.	IDENT. # S28
Long: 100-02.61'	2314	DUNSEITH

GARRISON DAM RECREATIONAL AIRPARK

RIVERDALE

ATTENDANCE: UNATTENDED
FUEL: None
REPAIRS: None
PUBLIC TERMINAL PHONE: None
MANAGER: Guy R. Nease-Dr. AeroComm
PHONE: 701-328-8650
ADDL. PHONE: 644-7511 Area 5010
UNICOM: NAV: None
LIGHTS: None
BEACON: None
SNOW REMOVAL: No snow removal
CTAF: 122.9 Remarks: Airport closed in
winter. By 1st gravel with loose small stones
& soft when wet. Deer & birds possible.



Lat: 47-28.98'	FIELD ELEV.	IDENT. # 37N
Long: 101-24.53'	1723	RIVERDALE

STATE OWNED AIRPORTS

Garrison Dam Recreational Airport

South of the dam and supports the fishery and other recreational activities. Considered a primitive airport dirt/gravel runway. Low maintenance and US Corp lease for 20 years.

International Peace Garden Airport

An official international border crossing airport for both Canada and USA since 1967-over 40 years.

Supports also the Peace Garden Park activities year around. Resurfaced in 2007 along with new welcome sign, security fence, and gate installed.

Research

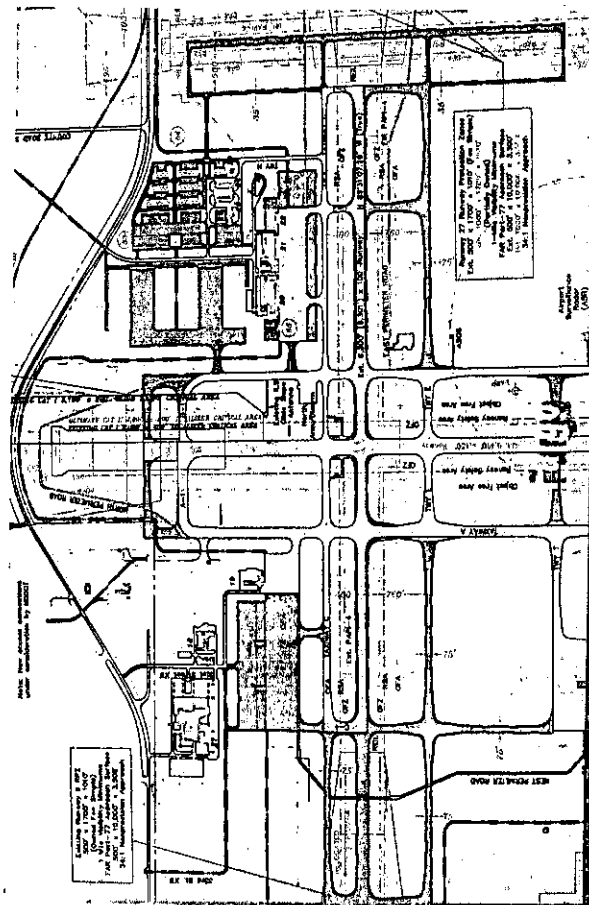


THE UNIVERSITY OF CHICAGO

The North Dakota Aviation System

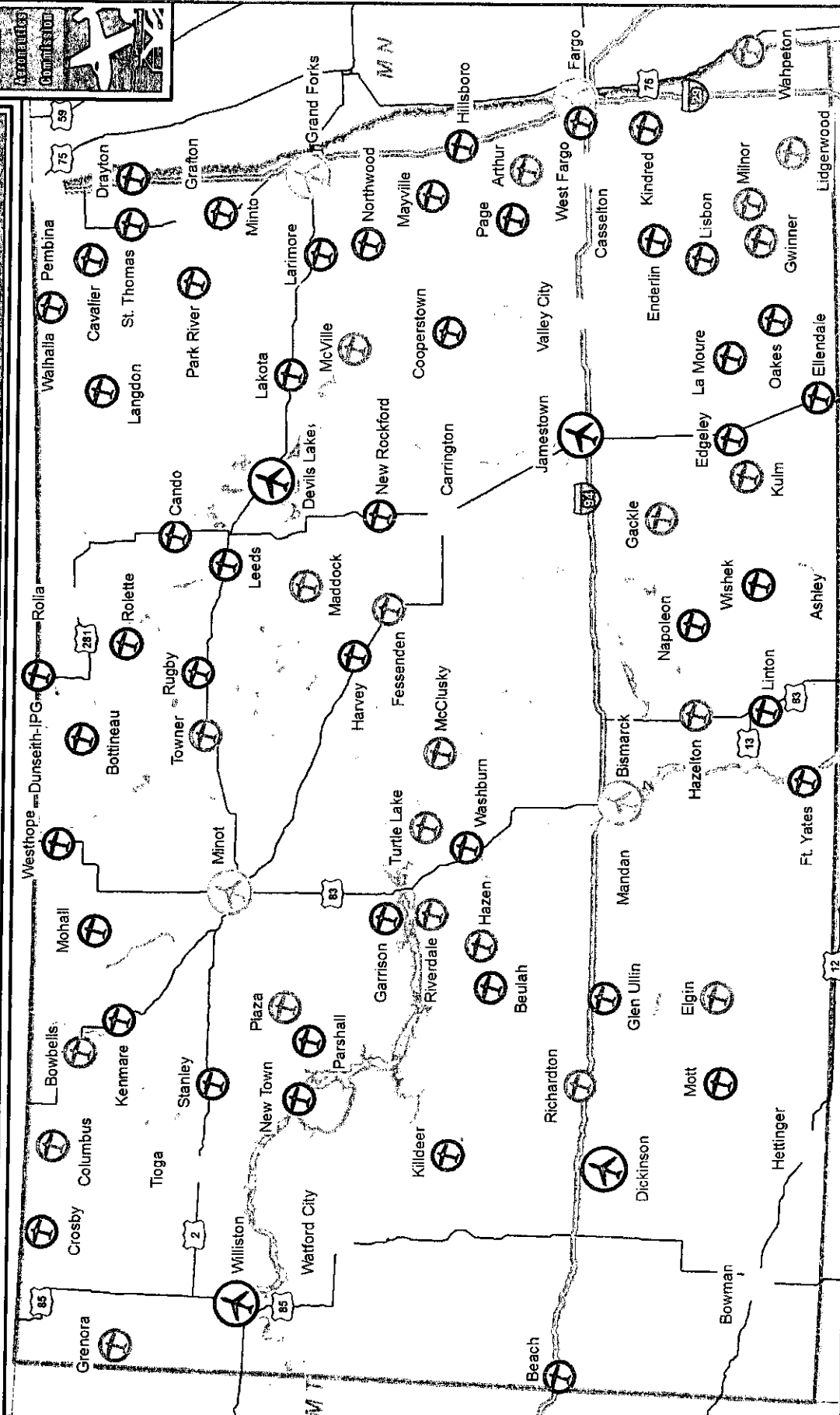


**THE 90
AIRPORTS IN
THE SYSTEM
are classified
into
FIVE
CATEGORIES**



North Dakota Aviation System Plan Update Existing North Dakota Airport Classification

Prepared: March 1, 2007
Source: North Dakota Aeronautical Commission



LEGEND

Existing Role:

- Category 1
- Category 2
- Category 3
- Category 4
- Category 5
- Commercial Regional
- Primary Non-Hub

FAA Role:

- General Aviation
- Commercial Service

AVIATION SYSTEM PLAN

54 AIRPORTS IN NORTH DAKOTA
PARTICIPATE IN

THE FEDERAL AVIATION
ADMINISTRATIONS

AVIATION IMPROVEMENT PROGRAM
(AIP)

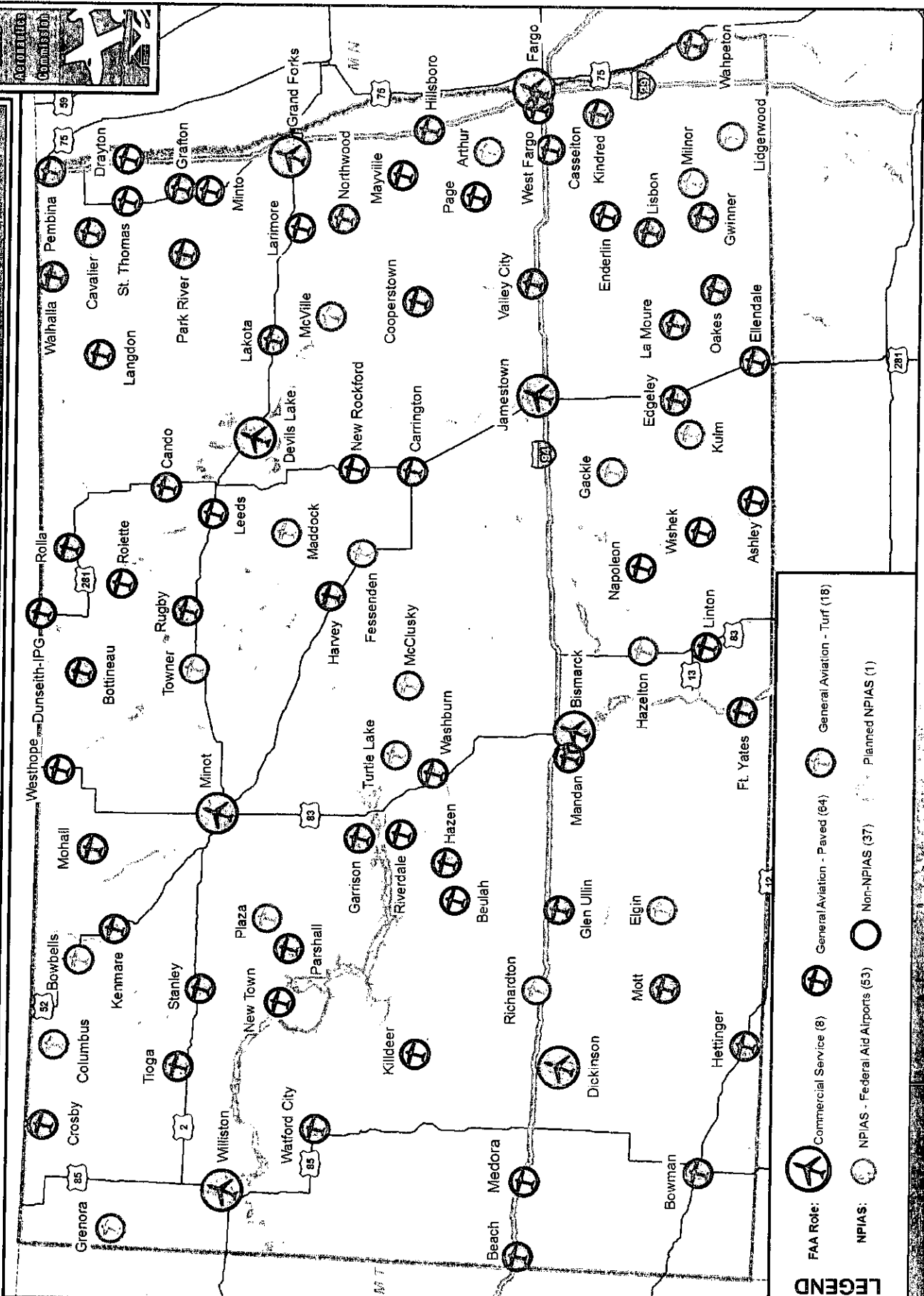
FUNDING

95% FEDERAL - 5% LOCAL/STATE





**North Dakota Aviation System Plan Update
FAA Airport Classification**

Prepared: March 1, 2007
Source: National Plan of Integrated
Airport Systems (2007-2011)



LEGEND

FAA Role:		C
NPIAS:		N

System Plan Goals with Performance Measures

Goals

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

Measures

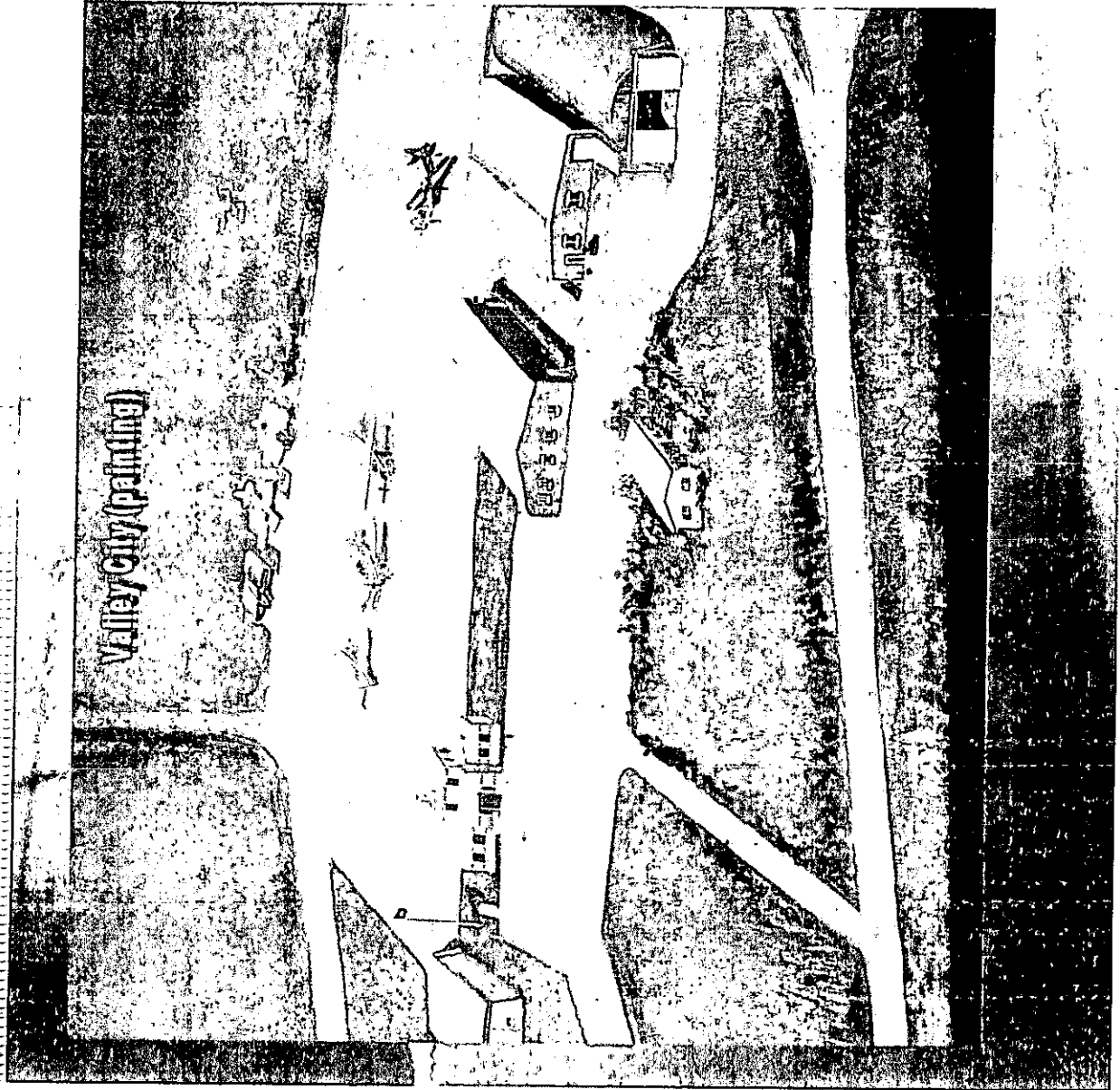
- ☛ Safety/Security
- ☛ Ground accessibility
- ☛ Economy
- ☛ Quality of life
- ☛ Air accessibility
- ☛ Asset preservation

AVIATION SYSTEM PLAN

Valley City (painting)

94%

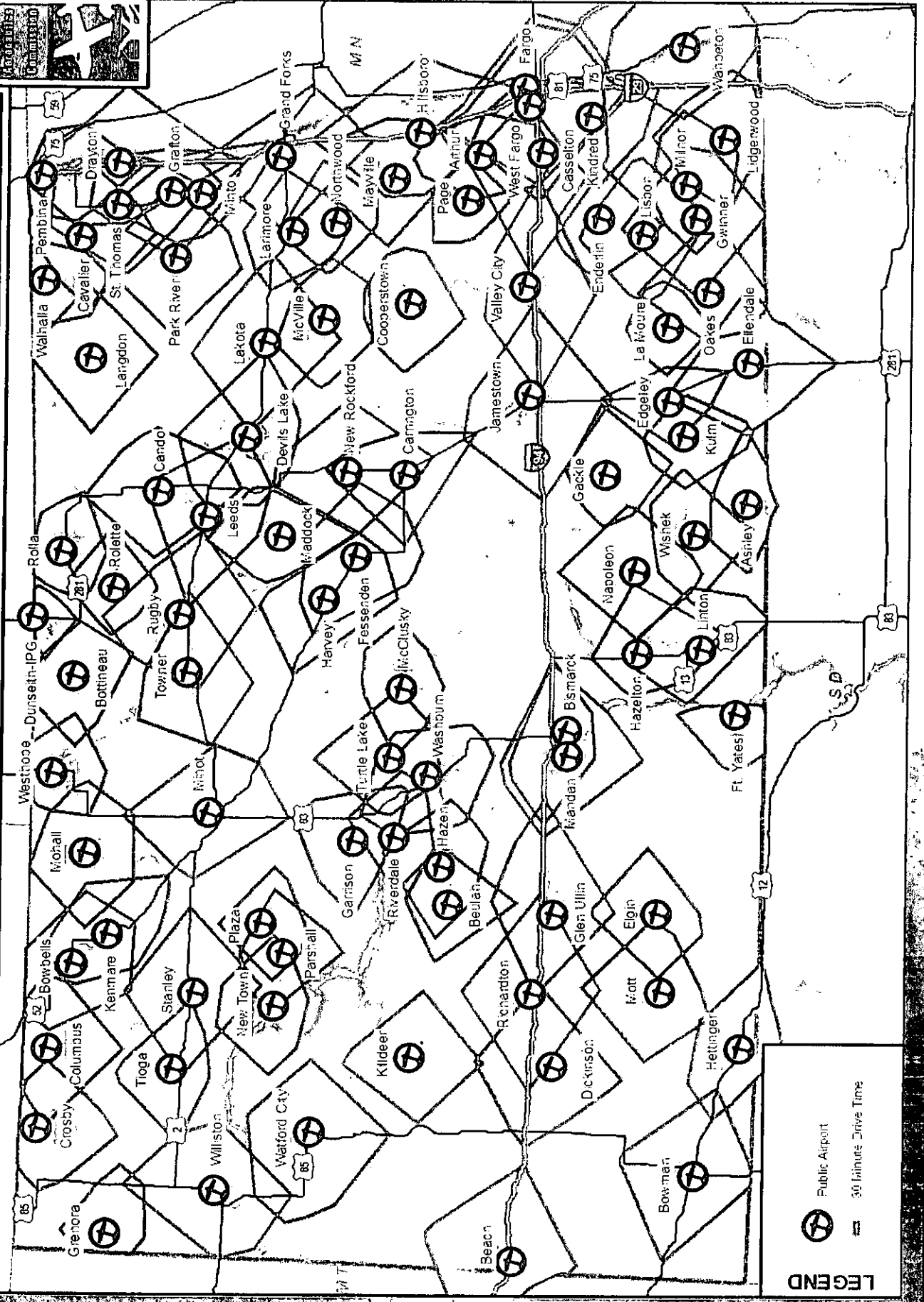
OF THE STATE'S
POPULATION
RESIDES WITHIN
30 MINUTES
OF A PUBLIC
AIRPORT



North Dakota Aviation System Plan Update
Current Percent of Population and Area within 30 Minutes of a Public Airport

Prepared: March 1, 2007
Source: US Census, 2000

Percent of North Dakota
Population and Land Area
Population: 94% Area: 66%



LEGEND

Public Airport
 30 Minute Drive Time

AGRICULTURAL SECTOR OF THE ECONOMY

64%

OF THE STATE'S

LAND MASS

IS WITHIN

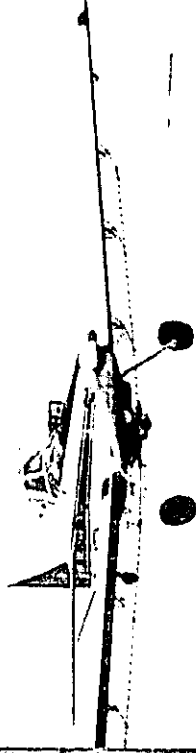
30 MINUTES OF

AN AIRPORT WITH

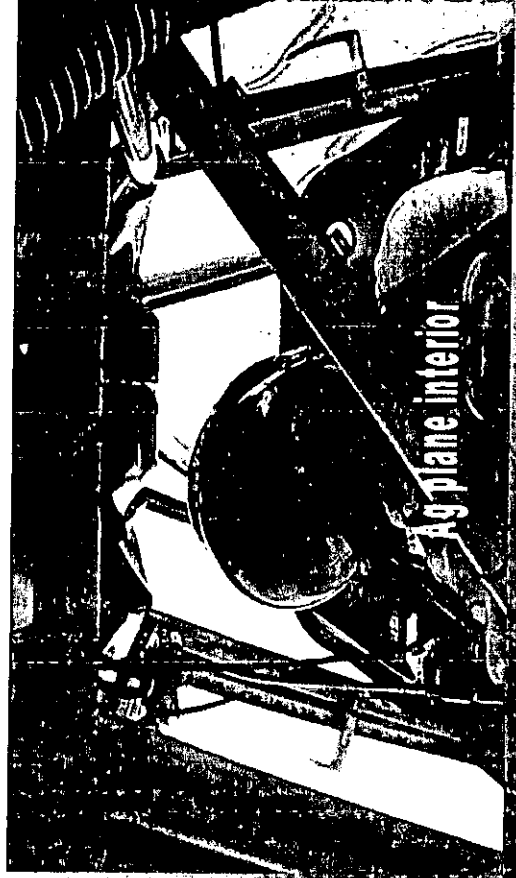
A BASED AERIAL

APPLICATOR

137 companies operating
242 aircraft in 2008 sprayed
4.9 million acres



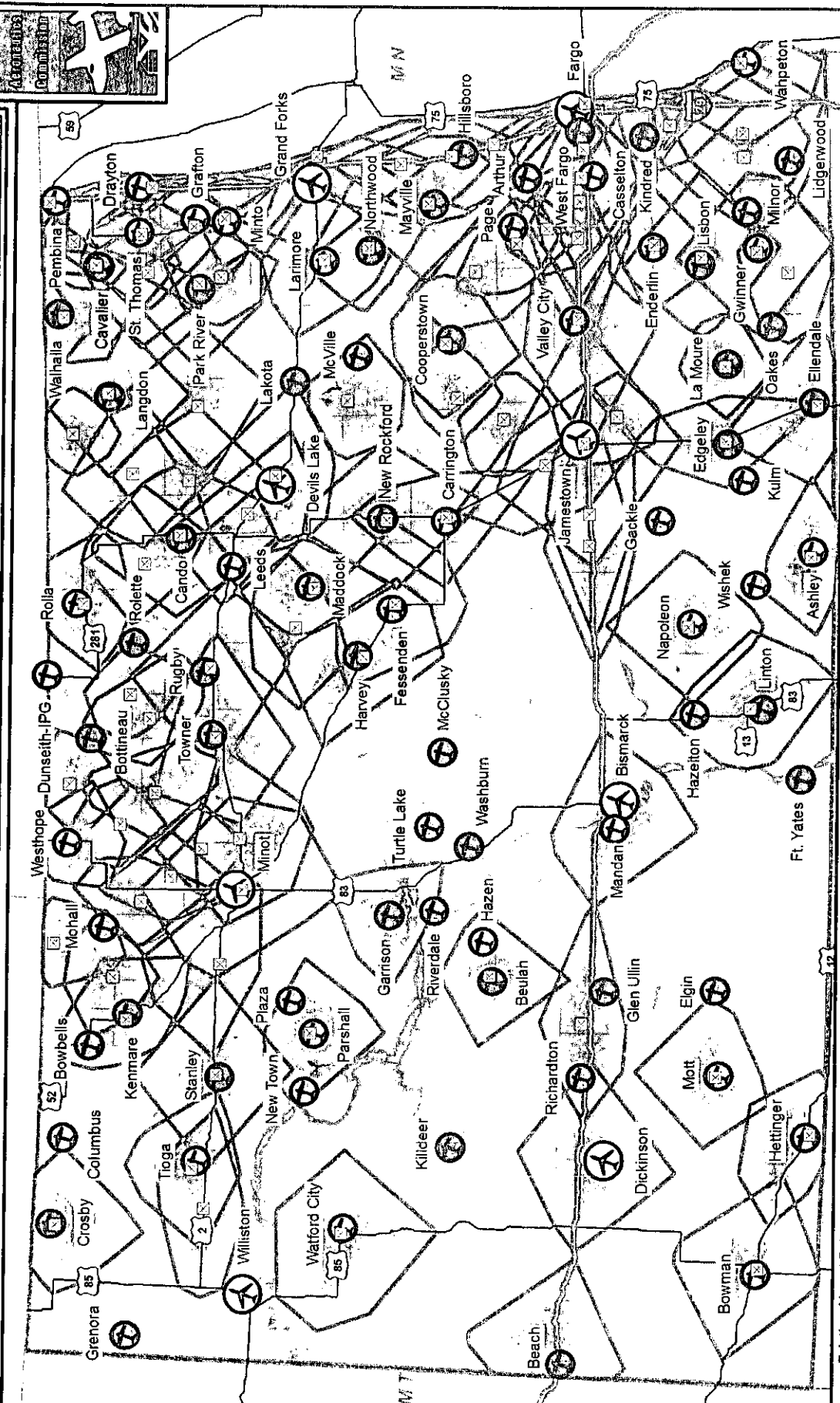
Ag turbine valued over \$500,000



Prepared: September 17, 2007
Source: ND Aeronautics Commission Records
North Dakota Aeronautics Commission
Percent of North Dakota Land Area: 64%

North Dakota Aviation System Plan Update

Current Percent of Area within 30 Minutes of an Aerial Applicator



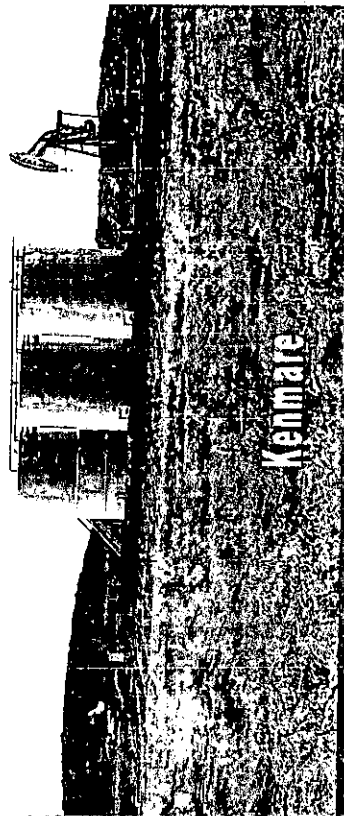
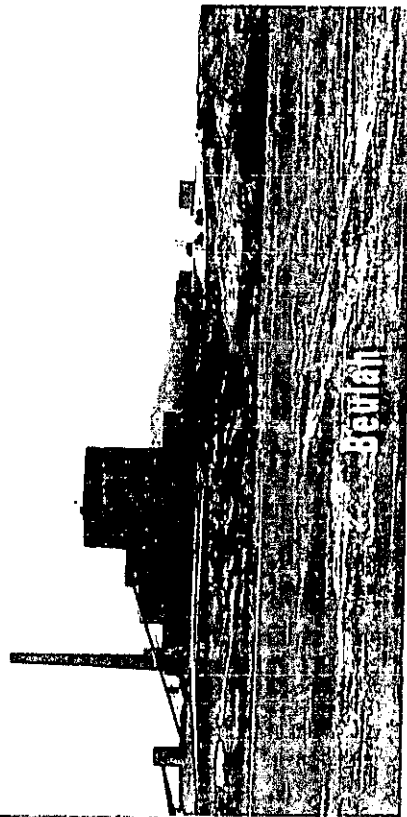
Existing Airport Role:

- GA Category 1
- GA Category 2
- GA Category 3
- GA Category 4
- GA Category 5
- Commercial Regional
- Commercial Service
- Primary Non-Hub
- Aerial Applicator
- 30 Minute Drive Time of Aerial Applicator

LEGEND

ENERGY SECTOR OF THE ECONOMY

**THE ENERGY
INDUSTRY
IS WELL SERVED
BY THE
AIRPORTS
ACROSS THE
STATE**



MEDICAL SERVICE SECTOR

82%

OF THE STATE'S
POPULATION
IS WITHIN 30
MINUTES

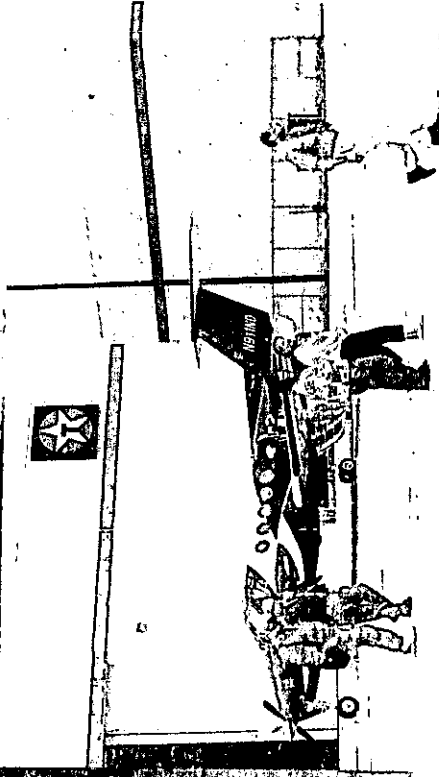
100 %

OF
HOSPITALS
AND
CLINICS

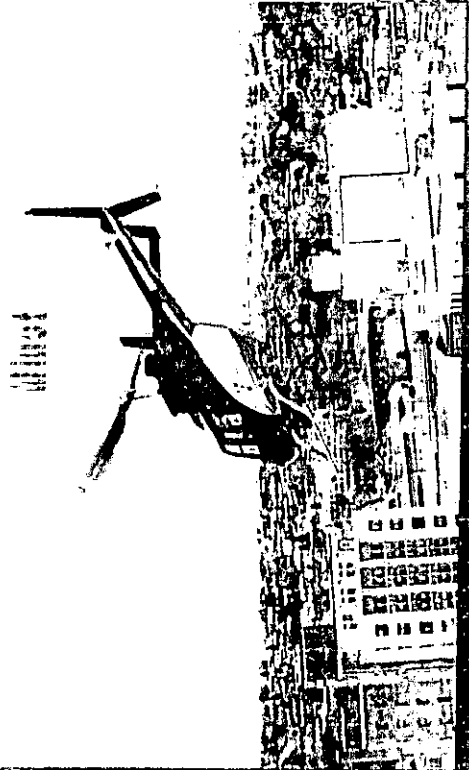
ARE WITHIN 30
DRIVING MINUTES

OF
A PUBLIC
AIRPORT

PUBLIC AIRPORT
THAT CAN
ACCOMMODATE
TWIN ENGINE
"PHYSICIAN"
TYPE AIRCRAFT



Fargo

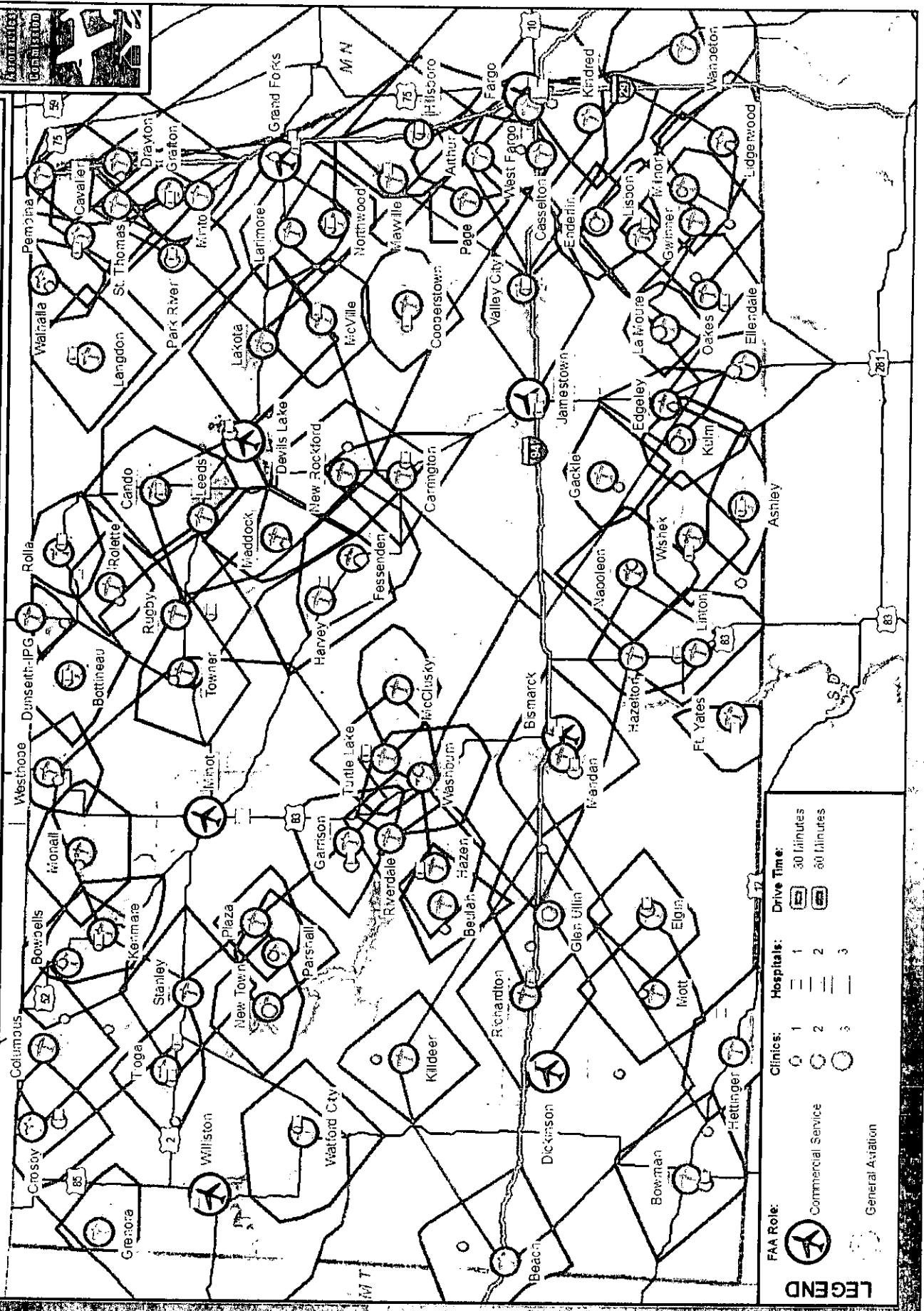


Minot

Results

Prepared: March 7, 2007
Source: North Dakota Department of Health
Google Earth 2007

North Dakota Aviation System Plan Update
North Dakota Hospitals & Clinics within Service Area of a Public-Use Airport



LEGEND

FAA Role: Commercial Service General Aviation

Clinics: 1 2 3

Hospitals: 1 2 3

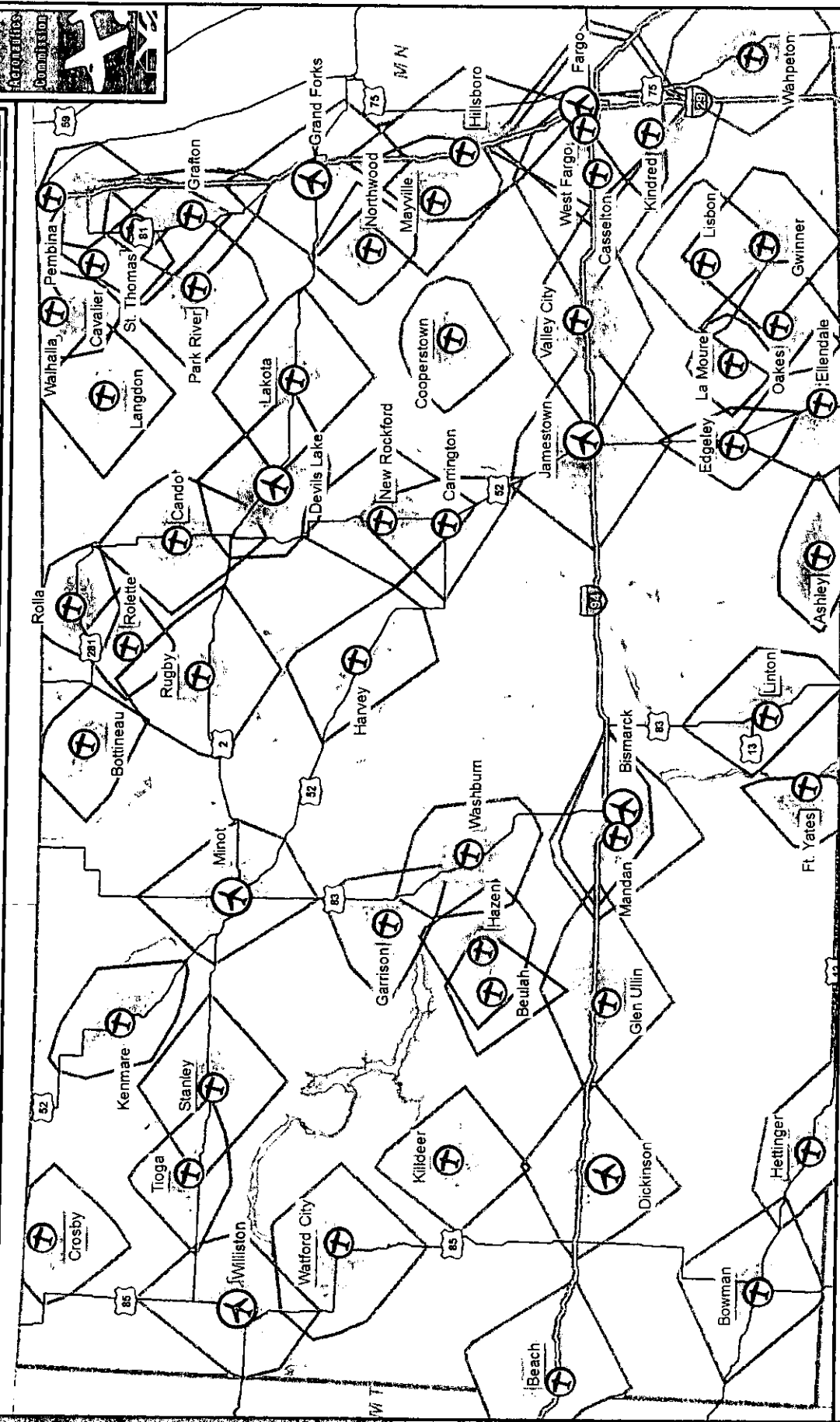
Drive Time: 30 Minutes 60 Minutes

Results

Prepared: September 17, 2007
Source: US Census 2000

North Dakota Aviation System Plan Update
Current Percent of Population and Area within 30 Minutes
of an Airport Able to Support "Physician" Aircraft

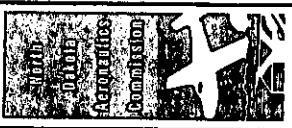
Percent of North Dakota
Population and Land Area
Population: 86% Area: 57%



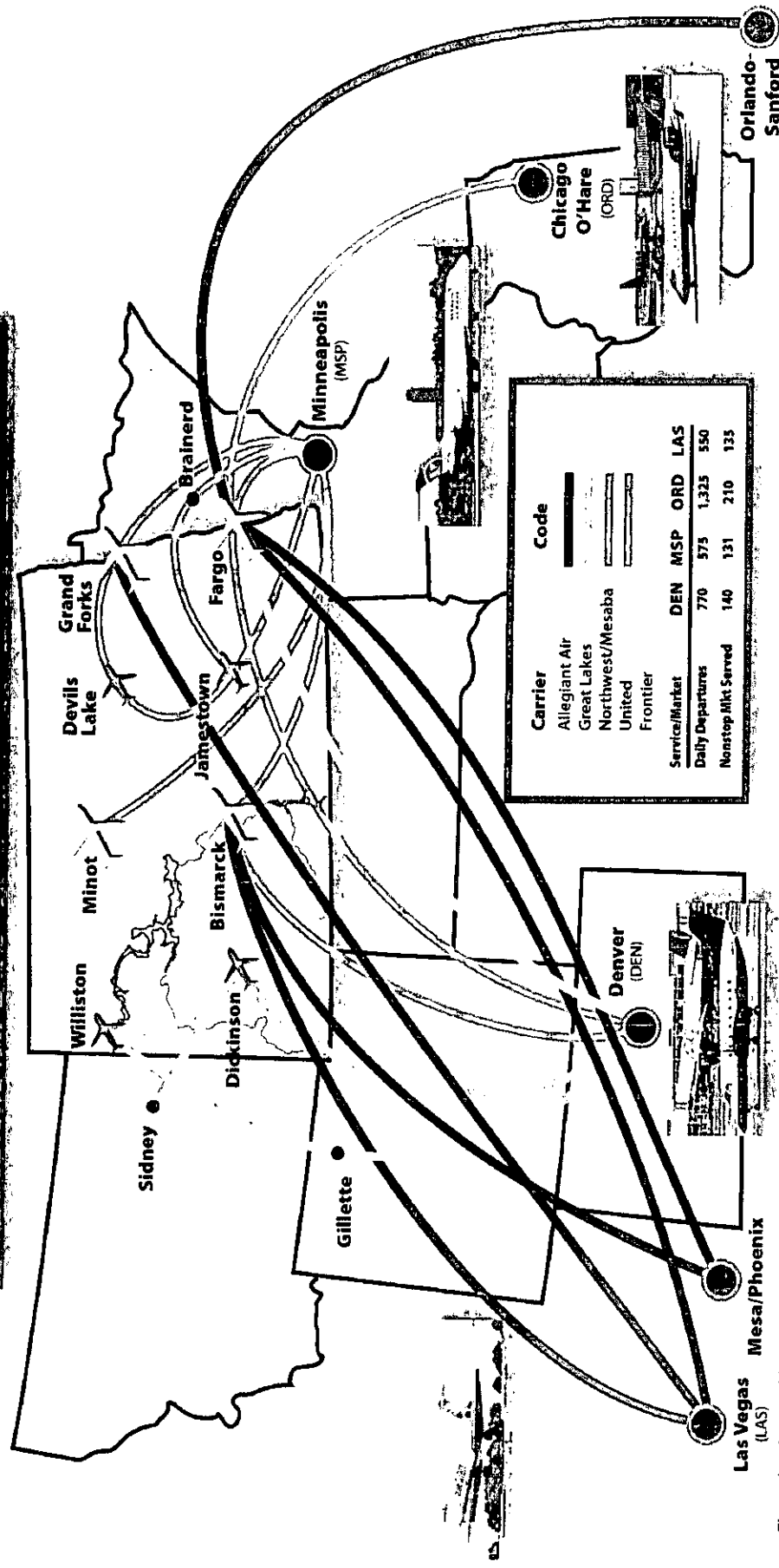
LEGEND

Existing Role: GA Category 1 GA Category 2 GA Category 3 GA Category 5 Regional Commercial Primary Commercial

Drive Time: 30 Minutes



North Dakota 2008 Air Service Route Map



The regional map exhibits the scheduled air service routes connecting North Dakota to national hubs and worldwide access. With Northwest as the major airline, along with regionals — United Express-Skywest, Frontier Airlines, Delta (Northwest)-Mesaba Airlines, Allegiant Air and Great Lakes Airlines — offering 57 departures daily, the state's citizens enjoy excellent scheduled service.

Some characteristics of air service in North Dakota today are:

- Las Vegas (LAS)
- Mesa/Phoenix
- Denver (DEN)

Essential Air Service at Devils Lake, Jamestown and Dickinson guarantees regional service.

The average mix of business and leisure roundtrip airfare in 2007 per passenger was \$460.

Air travel visitors to North Dakota spend an average of \$699 per day on food, hotels, rentals and miscellaneous expenses based on a summer 2005 passenger survey at the 8 commercial airports.

Top 10 destinations for our state flyers are:

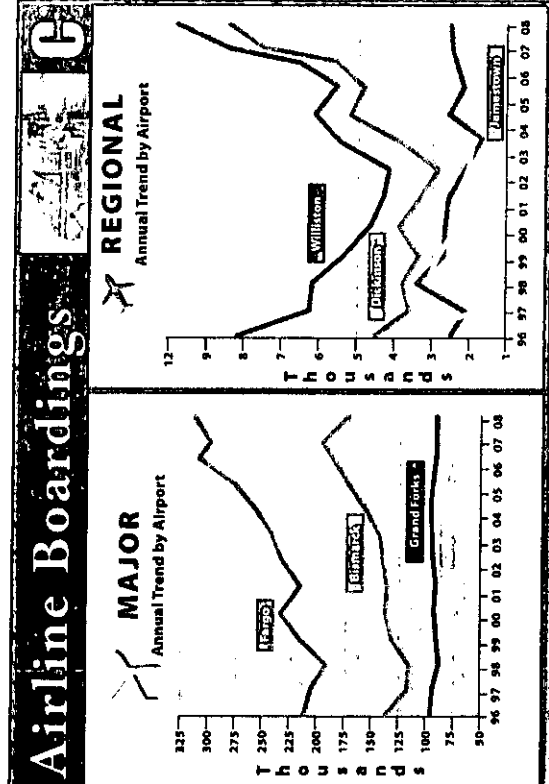
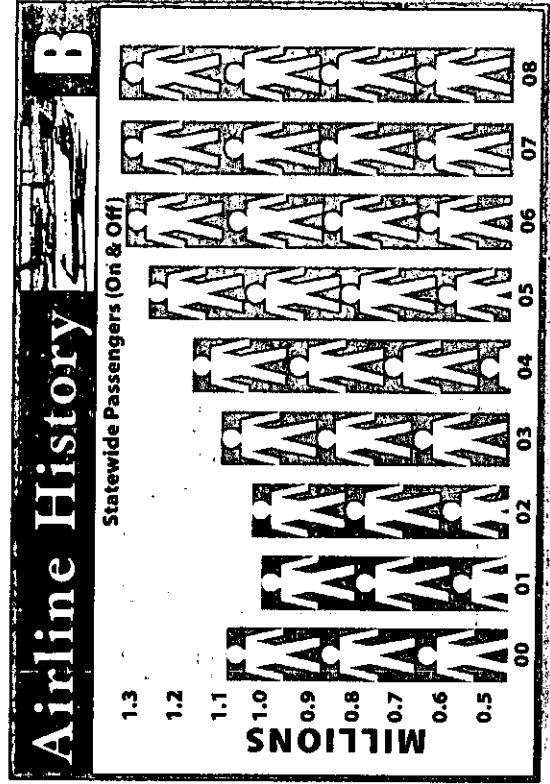
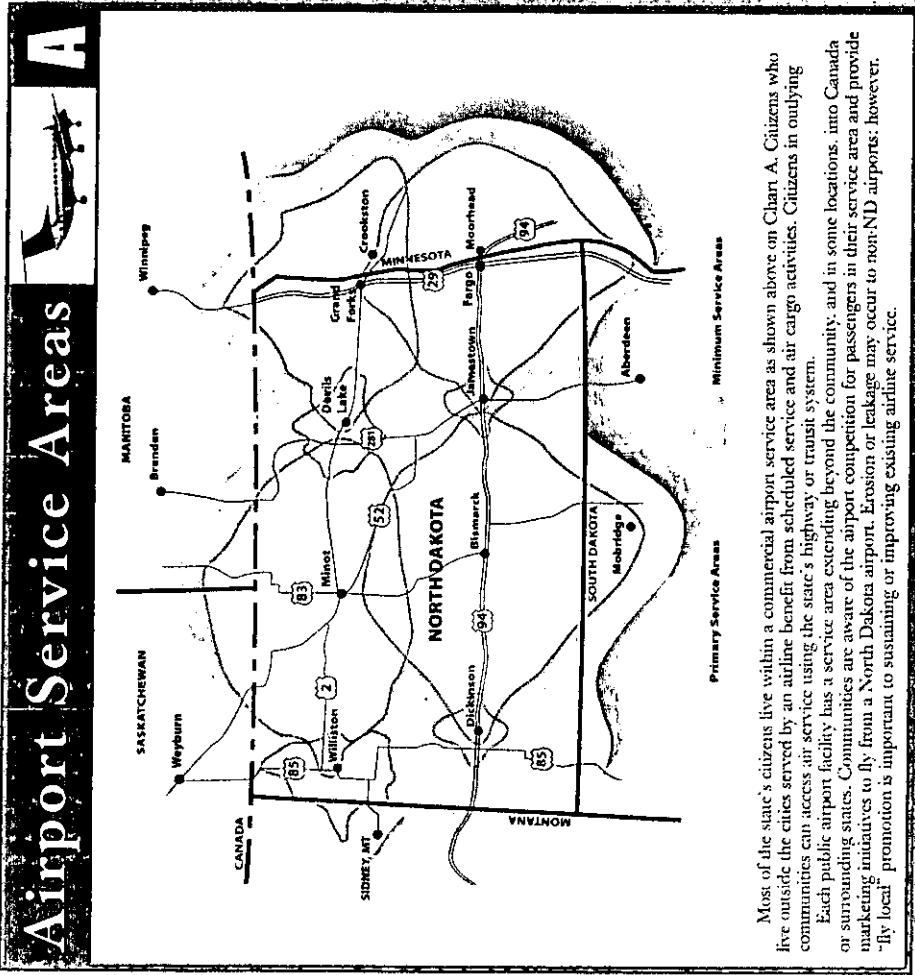
- Las Vegas (9.0%)
- Minneapolis (7.1%)
- Denver (6.1%)
- Phoenix (6.0%)
- Chicago (3.9%)
- Washington, DC (3.0%)
- Seattle (2.7%)
- Orlando (2.4%)
- New York (2.2%)
- Dallas (2.0%)

Deregulation has provided numerous one-stop flights to more U.S. cities through the Minneapolis, Chicago, Las Vegas, and Denver hubs for global travel.

North Dakota's competitive hub and airline environment creates comparable airfares with a majority of U.S. markets.

Instate regional scheduled air service is cost-prohibitive to connect North Dakota cities. An on-demand charter regional demonstration was not profitable in 2006.

North Dakota 2008 Airline Service Charts

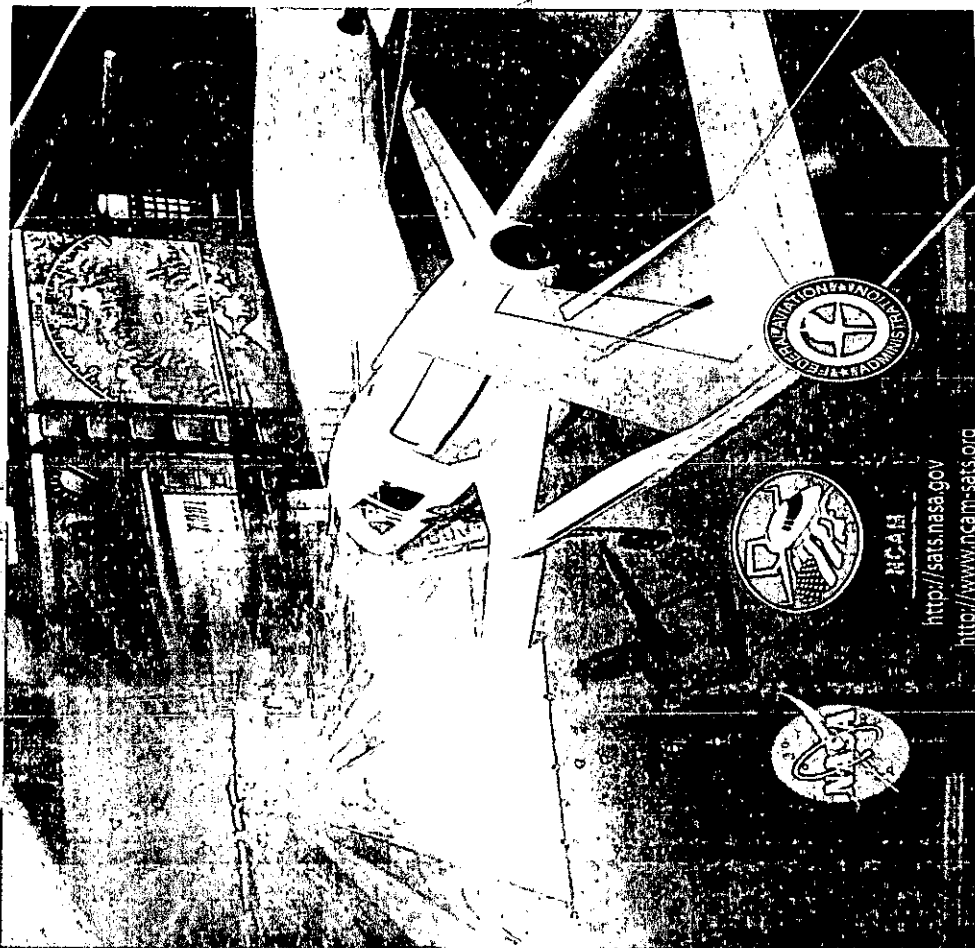


AVIATION SYSTEM PLAN RESULTS

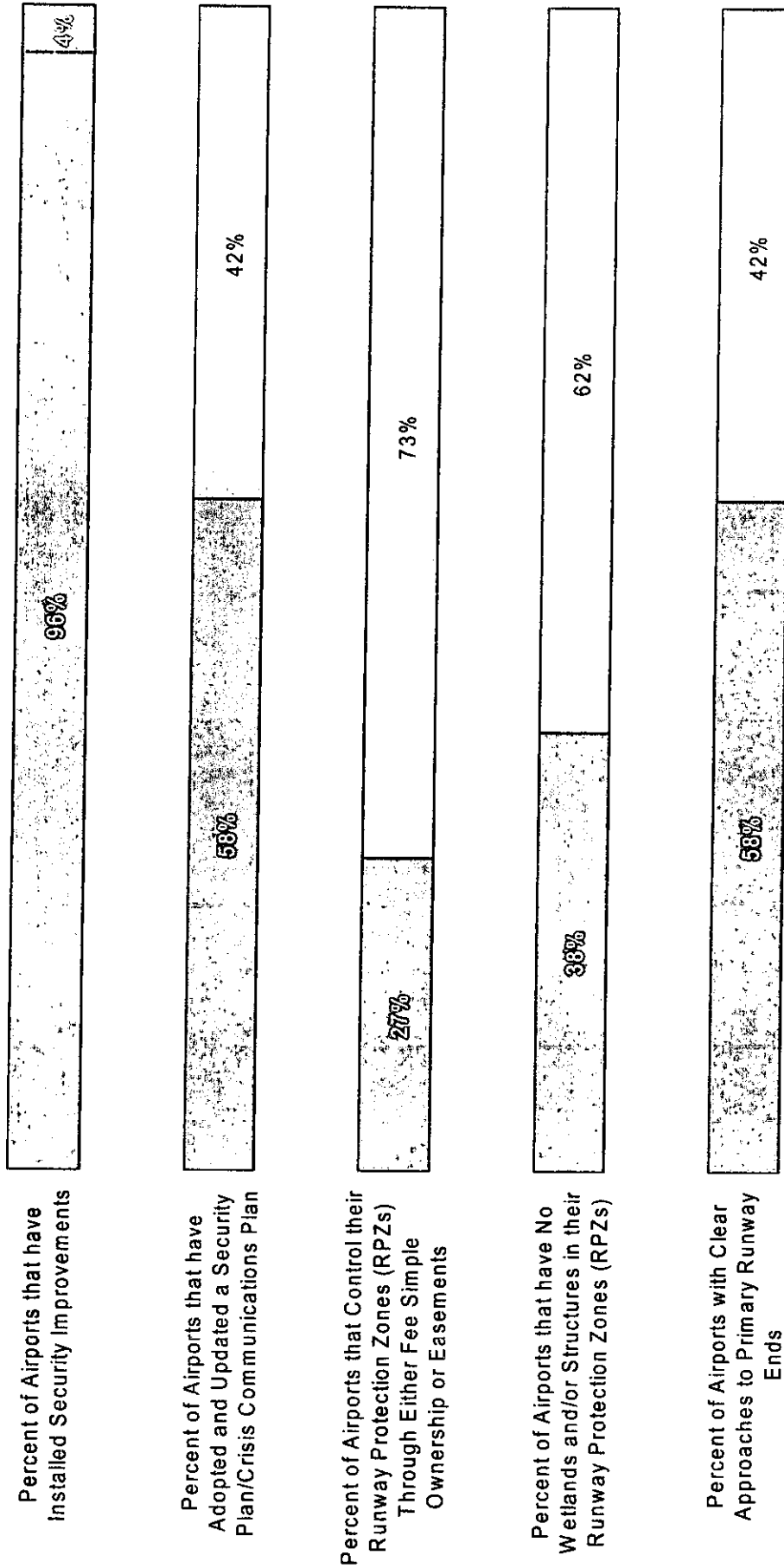
WHAT WE
DEVELOPED WITH FAA
ABOUT OUR
NEXT
GENERATION
AIRPORT
FLIGHT PROCEDURES

15 Lateral Precision Vertical

Bismarck, Bottineau,
Carrington, Cavalier,
Dickinson, Gwinner,
Harvey, Langdon,
Mandan, Hazen, Rolla, Rugby,
Tioga, Valley City, Watford City



Performance Measure: Maintain Safety & Security



☐ Currently Meets ☐ Targeted to Meet ☐ Monitor Performance

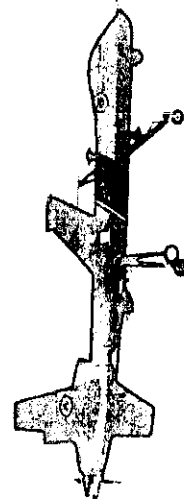
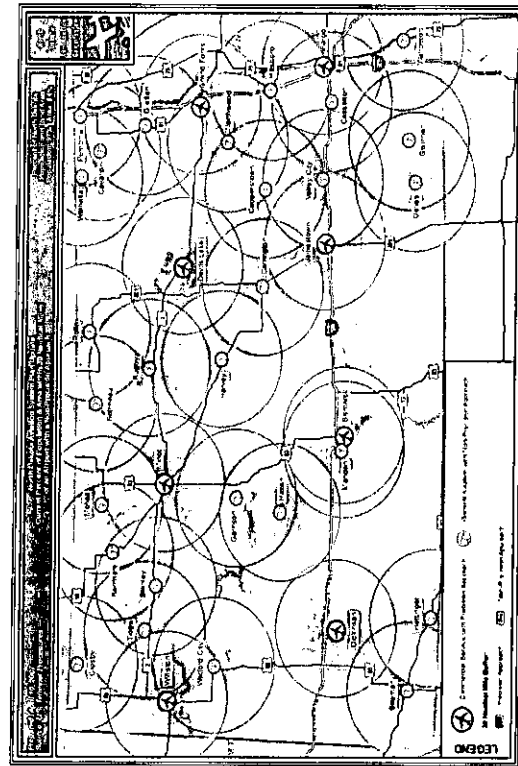
Airspace

Fill radar gap in Bowman
and Bottineau areas

Remote Communication
Outlet in Gwinner area

Work with FAA Flight
Procedure on EA process

First Predator Landing at GFAAFB



Airside Issues

Maintain Pavement Condition Surveys (PCI)

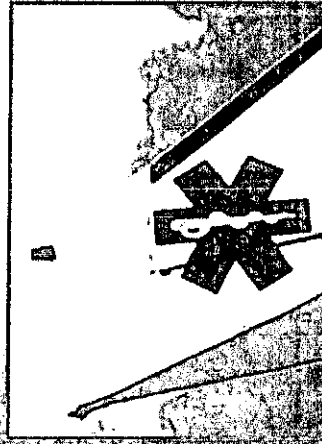
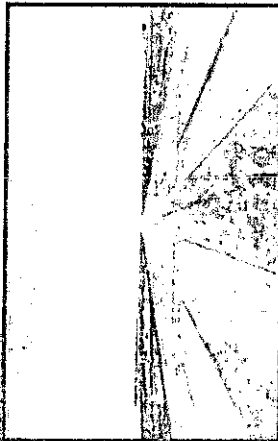
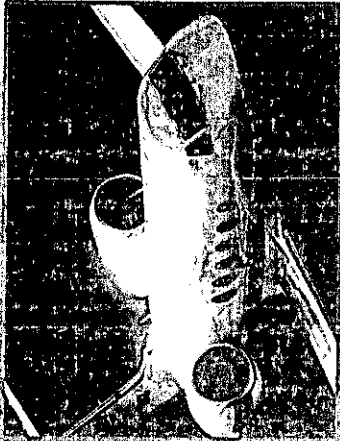
Monitor Turbine Jet Needs

**Control of Runway Protection
Zones**

**Runway Extensions for Medical,
Energy, and Business Traffic**

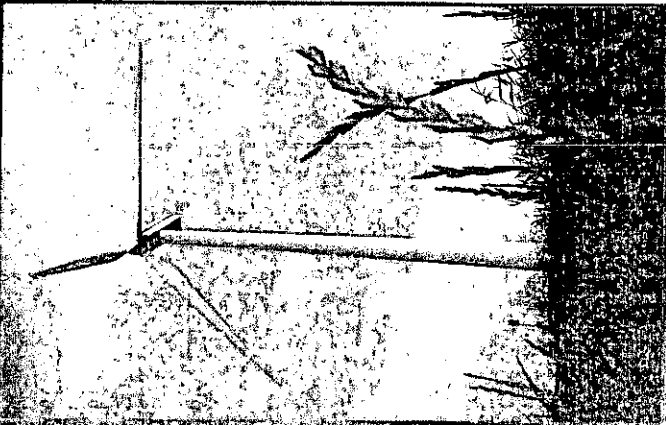
Remove Flight Obstructions

Promote Airspace Airport Zoning in Planning



Planning

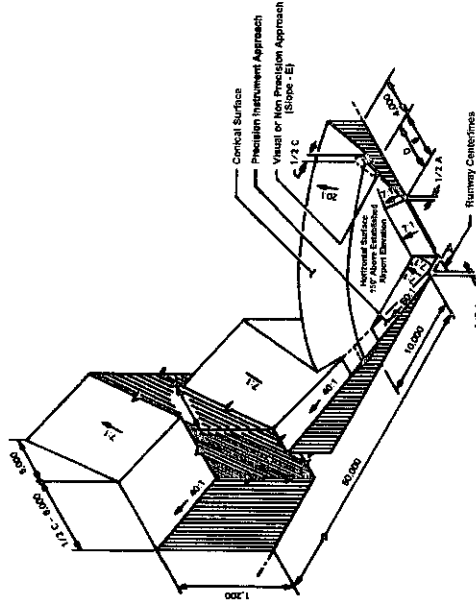
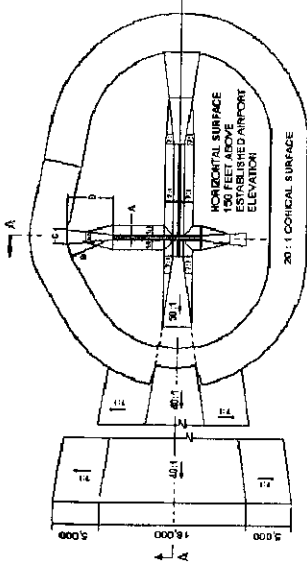
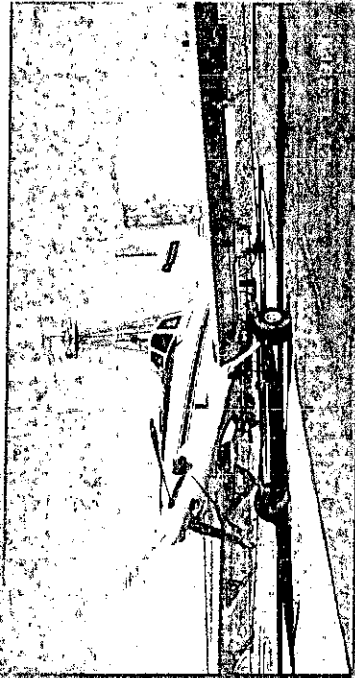
**Monitor Energy
Developments**



**Design GA Airports to Meet
New Turbine Jet Aircraft**

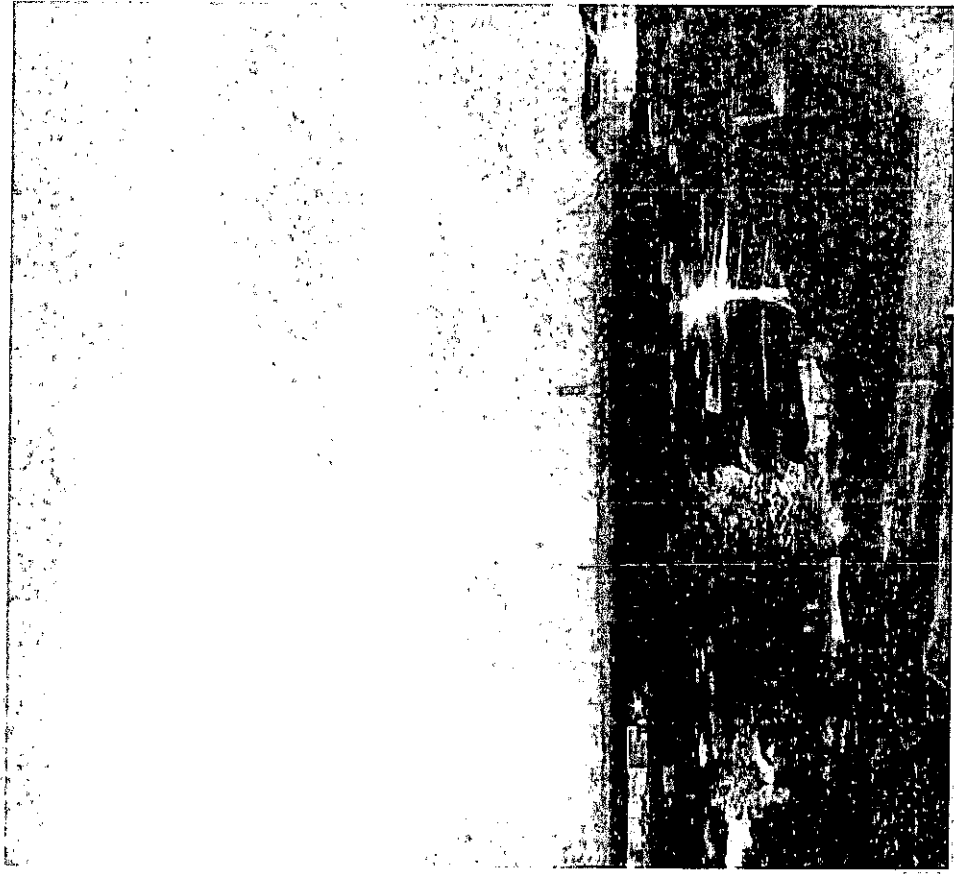
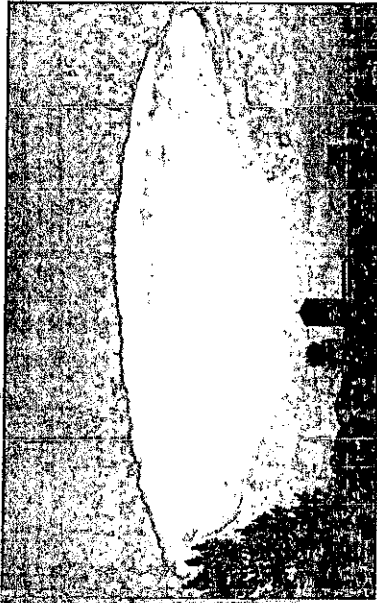
Update Airport Layout Plan

**Update the "Airport Crisis
Communication Plan"**



WEATHER INFORMATION PROGRAMS

50% of Aviation Accidents are Weather Related



AUTOMATED WEATHER OBSERVATION SYSTEM (AWOS)

AWOS Units detect:

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

Harvey AWOS III-PT Layout

AWOS UNITS INSTALLED IN THE STATE

Pre-2007 AWOS (12)

Bismarck (BIS)
 Bowman (BPP)
 Devils Lake (DVL)
 Dickinson (DIK)
 Fargo (FAR)
 Grand Forks (GFK)
 Gwinner (GWR)
 Hettinger (HEI)
 Jamestown (JMS)
 Minot (MOT)
 Wahpeton (BWP)
 Williston (ISN)

FY2007 AWOS (11)

Carrington (46D)
 Cavalier (2C8)
 Cooperstown (S32)
 Crosby (D50)
 Grafton (GAF)
 Harvey (5H4)
 Langdon (D55)
 Linton (7L2)
 Oakes (2D5)
 Rugby (RUG)
 Watford City (S25)

FY2008 AWOS (9)

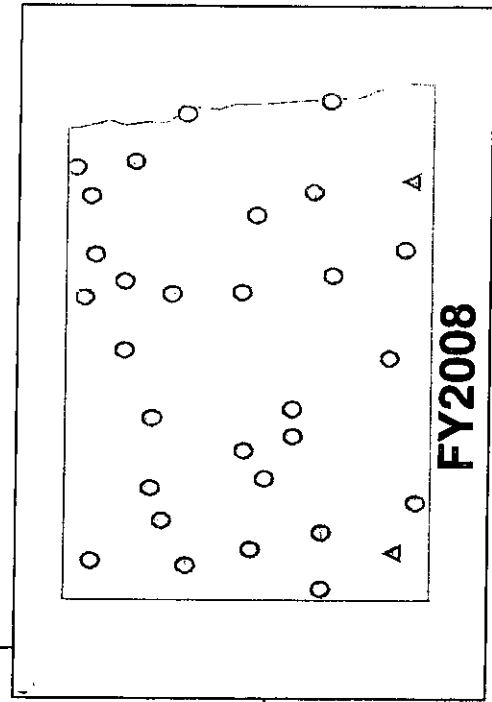
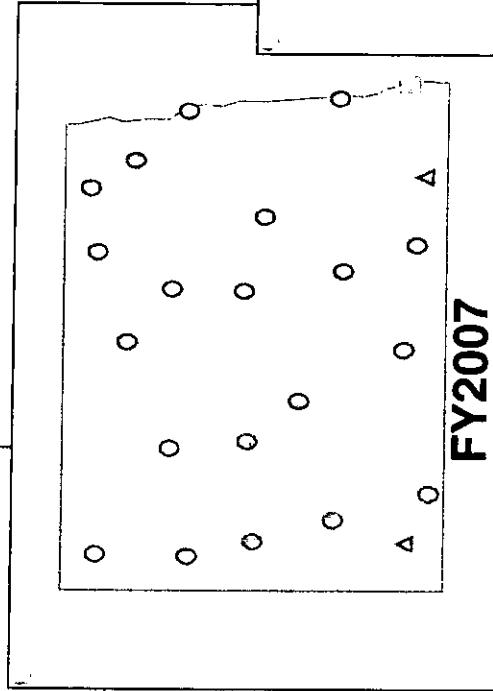
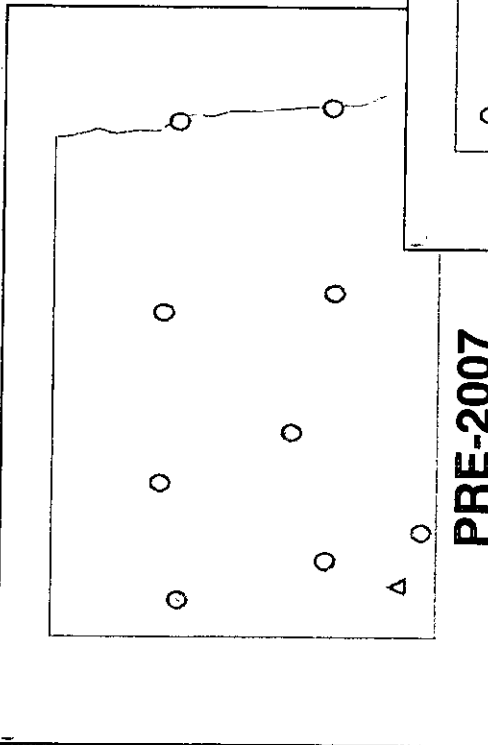
Beach (2OU)
 Crosby (9D7)
 Hazen (HAZ)
 Mandan (Y19)
 Rolla (06D)
 Stanley (08D)
 Tioga (D60)
 Valley City (6D8)
 Walhalla (96D)

Evolution of the WX Reporting

FY2007 - \$ 1.3 million FAA AIP Grant

FY2008 - \$ 1.4 million FAA AIP Grant

Airports transferred their FAA AIP funds to the Commission for managing the grant for a 15% cost savings.

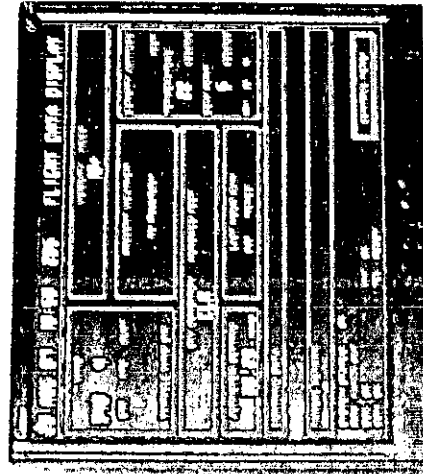


THE AWOS SYSTEM

- FCC Assigned Airborne Radio Frequencies
- Local Telephone Number Access to Current WX Info
- PC Monitors in Local Airport Terminals

Users

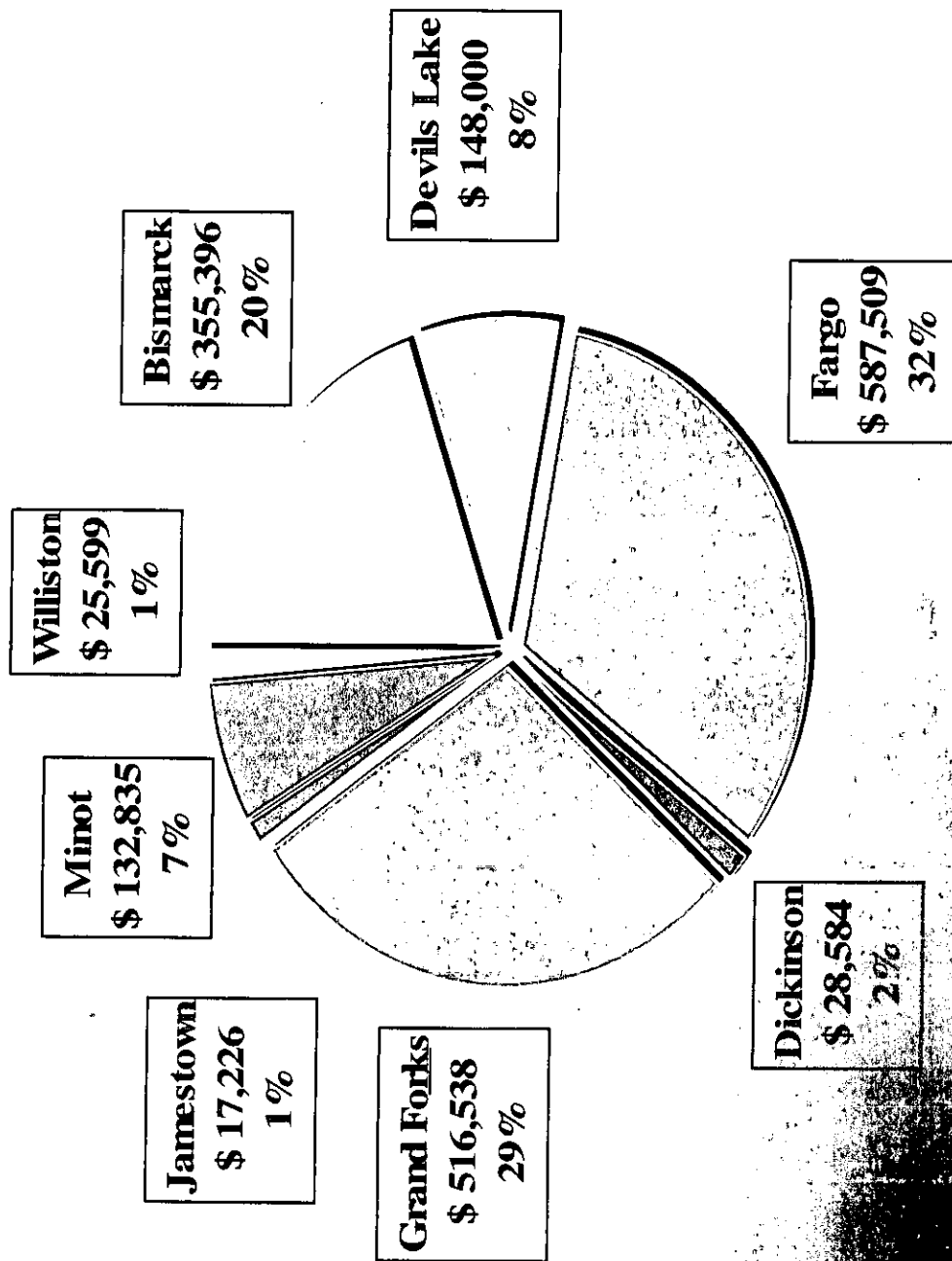
- General Aviation Pilots on Daily Flight Plans
- Aviation Charter Operators for Business and Energy
- Emergency Medical and Flying Doctors
- National Weather Service Forecasters Offices in ND
- Local School Districts for classroom training
- Aerial Applicators to report weather on field notes
- Other Transportation Interests Have Access to WX Info



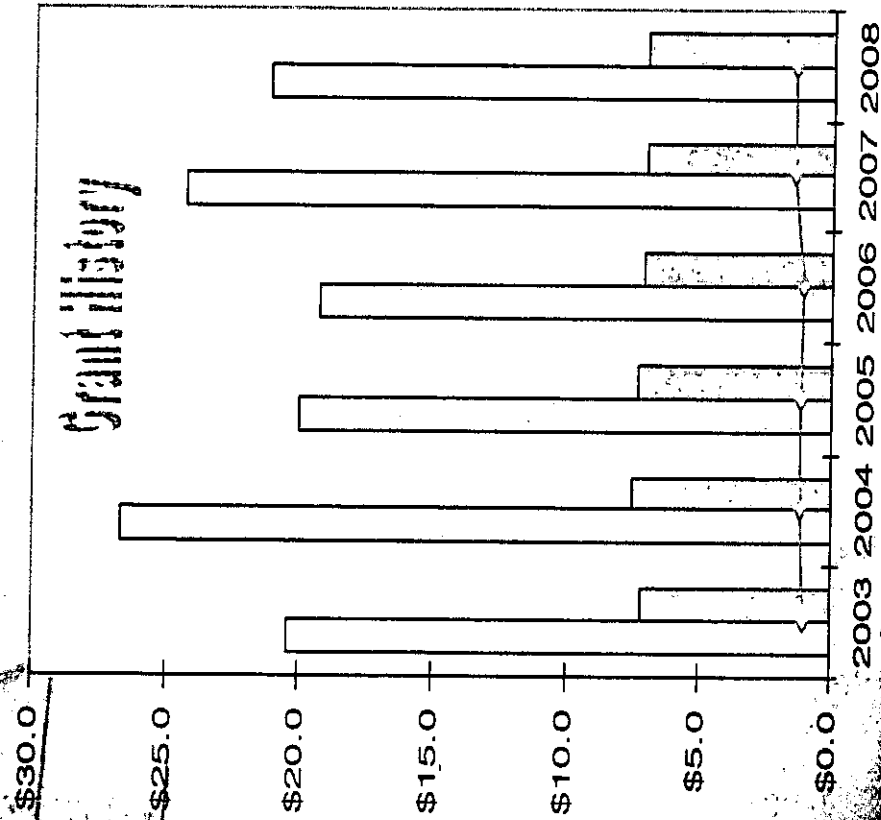
Aeronautics Commission Airport Grant Program
Last Biennium awarded \$3.03 million to 244 projects

	Grants Amounts Awarded	No. of Projects
2007 – Air Carrier	\$ 846,223	41
2008 – Air Carrier	\$ 956,364	30
Total Air Carrier	\$ 1,802,587	71
2007 – General Aviation	\$ 591,474	87
2008 – General Aviation	\$ 633,481	86
Total General Aviation	\$ 1,224,955	173
Total Air Carrier & GA	\$ 3,027,542	244

Air Service Airport State Grants 2007-2009 Biennium \$ 1,811,587 Awarded



Past Funding for the Airport System of North Dakota 2003 to 2008



Over the Last Six Years

How did we do this ?

Federal AIP Program

\$131.9 M (72%)

Local Investment:

\$43.21 M (24%)

State Investment

\$7.28 M (4%)

Total Investment in Airports

\$182.4 Million

Six Year Program

The State/FAA Capital Improvement Plan (CIP) For the North Dakota Airports

2009-2011 Project CIP

How we are going to do it?

Next Three Years

Federal (AIP) Program

\$71.7M

Local Investment

\$21.6M

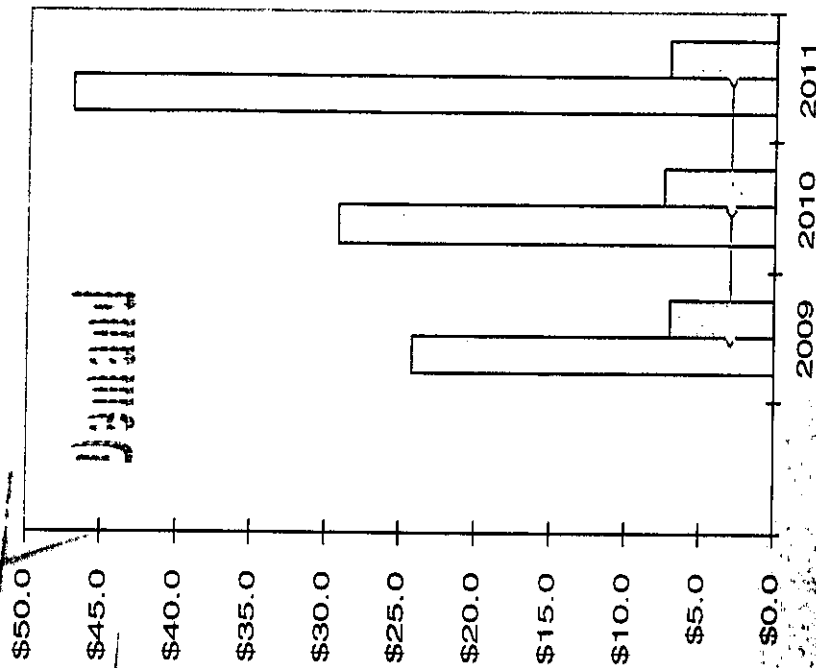
State Investment

\$8.7M

Total Investment in Airports

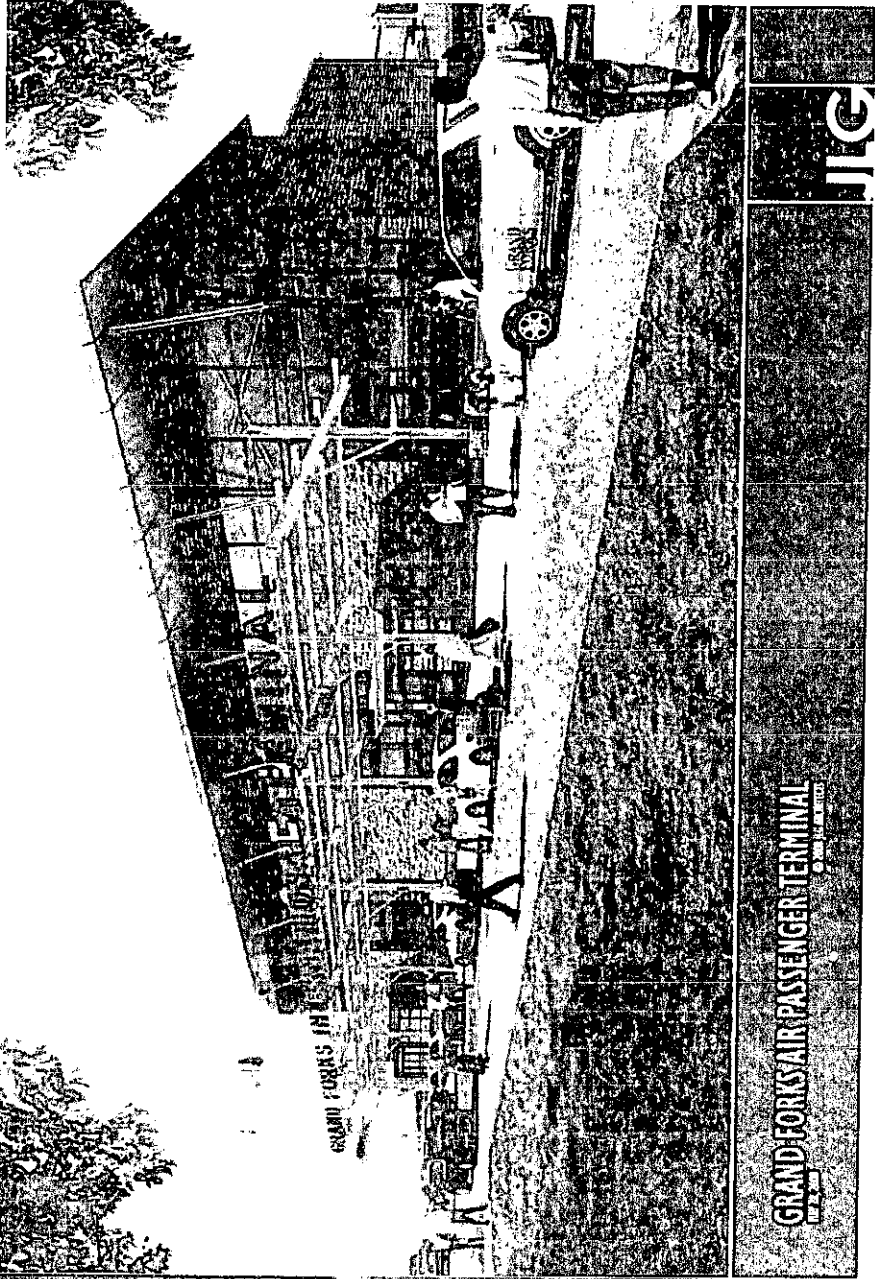
\$102.0 Million

Three Year Program



MAJOR PROJECTS IN THE NEXT BIENNIUM

\$29 Million Terminal Modernization



PLANNED AIRLINE TERMINALS

- JAMESTOWN -
\$2 MILLION
- DICKINSON -
\$2 MILLION
- GRAND FORKS -
\$24 MILLION
- MINOT -
\$1 MILLION

Pavement Condition Index Study Results

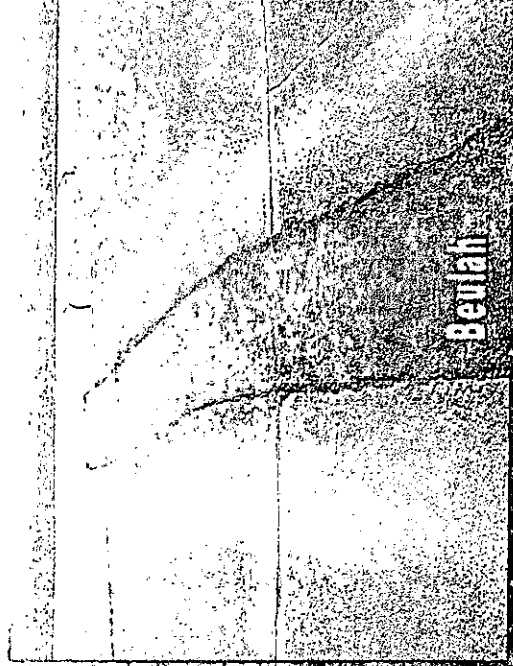
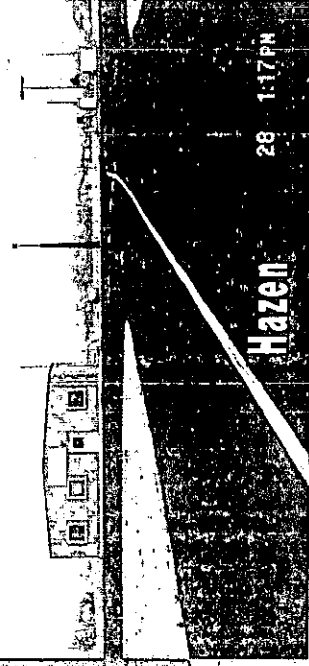
50 Million Square Feet of Pavements on ND Airports

TOTAL AIRPORT PAVEMENT IN SF

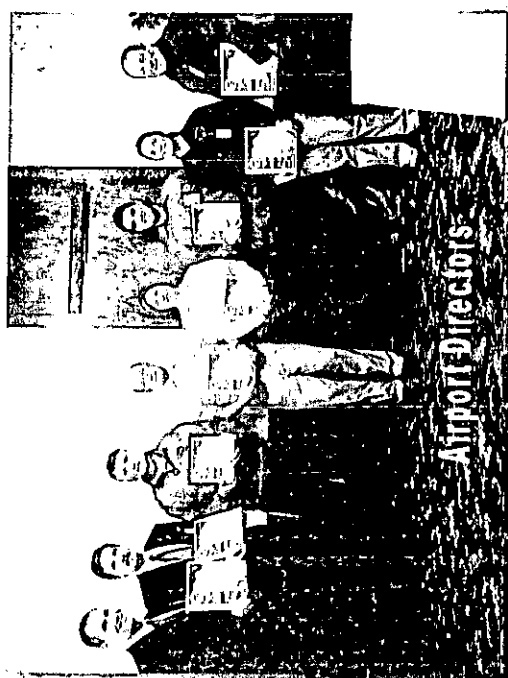
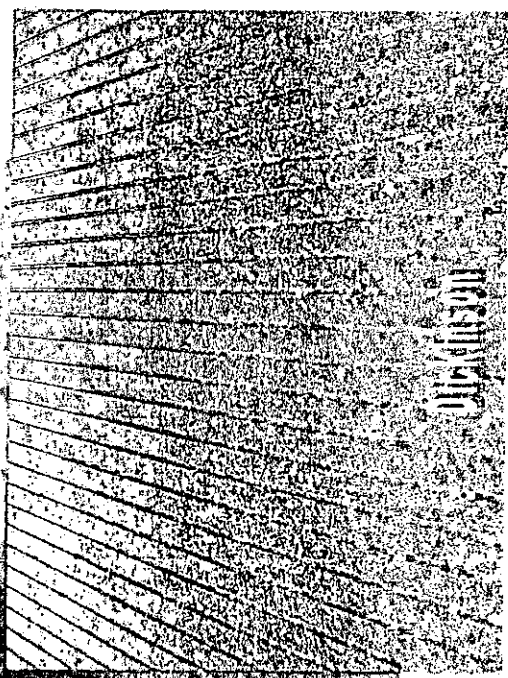
(Square Feet = SF)

Primary Four	21,062,000 SF
Regional Four	7,183,000 SF
45 Federal GA Airports	17,876,000 SF
18 Non-Fed GA Airports	4,118,000 SF
TOTAL SF on 71 APTs	<u>50,239,000 SF</u>

50 MILLION SF PAVEMENTS TO MAINTAIN



Pavement Condition Index Study Results



Minimum Service Level (MSL)

Big Four

15% Below

Regional Four

12% Below

45 Federal GA Airports

11% Below

18 Non-Fed GA Airports

50% Below

Commission uses this MSL for planning of future projects to keep the system updated to support the maintenance plans at local levels.

Non-Fed Airports are the most difficult because of state/local funding issues across the state.

ND HOUSE APPROPRIATIONS-GOVERNMENT OPERATIONS

Representative Jeff Delzer, Chairman
Representative, Blair Thoreson, Vice-Chairman

North Dakota Aeronautics Commission
SB 2006 – Budget for Agency 412

1:30 pm Monday- March 2, 2009
Medora Room-State Capitol Building

WRITTEN TESTIMONY by Mark J. Holzer- Interim Director

Good afternoon Chairman Jeff Delzer, Vice-Chairman Blair Thoreson, and members of the House Appropriations-Government Operations Division.

My name is Mark J. Holzer, Interim Director of the ND Aeronautics Commission. My experience involves most aspects of the commission's aviation services since my February 1980 employment.

Thank you for the opportunity to review Agency 412- Budget SB 2006. I shall address the list of items per committee chairman Jeff Delzer's letter for agency overviews as:

OVERVIEW PRESENTATION AGENDA

1:30 Agency brief historical perspective with mission and purpose

- Commission Brochure

1:35 Agency Budget Review

- 2005 to 2007 Actual Expenditures

- 2007 to 2009 Funds for ongoing, one-time funding, expenditure estimates, GF turn back

- 2009 to 2011 Budget needs

1:45 Major Budget Variances

- 2007 to 2009 estimates of income and expenditures

- 2009 to 2011 recommended appropriations and estimated income compared to past biennium

1:50 Major agency initiatives and program changes for 2009-2011 Biennium

1:55 Agency's long term plan for improving the efficiency and effectiveness of mission and purpose

-State Aviation System Plan

-Pavement Index Condition Report

-State/FAA Capital Improvement Plan

2:05 Committee member questions

The presentation is dual track process with my written testimony then referencing by page number the biennium agency budget report.

AGENCY OVERVIEW

The agencies historical perspective with mission and purpose shall be explained in the red brochure entitled ND Aeronautics Commission "A STATEWIDE VOICE FOR AVIATION" which is found within your inside blue binder left side. (Brochure Explanation)

AGENCY BUDGET

The Agency Budget review involves reviewing the following:

Page 1 - displays the flow chart of the agency for 2005-2007 Biennium of revenues and expenditures with \$5.8 million total. (Revenue trends shall be exhibited later in this summary.)

Page 2- displays decline in FAA funding authority of \$3.5 million as our state was not selected for federal block grant program. Item number 6 at bottom of page shows this decline in yellow.

Page 3 –highlights the 2007-2009 agency budget flow chart of \$7.1 million in funding authority.

Page 4- displays an increase of \$500,000 was made available for airport grants (line item 4 and 5 in yellow in bottom of page) due to additional special fund aviation revenues. An increase of \$734,000

for reconstruction overlay of Dunseith-Peace Garden Airport was funded as **one-time** funding (item number 6). General funds remained the same at \$550,000 which are allocated to commercial eight air carrier class airports. In this current biennium, the five member commission board approved airport improvement rehabilitations and safety grants totaled \$3.03 million to 244 projects many which match 95% FAA -2.5% state and 2.5% local airport funding (page 5). Terminal improvements (page 6 like Fargo) and airfield pavement management (page 7) of over 50 million square feet of pavements are key state airport investments. On page 8, twenty new Automated Weather Observation Systems (AWOS) funds for air medical ambulance (like Fargo Jet Center and Bismarck Metro-Air) were installed at general aviation airports. Many hospitals could not provide life-saving air medical flights averaging more than one a month due to lack of weather reporting. The National Weather Service assesses the data to do more accurate forecasting such as Crosby and Beach sites as fast moving fronts enter our state from the west.

Page 9- highlights 2009-2011 proposed agency budget flow chart for \$12.9 million with airport grants raised to \$5.83 million and federal funds grants at \$5.0 million (grey boxes). FAA shall distribute federal Job Stimulus grants at 100% formula directly to airports thus these funds are not anticipated in our state agency budget request.

MAJOR BUDGET VARIANCES

Page 10- Revenues to Commission budget has grown steadily in the past fiscal years in excise sales tax on aircraft, and aviation fuel tax accounts. The increases are based on additional revenues in aircraft excise tax account due to jet aircraft purchases by corporations, energy companies and aerial applicators modernizing fleet to turbine jet -. When the aviation fuel price is over \$2.00 per gallon

(summer 2008 peaked over \$5.00 per gallon), state fuel tax refunds are not available. Airlines with 54 daily departures out of ND and air cargo flying (like Federal Express hub) increased to support the fuel tax revenues growth.

Page 11 –displays agency budget initiatives and program changes in 2009-2011 proposed budget with increased authority for special funding however **no** increase in general funding(shown on agency budget graph). Items in yellow for 2-3-7-8 highlight special fund increases that will be explained in more detail in upcoming pages. Revenues for these increases are currently available for additional airport grants, navigation systems, automated weather and airport planning projects.

Page 12 – reviews the removal of capital assets item 9 which is Dunseith overlay and work slated this biennium is item 10 for one-time funding of walkway, fencing and terminal.

MAJOR INITIATIVES AND PROGRAM CHANGES FOR 2009-2011

Page 13 – highlights special fund variances increase for airport grants of \$2.3 million, decline in capital assets at Dunseith-Peace Garden airport, and \$25,000 increase in educational grants.

Page 14 – reviews federal fund variance increase of \$520,542 in six areas.

Page 15 – highlights the aviation education funds planned for proposed budget.

Page 16- displays new Grand Forks terminal to start in 2009.

Page 17- Dickinson terminal floor plan expansion as passengers have grown 300% in 4 years

Page 18- FAA Next-Generation ADS-B deployment national plan.

Page 19-Bowman County Airport Relocation in an Environmental Assessment- 6 year effort.

Page 20-Mayville Regional Airport letter announcing its first federal grant in 2008 for planning/environmental work. New airport is planned to be called Carl Ben Eielson Regional Airport.

Page 21- Bismarck Municipal Airport wetlands mitigation plan will reduce water (shown in green) near the runway ends to reduce potential bird strikes. National focus on this action due to the recent Miracle on the Hudson jet landing after both jet engines engulfed geese.

AGENCIES LONG TERM PLAN TO FULFILL MISSION AND PURPOSE

The State Aviation System Plan (SASP) was just completed in 2008 to provide long term planning for improving efficiency and effectiveness of the aviation services for our states citizens.

I shall review the SASP Executive Summary on our future plans. The summary is located in the left pocket of handouts with blue sky cover.

(Explain SASP brochure)

(Explain State/FAA Capital Improvement Plan)

(Review Aeronautical Chart-Directory-Chapter 6 of SASP-Aviation Impacts)

This concludes my presentation today on the overview of the ND Aeronautics Commission. I hope to have met your budget expectations from today's flight plan around ND and its impacts on our budget. The Aeronautics Commission graciously thanks the House Appropriations committee for your past support of state's air transportation industry which provides 12,000 jobs and \$1.2 billion of annual economic impacts within ND. I look forward to and welcome your questions.

North Dakota Aeronautics Commission

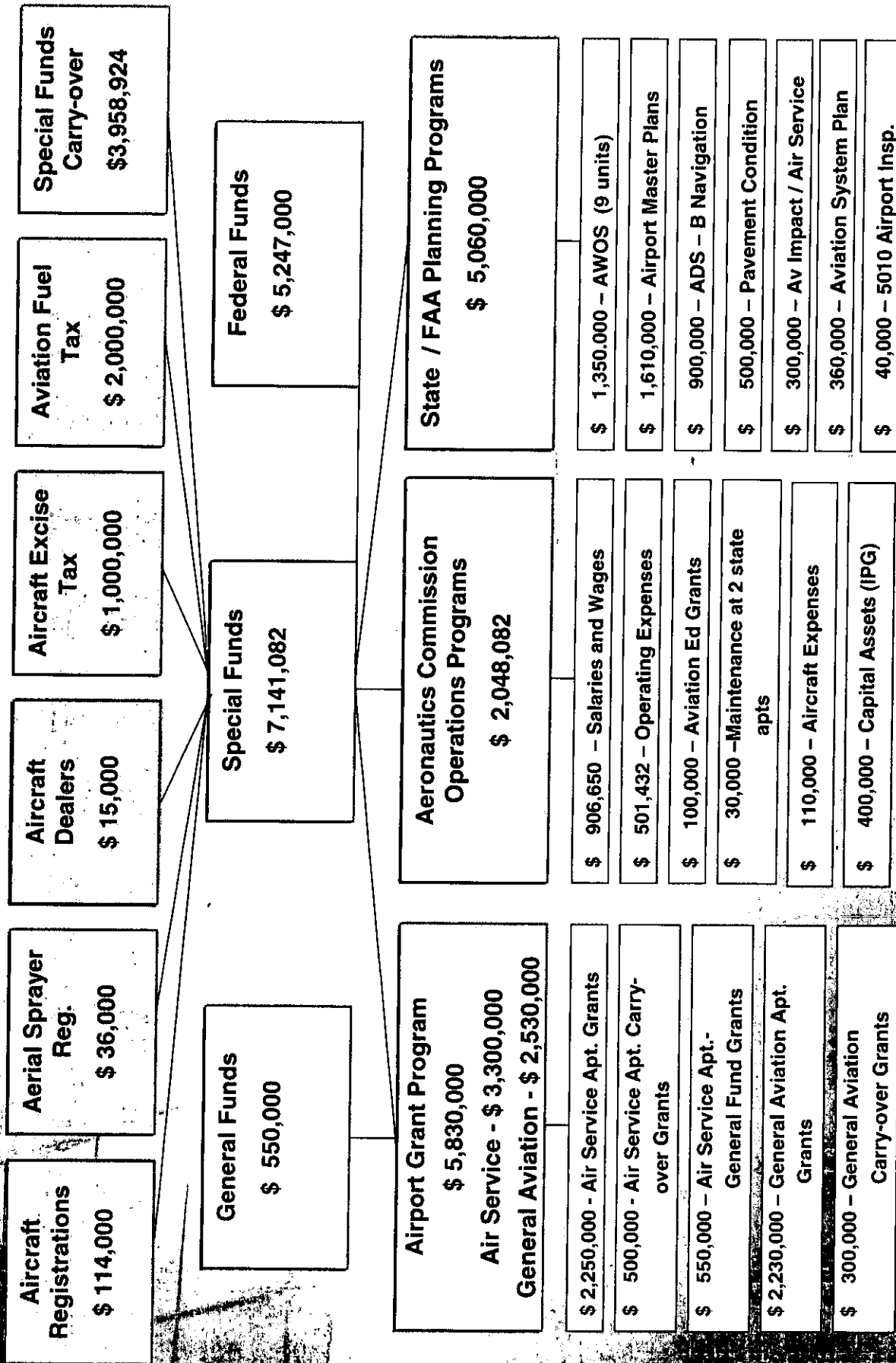
2009 – 2011

Budget Request

North Dakota Aeronautics Commission

2009 - 2011 Proposed Budget

\$ 12,938,082



Variances from Previous Biennium

Special Funds

Airport Grant Program + \$2,330,000.00

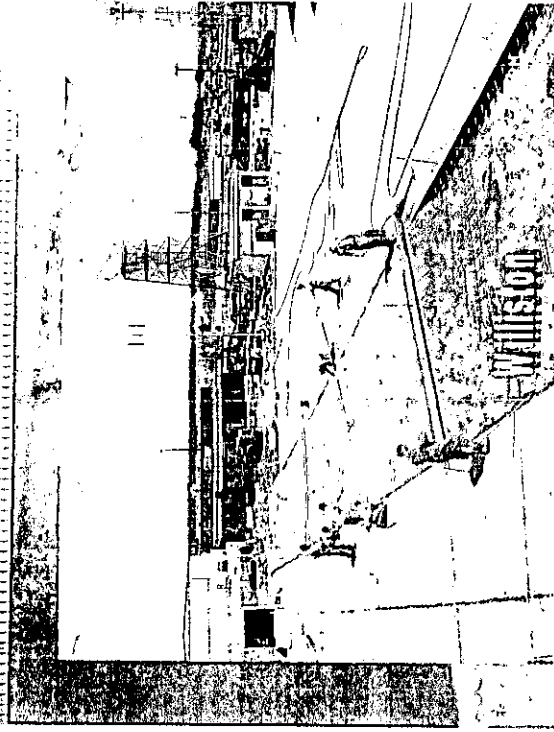
1. 30% increase for construction/maintenance due to oil costs
2. Additional needs for FAA- AIP state / local share at 2.5% each
3. AIP increase from \$3.5 Billion to \$3.9 Billion nationally in 2009
4. Anticipated federal job stimulus program requested \$48 million

Capital Assets < - \$334,000.00 >

5. International Peace Garden Airport capital improvement finished

Aviation Education Grants + \$25,000.00

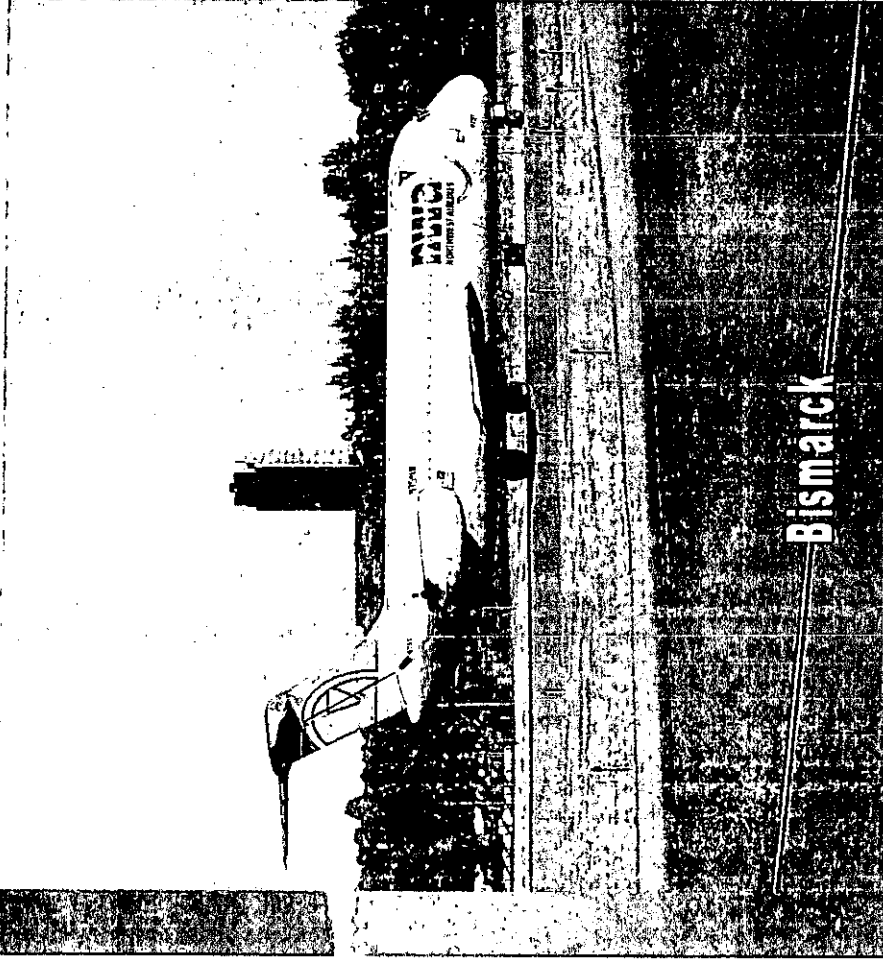
6. Continuing needs for educational requests at local levels



Federal Fund Variances

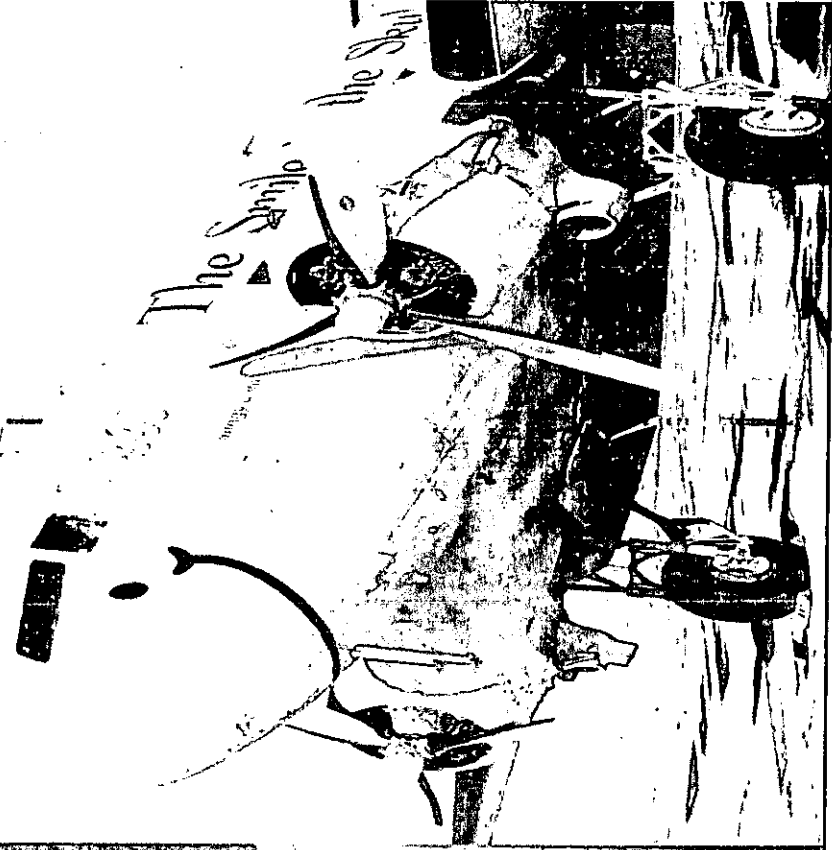
Federal Funds + \$ 520,542.00

1. Increases are for additional federal planning requirements for new technology for the future of the national airspace.
2. Airport master planning for airside and environmental groundside issues
3. Pavement Condition Index (CPI) for runway maintenance issues in 2009
4. Update Economic Impact Study/Air Service Study in 2010
5. Navigational Studies for new technology-NEXTGEN with GPS hospital helipads
6. Additional AWOS installations to fill safety medical needs at local level



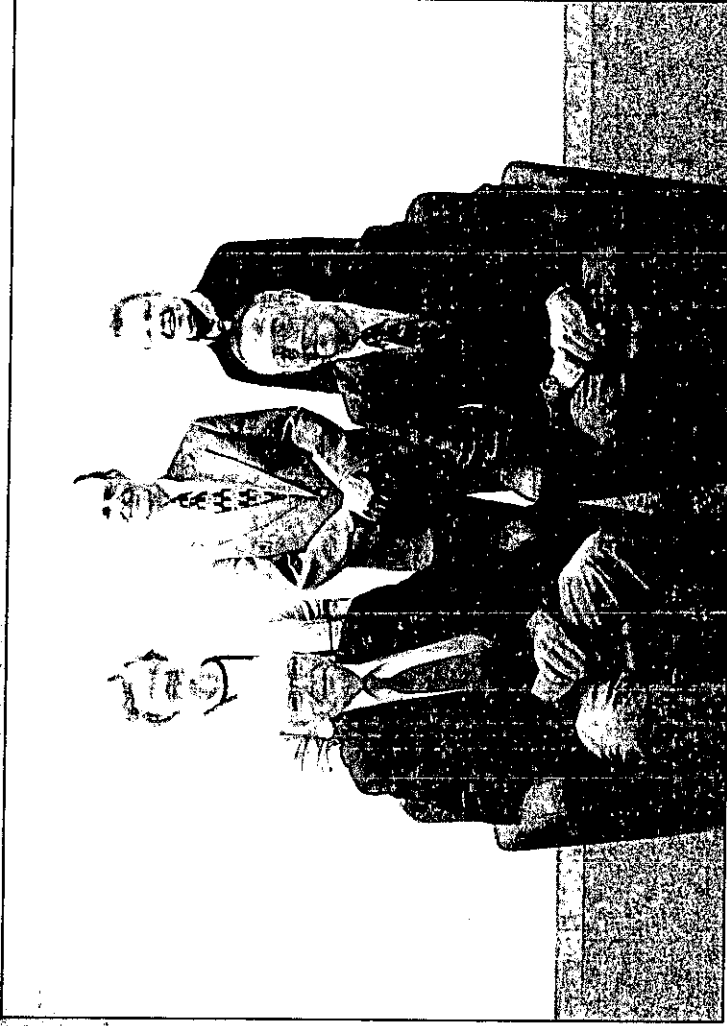
Aviation Education Grant Funding

- Airport Internship Grants – to assist airports in utilizing an intern to educate them in the airport management process.
- Fargo Air Museum – to assist the museum in hosting aviation educational events.
- Dakota Air Territory Museum – to assist the museum in hosting aviation educational events. (Minot)
- North Dakota Aviation Council – to assist in attracting educational speakers to annual aviation convention.
- North Dakota Pilots Association – to host a “Careers Day” for 5th & 6th graders.
- Airports – to assist in marketing and educating the community of the airport.



Duggy's primary mission is to attend events throughout the North Dakota and promote positive character building traits in our youth.

Aeronautics Commission Board



Robert J. Miller, Casselton – Chairman

Jay B. Lindquist, Hettinger – Vice Chairman

Cindy K. Schreiber-Beck, Wahpeton – Secretary

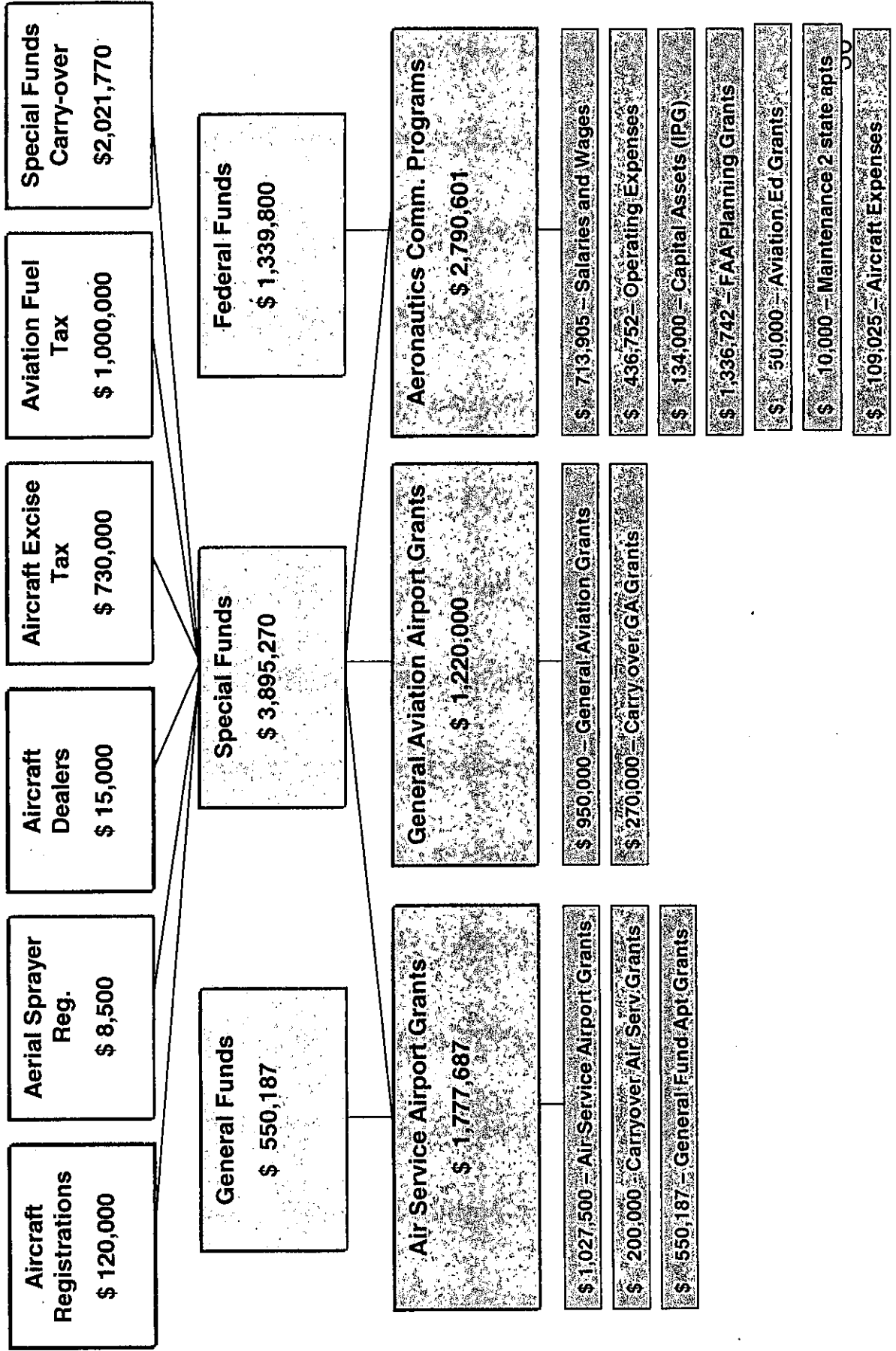
Dianne L. Herr, Turtle Lake – Member

Maurice E. Cook, Bismarck – Member

North Dakota Aeronautics Commission 2005 - 2007 Proposed Budget

\$ 5,788,101

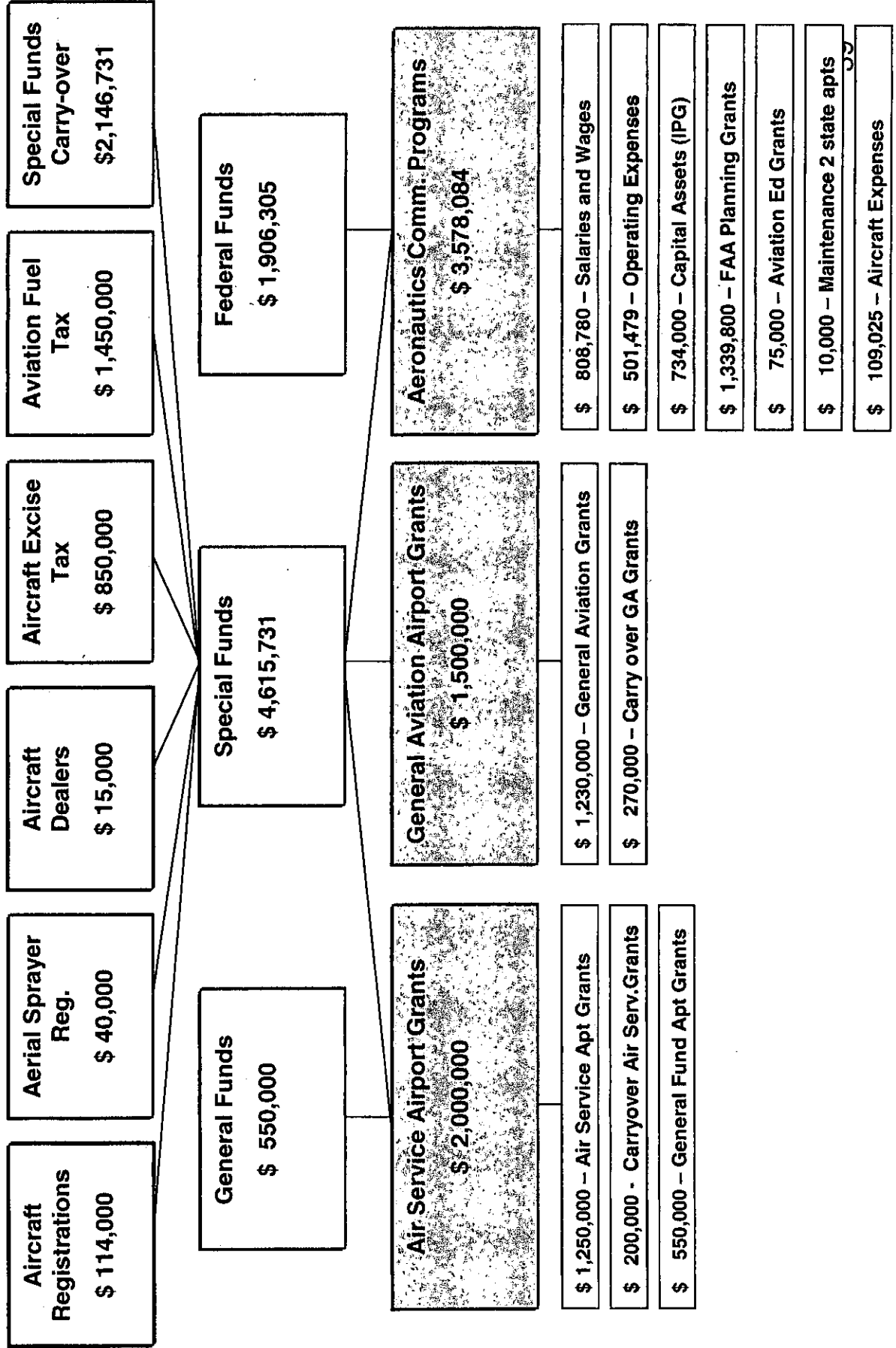
given to Dept of Transportation



North Dakota Aeronautics Commission

2007 – 2009 Budget

\$ 7,078,084



Aeronautics Commission Airport Grant Program

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	Grants Amounts Awarded	No. of Projects
2007 - Air Carrier	\$ 846,223	41
2008 - Air Carrier	\$ 956,364	30
Total Air Carrier	\$1,802,587	71
2007 - General Aviation	\$ 591,474	87
2008 - General Aviation	\$ 633,481	86
Total General Aviation	\$1,224,955	173
Total Air Carrier & GA	\$ 3,027,542	244

Revenues To Commission

	FY02	FY03	FY04	FY05	FY06	FY07	FY08	7 YR AVE.
Excise Tax	354,391	755,958	363,428	1,651,186	687,044	864,982	1,357,119	862,015
Sprayer Licenses	4,350	4,275	4,290	21,695	21,600	19,300	17,400	13,272
Aircraft Registrations	58,999	60,638	59,261	64,091	62,679	61,113	65,884	61,809
Dealer License	7,765	7,100	8,450	7,850	7,250	7,550	6,950	7,559
Special Fund Fuel Tax Revenue	435,575	365,135	541,970	527,609	664,388	1,007,118	1,275,669	688,209
Construction Fund – Fuel Tax Revenue	303,060	328,057	351,534	400,867	359,586	163,556	0	272,380
General Funds	275,000	275,000	275,000	275,000	275,000	275,000	275,000	275,000
Totals	1,840,628	1,439,140	1,796,163	1,603,933	2,948,298	2,398,619	2,998,022	2,146,400

Summary of 2009-2011 Increases / Decreases - Dept. 412.00

Salaries/Wages	97,870	Legislatively Manadated
Operating	-2,939,025	
	20,975	\$ 975 - aircraft repairs
	-2,960,000	\$ 20,000 - state apt owned maintenance Transfer authority to Grants Line Item for AWOS and Master Planning Grants
Capital Assets	-334,000	
		Overlay runway project complete Budgeted \$400,000 for Walkway
Grants	6,215,000	
		\$ 1,300,000 - Air Carrier Grants
		\$ 1,030,000 - General Aviation Grants
		\$ 25,000 - Aviation Education Grants
		\$ 900,000 - ADS-B -
		\$2,960,000 - Transfer Authority from Operating To grants line item to administer Federal Grants of \$ 1,610,000 - Master Plans \$ 1,350,000 - AWOS

Detailed Expenditures for ND Aeronautics Commission - 412.00

	2005 / 2007 Expenditures	2007 / 2009 Appropriation	2007 / 2009 Exp. Thru 01/31/09	2007 / 2009 Budget Remaining	2009 / 2011 Appropriation	Increase / Decrease
APPROPRIATION	5,788,101	9,898,237			12,938,082	
Salaries/Wages						
510000 Salaries and Benefits	612,612	808,780	434,515	374,264	906,650	97,870
FTE's	6	6	6	6	6	
Operating Expenses	1,073,334	4,780,457	2,496,432	2,284,025	1,841,432	-2,939,025
521000 Travel	28,212	33,000	35,796	-2,796	33,000	
531000 Supplies - IT Software	5,230	6,550	2,705	3,845	6,550	
532000 Supply / Materials - Prof.	10,011	8,711	5,643	3,068	8,711	
534000 Bldg. Grounds, Vehicle Supply	0	90,025	57,318	32,707	110,025	
535000 Miscellaneous Supplies	3	1,000	0	1,000	1,000	
536000 Office Supplies	10,630	10,914	2,199	8,715	10,914	
541000 Postage	13,231	12,000	3,188	8,811	12,000	
542000 Printing	26,844	21,126	11,494	9,632	21,126	
551000 IT Equip under \$5,000	4,670	47,000	1,776	45,224	47,000	
553000 Office Equip. & Furniture	2,883	18,000	3,228	14,771	18,000	
561000 Utilities	17,497	0	16	-16	0	
571000 Insurance	1,617	22,000	17,685	4,314	22,000	
581000 Rentals / Leases - Equip.	59,812	2,628	1,403	1,225	2,628	
582000 Rentals / Leases - Bldg./Land	2,550	85,862	57,579	28,282	85,862	
591000 Repairs	23,714	80,660	51,127	29,533	81,635	
601000 IT - Data Processing	8,039	43,016	14,693	28,322	43,016	
602000 IT - Communications	3,998	13,672	9,056	4,616	13,672	
603000 IT - Contractual Services	25,427	66,000	12,585	53,415	66,000	
611000 Professional Development	25,427	25,000	21,734	3,266	25,000	
621000 Operating Fees and Services	8,666	22,240	52,714	-30,474	22,240	
623000 Fees - Prof. Services	0	4,171,053	1,782,018	2,036,565	1,211,053	
Capital Assets	598,058	734,000	597,000	137,000	400,000	-334,000
684000 Extraordinary Repairs						
691000 Equipment over \$ 5,000	598,058	734,000	597,000	137,000	400,000	-334,000
Grants						
712000 Grants, Benefits & Claims	1,964,448	3,575,000	2,462,008	1,112,992	9,790,000	6,215,000
Federal Funds						
General Funds	1,206,988	4,709,300			5,247,000	
Special Funds	550,187	550,000			550,000	
	2,491,277	4,638,937			7,141,082	
	4,248,452	9,898,237			12,938,082	

Agency/Position No./Description	Date Vacated	Number of Months Vacant March 2009	Date Expected to Be Filled	Current Status/Agency Response	Amounts Included in the 2009-11 Executive Budget		
					General Fund	Special Funds	Total
412 - Aeronautics Commission							
5034 1.00 Administrative staff officer III	03/07	24	Unknown	Position will be reevaluated after director is hired		\$151,651	\$151,651
5041 1.00 Account budget specialist II	Never filled		Unknown	Position will be reevaluated after director is hired		113,009	113,009
5038 1.00 Director (appointed not classified)	12/08	3	03/09	Position is expected to be filled in March 2009		222,916	222,916
Total						<u>\$487,576</u>	<u>\$487,576</u>

Planner IV
Administrative Officer II
Account Technician II

Agency Name: AERONAUTICS COMMISSION		Agency Number: 00412					
1	Code	2	3	4	5	6	7
Description		2005-07 Biennium Expenditures	2007-09 First Year Expenditures	2007-09 Biennium Balance	2007-09 Biennium Appropriation	2009-11 Base Budget Changes	2009-11 Budget Recommendation
AIRPORT DEVELOPMENT AND MAINTENANCE		3,517,429	2,915,257	5,736,830	8,652,087	3,650,975	11,587,386
REGULATORY AND ADMINISTRATION		731,023	336,147	910,003	1,246,150	44,416	1,350,696
TOTAL BY APPROPRIATION ORGS		4,248,452	3,251,404	6,646,833	9,898,237	3,695,391	12,938,082
SALARIES AND WAGES	10	612,612	266,168	542,612	808,780	19,416	906,650
OPERATING EXPENSES	30	1,073,334	2,008,579	2,771,878	4,780,457	(2,939,025)	1,841,432
CAPITAL ASSETS	50	598,058	5,534	728,466	734,000	400,000	400,000
GRANTS	60	1,964,448	971,123	2,603,877	3,575,000	6,215,000	9,790,000
TOTAL BY OBJECT SERIES		4,248,452	3,251,404	6,646,833	9,898,237	3,695,391	12,938,082
Federal Funds	FED	1,206,988	1,782,682	2,926,618	4,709,300	1,235,000	5,247,000
General Fund	GEN	550,187	550,000	0	550,000	0	550,000
Special Funds	SPEC	2,491,277	918,722	3,720,215	4,638,937	2,460,391	7,141,082
TOTAL BY FUNDS		4,248,452	3,251,404	6,646,833	9,898,237	3,695,391	12,938,082
FTE		6.00	5.50	0.50	6.00	0.00	4.00
VACANT		0.00	0.00	0.00	0.00	0.00	2.00

Dosch, Mark A.

From: mholzer [mholzer@nd.gov]
Sent: Saturday, April 18, 2009 11:48 AM
To: Dosch, Mark A.
Cc: Berg, Rick A.
Subject: FW: Could you explain why you need the change to allow up to 90% funding?

Representative Mark Dosch

As I see our agency SB 2006 is going to conference committee, I will forward you the information sent to Rick Berg explaining the amendment. The amendment modifies state grants from 50% to 90% for only the next two years. As stated below, higher asphalt costs are endangering several non-federal eligible airports to remain open for public use. Also several airport will be faced with flood damages that we can assist such as Pembina, Drayton, Hillsboro, West Fargo, Jamestown, Lamoure and others still assessing damages.

We do not plan to fund any federal job stimulus grants as FAA will fund them at 100% and they will write the grants to each airport. So far, Grand Forks, Mott and Ft. Yates have been announced for federal job stimulus airport grants.

If you want further assistance, please feel free to contact me.

Have a great weekend!

Mark Holzer

ND Aeronautics Commission
328-9653

-----Original Message-----

From: mholzer [mailto:mholzer@nd.gov]

Sent: Monday, March 23, 2009 3:02 PM

To: 'Berg, Rick A.'

Subject: RE: Could you explain why you need the change to allow up to 90% funding?

Rick

to explain the amendment:

1. Currently the state aeronautics commission can by law only match **up to 50%** of the local share of airport safety, pavement rehabilitation or improvement projects at the 90 public airports in ND.
2. The amendment change is to permit **up to 90%** state funding of the total airport project.
3. Increased percentage is suggested as most airports raise revenue with local mill levy taxes (currently capped at 4.0 mills). Oil in pavements increased 30% in last two years, thus local funding is currently short to cover 50% of these projects.
4. FAA grants are 95% while state is 2.5% and local share is 2.5%. We do not anticipate increasing our state share in federal eligible projects. The five member aeronautics commission board determines grant awards to airport sponsors. In the current biennium, we have issued 244 airport grants for over \$ 3.0 million. In the proposed 2009-2010 biennium, some \$5.3 million of authority is being asked in SB2006 as revenues in aircraft registrations, aircraft excise taxes and aviation fuel taxes have been strong.
5. Greatest demand for more state airport aid is at 36 non-federal airports. Over 50% of pavements are below minimum threshold level thus **endangering runway landing safety** at airports like Ashley, Killdeer, West Fargo, Drayton, Enderlin, Larimore, Napoleon, New Town, Page, and Westhope. Without greater state support in funding level, some airports may have to close permanently.
6. State aeronautics funds will be used to assist up to 90% of projects such as runway lighting repair, runway extensions for medical or energy business airports, emergency repairs of pavements, safety enhancements in approach zones and other priority projects.
7. No state aeronautics commission funds will go to support FAA Federal Job Stimulus grants as these funds are offered directly to airports at 100% federal share. We anticipate only 4-6 airports in ND will be grant recipients due by June 15-2009.
8. We anticipate terminal projects whose average is only 60-70% eligible federal project share can compete for the additional state share. Demand for terminals state grants in next two years are at Williston, Minot, Grand Forks, Jamestown and Dickinson.

Rick, I tried to be simple but hopefully not too long in some items above. I hope this is what you expected.

I do plan to attend national legislative session in Washington with all state directors to meet with Congressmen on the new FAA funding . We do not support user fees and propose to eliminate the tougher security rules on business and charter aviation. I will be gone March 29-31st.

Good luck and hopefully you can get others to support the airport funding change. This action will dramatically improve safety and modernize airports for future generations of flyers in our state!

Mark Holzer
ND AERONAUTICS COMMISSION
328-9653

-----Original Message-----

From: Berg, Rick A. [mailto:rberg@nd.gov]

Sent: Monday, March 23, 2009 1:08 PM

To: Holzer, Mark J.

Subject: Could you explain why you need the change to allow up to 90% funding?

I have the amendment and need to simply explain it to others...how would you do it?

Rep Rick Berg
rberg@nd.gov

2009 - 2011 FAA / STATE CIP REPORT - DISCRETIONARY PLAN

4 Primary Airports

Prepared: ND Aero. Comm.
1/2/2009 - Version 2

A - Apportionment \$
E - Entitlement \$
D - Discretionary \$

Primary Airports	Rwy PCI	2009			2010			2011			NOTES
		E	A	D	E	A	D	E	A	D	
Bismarck	75	1,687	-	5,848	1,687	-	2,928	1,687	-	3,892	09 - Rehab Txy / RPZ 10 - Wetland Mitigation/SRE Bldg. 11 - Rehab apron / ARFF / Seal
Fargo	100	2,263	-	0	2,263	-	800	2,263	-	12,000	09 - Storm sewer Rwy 18 10 - Expand apron, rehab txy, SRE 11 - Rehab Txy B
Grand Forks	86	1,175	-	4,129	1,175	-	8,089	1,175	-	0	09 - Apron for Terminal / parking 10 - Terminal Phase 1 11 - Terminal Phase 2 - transition
Minot	99	1,055	-	0	1,055	-	2,045	1,055	-	1,215	09 - Security, EA, SRE, terminal 10 - Txy C, SRE 11 - Rwy 8 RPZ
Primary Total (4)		6,180	0	9,977	6,180	0	13,862	6,180	0	17,107	
Regional/GA Total (50)		3,456	2,012	5,600	4,523	2,407	11,200	4,578	2,550	8,600	
State Totals w/DISC.		9,636	2,012	15,577	10,703	2,407	25,062	10,758	2,550	25,707	
State Total w/o DISC.		4,744	805	0	3,677	405	0	3,622	267	0	
Annual Sources (E-A-D)		14,380	2,817	15,577	14,380	2,812	25,062	14,380	2,817	25,707	
Total Annual Combined			32774			42259			42904		

2009 - 2011 FAA / STATE CIP REPORT - DISCRETIONARY PLAN

Prepared: ND Aero. Comm.
01/04/09 - Version 3

A - Apportionment \$
E - Entitlement \$
D - Discretionary \$

GA Airports	Rwy PCI	2009			2010			2011			NOTES
		E	A	D	E	A	D	E	A	D	
Bowman	74	630		500	150	291	2000	150	750	3000	Const. Rwy (10), \$150 (HEI)+\$150 (HILL)
Ellendale	77	→			→			450	500	500	Rehab RTA
Grafton	66	→			→			550	500	500	Rehab Rwy
Mayville		0	640	2000	150		2000	150			Const Rwy
Mohall	66	→			709	200	500				Rehab RTA
Mott	71	→			560	300	500				Rehab RTA
Oakes	78	→			→			755		400	Rehab RTA (overlay only)
Park River	64	→			427	300	500				Rehab RTA
Parshall	77	→			→			473	200	500	Rehab RTA
Pembina	46	340	672		150			150			Rehab RTA
Valley City	58	90			239	316	1300	150			Rehab RTA (concrete)
Wahpeton	49	196			150	300	4000	150			Rehab Rwy (concrete)
Washburn		150			150			150			Const Rwy
GA Total		1,406	1,312	2,500	2,685	1,707	10,800	3,128	1,950	4,900	
Commercial Airports	Rwy PCI										
JMS	66	600	600	1000	150	200	200	150	100	200	Rwy 4-22 (09) - Terminal exp (09) + 300T
WIL	69	1000	0	1900	1000	0	0	1,000	0	3,500	Rehab rwy crosswind / taxiway (09)
DVL	49	150	0	0	150	500	5,700	150	0	0	Extend Rwy / RPZ (10)
DIK	73	300	100	200	150	0	0	150	500	0	Terminal expan., Rehab Txy C (09)
Regional 4		2,050	700	3,100	1,450	700	5,900	1,450	600	3,700	
REG.(4) & GA APTS(49)		3,456	2,012	5,600	4,135	2,407	16,700	4,578	2,550	8,600	Air Cargo (09), Air Service (10), Av Impact (11)
SASP PLANNING				58			300			300	

2009 - 2011 CIP / NPIAS PLANNING REPORT

FAA / State General Aviation and Commercial Service Program

\$ 2,817,245 - Apportionment - (A)
 \$ 8,200,000 - Entitlements - (E)
 \$ 11,017,425 - Total
 NPIAS Planning Program - (N)
 Discretionary Priority (D)

Prepared by: NDAC - December 12, 2008 Validation - (Ver. 3)

D - Discretionary - competes regionally	GAT - GA Terminal
RTA - Runway / taxiway / apron	RCF - Rubber crack filling
co - → carryover	SREB - Snow removal equipment building
SRE - Snow removal equipment	EA - Enviro / assessment
T - transfer	

PCI: 100-85 excellent, 85-70 - very good, 70-55 - good, 55-40 - fair, 40 < - poor (Pavement Condition)
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AIRPORT	ARCFT	ENTL \$	PROJECT	FAA Priority	CIP (Thousands)										NPIAS (Thousands)	
					2009		2010		2011						1 to 5 Yrs.	6 to 10 Yrs.
					E	A	E	A	E	A	D	D	D	D		
1 Jamestown JMS	61	150,000	SRE Broom	-	-	-	-	-	-	-	-	-	-	-	400	500
		150,000co	ALP Update	-	-	-	-	-	-	-	-	-	-	-	200	200
		→	Wetlands Mitigation	-	-	-	-	-	-	-	-	-	-	-	-	500
		150,000T	Land acquisition RPZ	-	-	-	-	-	-	-	-	-	-	-	200	200
		Oakes	Terminal / Access roads / Parking lot	-	-	-	-	-	-	-	-	-	-	-	1300	300
ENG 2007 CATX		150,000T	Rehab Rwy 4/22 & bays A to E, RCF	96	66	68	-	-	-	-	-	-	-	-	1800	500
		LaMoore	Rehab Rwy13/31, RCF / Seal	50	100	68	-	-	-	-	-	-	-	-	600	1000
2 Williston ISN	44	150,000	Obst. Removal Rwy Powerline, EA	-	-	-	-	-	-	-	-	-	-	-	-	4000
			ALP, Phase II, Land (09), MALSR	-	-	-	-	-	-	-	-	-	-	-	600	200
			Security Fence & Wildlife Plan	-	-	-	-	-	-	-	-	-	-	-	700	500
			Terminal	-	-	-	-	-	-	-	-	-	-	-	150	200
			Terminal auto parking, asphalt	-	-	-	-	-	-	-	-	-	-	-	-	-
ENG 2007 EA (JUL09)			Rehab Rwy 11/29/Rwy 4/22, design, Txy B	130	69	68	-	-	-	-	-	-	-	-	12000	2000
			Rehab GA apron / L-hgts/bys loop	-	57	58	-	-	-	-	-	-	-	-	350	600
			Rehab terminal apron (conc)	-	77	58	-	-	-	-	-	-	-	-	100	600
3 Devils Lake	38	150,000	Rehab RTA, land/relocate IL S, road design	111	49	68	-	-	-	-	-	-	-	-	10000	2000
			Construct parallel by 03/21	-	-	-	-	-	-	-	-	-	-	-	1000	1000
			ALP	-	-	-	-	-	-	-	-	-	-	-	200	200
			Construct hangar	-	-	-	-	-	-	-	-	-	-	-	400	400
ENG 2008 EA (03/2009)			Wildlife Fence	-	-	-	-	-	-	-	-	-	-	-	1000	100
			SRE	-	-	-	-	-	-	-	-	-	-	-	500	1000
4 Dickinson DIK	25	150,000	Terminal Expansion	-	-	-	-	-	-	-	-	-	-	-	600	300
		150,000co	Rehab Rwy 14/32 & Rwy 7/25, RCF, mkg.	98	73	68	-	-	-	-	-	-	-	-	1100	2000
			Construct Hangar	-	-	-	-	-	-	-	-	-	-	-	350	400
			Construct by for hangars / rehab by C (10)	-	-	-	-	-	-	-	-	-	-	-	700	300
			Rehab terminal pkg.	-	-	-	-	-	-	-	-	-	-	-	200	200
			Rwy Ext. 14/32	-	-	-	-	-	-	-	-	-	-	-	-	-
			Land Acquisition RPZ (Temps 40-1)	-	-	-	-	-	-	-	-	-	-	-	900	800
ENG 2005 CATX			ALP / EA	-	-	-	-	-	-	-	-	-	-	-	150	200
			SRE / SRE Bldg.	-	-	-	-	-	-	-	-	-	-	-	300	600
				TOTALS		2050	700	3600	1450	700	5900	600	3700	1450	35600	20800

2009 - 2011 CIP / NPIAS PLANNING REPORT

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PCI: 100-85 excellent, 85-70 - very good, 70-55 - good, 55-40 - fair, 40 < - poor (Pavement Condition)
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AIRPORT	BASED ARCFT	ENTL \$	PROJECT	IRI	PCI	FAA Priority	CIP (Thousands)										NPIAS (Thousands)	
							2009			2010			2011			1 to 5 Yrs.	6 to 10 Yrs.	
							E	A	D	E	A	D	E	A	D			
5 Beach 20U	10	150,000 32,588 co	Const / rehab apron/bx	-	50	50	32co+50	→					60			600		
			SRE	-	-	44										300		
			Const. parallel bx	-	-	46										700		
			ALP Update	-	-	42										100		
			Fueling System Jet	-	-	17										150		
ENG 2006 CATX			Rehab rwy, RCF, seal (09)	173	93	66	100	→					90		100	600		
			Construct crosswind rwy	-	-	59										1000		
6 Bottineau DO9	22	150,000 52,412co 150,000co	AWOS	-	-	42										150		
			SRE	-	-	36									200			
			Fence Signage	-	-	38									400			
			Rehab RTA, crack seal	-	100	66									100	800		
			Hangar	-	-	29			150	→				150		400		
ENG 2006 CATX			Const. parallel bx and apron exp.	-	-	50	202co+150	→							500			
			Const. runway extension	-	-	59										3000		
			Fueling System - card reader	-	-	17										150		
7 Bowman BPP	16	150,000 150T-HILL 150T-HILL 29,838-Rolla 150,000co	Const rwy/bx, apron, grading, design	84	74	70										8000	400	
			Land acq, legal, obst, removal, design, EA	-	-	70	480co+150		500		150	291	2000	150	750	3000	1000	
			Hangar / SRE Bldg.	-	-	36											800	600
			Construct crosswind rwy	-	-	59											1000	150
ENG 2004 EA (03/09)			Fueling System / AWOS	-	-	17										400	800	
			Construct crosswind rwy	-	-	59										100	150	
8 Cando 9D7	5	150,000 62,834co	Construct crosswind rwy	-	-	59										400		
			Fencing / Signage	-	-	38										600	800	
			Fueling System (10)	-	-	17	60co+70	→									300	
			Apron Expansion	-	-	38			150	→				150			400	1000
ENG 2006 CATX			Hangar	-	-	35												
			Rehab RTA seal, RCF	118	91	66	80	→								100	1000	

2009 - 2011 CIP / NPIAS PLANNING REPORT

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AIRPORT	BASED ARCFT	ENTL \$	PROJECT	IRI	PCI	FAA Priority	CIP (Thousands)									NPIAS (Thousands)				
							2009			2010			2011			E	A	D	1 to 5 Yrs.	6 to 10 Yrs.
							E	A	D	E	A	D	E	A	D					
9 Carrington 46D ENG 2007 CATX	12	150,000 167,218co	SRE & SRE Bldg.	-	-	44											400			
			Rehab RTA, RCF	69	95	66				10	→		80				600	100		
			Fence / signage	-	-	38												600		
			Rehab apron, lights, tie-downs	-	-	50	150+167co	120								300				
			Hangars	-	-	29				140	→		70			400	400			
10 Casselton 5N8 ALP (7-07)	56	150,000 154,424co	Construct N/S Rwy., EA, land acq.	-	-	54							150				5000			
			Apron Expansion	-	-	46										800				
			Construct t-hangar	-	-	31	104co+150	→		150					400	500				
			Land acq., RPZ	-	-	44									200	500				
			AWOS	-	-	45									150					
			Construct Txy for hangars	-	-	59						150				800	200			
			SRE	-	-	45	50co									200	200			
ENG 2006 Catx		Rehab txy/runway (sealants)	152	77	70									200	400					
			Rehab aprons			70									200	400				
11 Cavalier 2C8 ENG 2008 EA '10	14	150,000 150,000co 150,000co 1,838co	Rehab RTA, RCF	50	100	66										100	800			
			Land acq., RPZ, powerlines	-	-	41	301co	→								300				
			Construct rwy ext., EA, land	-	-	54						150				800				
			SRE	-	-	44	145													
			Construct hangar	-	-	29										300				
			GA Terminal	-	-	35										100				
			Fueling System	-	-	17				145					150					
			Fence / signage	-	-	38										800				
12 Cooperstown S32 ENG 2008 EA (10)	15	150,000 48,608co	Rehab RTA, seal, RCF	86	94	66										100	600			
			Construct crosswind rwy, turf	-	-	59				5						900				
			PAPI / lighting upgrade	-	-	45	48co	360								200				
			Extend Rwy, land acq., EA design	-	-	51						145	→	150		1000				
			Access Road	-	-	20										150				
			ALP Update	-	-	42										100				
			Fence / signs	-	-	38										800				

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							2009			2010			2011				1 to 5 Yrs.	6 to 10 Yrs.		
							E	A	D	E	A	D	E	A	D					
13 Crosby D50	14	150,000 167,098co	Const. Rwy 3/21	-	-	59											800			
			Fence / signage	-	-	38												700		
			Construct SRE Bldg / SRE	-	-	32													400	
			Rehab Apron / by (10)	-	69	56	167co+70	→		150	→		150					600		
			Rehab PAPI / MIRL	-	-	66												380	80	
ENG 2006 CATX			Jet A fuel	-	-	17											40			
			Land acq.	-	-	41											200			
			Hangar	-	-	29											400			
			Rehab RTA, RCF, Seal (09)	97	93	66	80	→								100	800			
14 Dunseith - IPG S28	0	150,000 142,754co	Fence, signage, apron access (09)	-	-	38											140	900		
			Rehab RTA, RCF, Seal (10)	172	37	66	10	→		150						200	600			
			GA Terminal	-	-	32	140	→								200				
			AWOS	-	-	42										150				
			Land acquisition -Rwy 28,clear zones	-	-	41										600				
15 Edgeley 51D	13	150,000 114,166co	Construct Apron / RCF /Rehab RTA	96	83	50											300	800		
			AWOS / Fuel System (10)	-	-	42				150						150				
			Fence / signage	-	-	38											700			
			Txys / apron (09)	-	-	50	114co+143									250				
			Hangar / T-Hgr	-	-	29							150	→		400	400			
ENG 2006 CATX			Update ALP	-	-	42										100				
16 Ellendale '4E7	6	150,000 122,726co	Rehab RTA, RCF, seal	109	77	66											1200	100		
			SRE Bldg / Terminal	-	-	32	122co			150	→		150		500	500		300		
			Construct crosswind rwy	-	-	59											600			
			Replace windsock, rwy lights	-	-	66											300			
			Update ALP II	-	-	42											200			
ENG 2005 CATX			Obst. removal, land RPZ	-	-	88										200				
			Fence & Signage & AWOS	-	-	38									900					
			Fueling System	-	-	17									150					

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								2009			2010			2011			1 to 5 Yrs.	6 to 10 Yrs.
								E	A	D	E	A	D	E	A	D		
17	Ft. Yates Y27	0	150,000 436,784co	Fence / signage Rehab RTA, RCF Rehab crosswind rwy GA Terminal / SRE / SRE Bldg. Hangar Install rwy lights, PAPI/BCN/obst. Lights	- 323 - - -	- 43 - - -	38 66 66 32 29 45											800 100 600 300 400
18	Garrison D05	18	150,000 395,550co	Rehab RTA, RCF, Poly Fence / signage AWOS SRE Tractor, blower, blade Land acq., RPZ Rehab crosswind rwy Hangar Const. bty. apron	117 - - - - -	72 - - - - -	66 38 42 36 41 66 29 50											100 700 150 100 300 600
19	Glen Ullin D57	7	150,000 54,000co	Access Road Rehab Rwy, RCF, Seal AWOS Update ALP / 405 Survey Fence / signage / fuel system Construct apron / bty Construct Hangar Construct crosswind, EA, RPZ	- 96 - -	- 88 - -	20 66 42 42 17 50 29 59											100 100 150 100 700 300 400
20	Grafton GAF	20	150,000 130,000co	Rehab RTA, RCF, Seal Hangar Fence / signage Acquire RPZ Rehab crosswind rwy connection Rehab lights	128 - - -	66 - - -	68 31 40 42 68 68											100 600 800 30 600 300

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							2009			2010			2011	
							E	A	D	E	A	D	E	A
21 Gwinner GWR	12	150,000 38,760co	Land for RPZ, terminal plan (LPV P405) Hangar Fence / signage Rehab crosswind rwy. GA Terminal ('10)	-	-	42								
			Construct by / apron (EA '09)	-	35	50			367	140	→		150	
ENG 2006 EA (09)			Fueling System Rehab RTA, RCF	-	-	17								
				109	69	66		10		10				
22 Harvey SH4	16	150,000 41,194co	Rehab RTA, RCF seal Fueling system Construct crosswind rwy SRE Bldg., Land, hangar Construct by ALP Update	148	70	66							80	
			Fence Rehab lights	-	-	38								
ENG 2004 CATX				-	-	66								
				-	-	66								
23 Hazen HZE	10	150,000	Rehab RTA, RCF LPV (10) Fencing / signage Hangar Construct crosswind rwy Construct parallel by SRE Tractor, blower Fueling System Land acq. in RPZ	117	74	66		10		10			150	
				-	-	42				140				
				-	-	38								
				-	-	29								
				-	-	59								
				-	-	46								
ENG 2005 CATX				-	-	44		140						
				-	-	17								
				-	-	41								

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							2009			2010			2011	
							E	A	D	E	A	D	E	A
24 Hettinger HEI	25	150,000 110T-Mott (09 T)	Hangar, transfer Mott (09) + Bowman (09) Fence / signage / GA terminal Rehab Construct crosswind rwy	-	-	31	← 260co							
ENG 2006 EA (12)		150T-Bow 9,104co Rwy RPZ land, ext., EA, rwy 12 P405 40,000co	Const. bty (south H-gangers) Rehab RTA, seal, mtg.	-	-	46								
				132	78	68	49co+150	→		150			150	
25 Hillsboro 3H4	25	150,000 150T-Bow (09)	Rehab RTA, RCF, Seal Hangar, Bowman (09) Fence / signage	129	70	68	← 150co							
ENG 2006 EA (10)		75,210co	SRE / Blower AWOS Terminal utilities Land acq. for apron, SE RPZ, EA Apron, bty ext., parallel full bty.	-	-	44	50co+75							
				-	-	40	25co	→		150			150	
				-	-	42	75	→						
				-	65	52								
26 Kenmare K74	23	150,000 71,874co	Rehab RTA overlay, RCF Construct bty	160	77	66							150	→
ENG 2006 CATX			AWOS Fence / signage / pave access road Construct crosswind rwy Land acq., RPZ east	-	-	42	150+71co			150				
				-	-	38								
				-	-	59								
				-	-	41								
27 Kindred K74	40	150,000 42,948co	Pave access road, fencing, windsock Runway Extension / ALP Update Rehab RTA, cracks, seal bty	-	-	40								
ENG 2006 CATX			AWOS Construct parallel bty Construct Hangar / bty (10) Construct apron, bty exp.	118	93	93				6				
				-	-	42								
				-	-	47							150	
				-	-	31	42co+150	→		144	60			
				-	86	52								

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							2009			2010			2011				1 to 5 Yrs.	6 to 10 Yrs.
							E	A	D	E	A	D	E	A	D			
28 Lakota 5LD	10	150,000 423,404co	Const. crosswind rwy & access rd. SRE Bldg., Ga Terminal, Hangar Remove tree (NW end), GPS 405 Fueling System Construct apron/bxy Rehab RTA, RCF, Seal Hangar Construct rwy ext./ fencing / AWOS	- - - - - 114 -	- - - 83 84	59 36 88 17 50 84 29 51										100 400 20 130 600 150 300 1000	800 400	
29 LaMoire 4F9	14	150,000 150,000co 150,000co 106,914co JMS 150,000T ←	Rehab rwy, lights, land, RCF SRE Bldg. GA Terminal / Hangar Fence / signage / AWOS Fueling System Construct Apron Clear Obstruction - Irrigator / RPZ	98 - - - - -	70 - - - -	66 44 32 38 17 50 88				150			150			2000 100 100 150 150 300 150	400	
30 Langdon D55	14	150,000 123,680co	Rehab RTA, RCF, Airport design (09) Fence / signage Rehab Apron,north/south bxy (09) ALP / GPS Update Rehab GA Term Construct hangar Rehab crosswind rwy Fuel System	76 - - - -	93 - 49 -	66 38 56 42 36 66 17				10						100 700 600 20 100 400	1000	
ENG 2008 CATX																	600 100 400 140	
31 Linton 7L2	19	150,000 75,064co	Construct apron, pave access road Rehab RTA, RCF, seal, mkg. ALP Update Construct Hangar / jet fuel Extend rwy, lights, PAPI, EA (10)	- 83 - -	69 73 - -	50 66 42 36 51				140 10			150			100 100 100 50 1000	300 900 100 400	
ENG 2008 EA (11)																		

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							2009			2010			2011				1 to 5 Yrs.	6 to 10 Yrs.
							E	A	D	E	A	D	E	A	D			
32 Lisbon 6L3	13	150,000	Rehab RTA, ext., lights, seal Fence / signage SRE Bldg.	170	59	66					10			80			100	700
ENG 2008 CATX			Construct apron, signs, RCF	-	66	50											300	
			Construct hangar, fueling ('10)	-	-	17					140						500	
			AWOS	-	-	42										150		
			ALP	-	-	62											100	
33 Mandan Y19	56	150,000 38,760co	Runway extension / grading site	-	-	58								150	150			1500
			AWOS Road	-	-	42				38co						100	200	
			Rehab VASI with PAPI	-	-	50				100								
			SRE	-	-	44											200	
			Rehab RTA, lights, eng., seal ('09), ext	140	78	68											2000	300
			Update ALP (P405 LPV), Obst Pline	-	-	42				50	200							
ENG 2007 CATX			Construct hangar taxiway	-	-	59												
			Fence / signage	-	-	40										1000		
			Fueling System	-	-	18											150	
34 Mayville D56 EA(09) ENG(06)	17	150,000	ALP Update	236	38	62											100	
			Land acquisition / EA	-	-	66											200	
			Construct RTA, lights, eng. / AWOS	-	-	66				640			150	2000	2000	1000		
35 Medora ENG N/A EA (12)	0	150,000	Airport Site / Feasibility Plan	-	-	62										300		
			EIS / ALP	-	-	62						150			400			
			Const. RTA	-	-	59								1000	3000			
36 Mohall HBC	6	150,000 150,000co 150,000co 109,264co	Hangar (3/4 stall)	-	-	29											400	
			Rehab rwy lights to MIRL, PAPI	-	-	66							150		300			
			Fence / signage	-	-	38										700		
			Construct apron (ag), fueling	-	-	50									300			
			SRE / Bldg.	-	-	44									400			
ENG 2006 EA (07/08)			Rehab RTA, extension, land, lights ('10)	315	78	66				409co+150	200	500			1200	100		

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							E	A	D	E	A	D	E	A	D			
37 Mott 3P3	8	150,000	Rehab MRL, PAPI, BCN	-	-	66				110T						200		800
		110,000-T	Fence / signage	-	-	38												400
		HEI (10)	Construct Hangar	-	-	29												100
		150,000co	RPZ land, powerline removal, RCF	-	-	51												400
ENG 2006 (ALP 06)-FONSI		76,158co	Rwy ext.	-	-	38												150
			AWOS	-	-	42												1500
			Rehab RTA, RCF	194	71	66	226co+150	→		150	300	500	←	150				1500
38 New Town 0SD (pending) ENG 2006	6	150,000	ALP / EA	-	-	62	150											200
			Rehab rwy & extend lights, msc., AWOS	184	69	66				150	→			150				2000
																		1000
39 Northwood 4V4	20	150,000	Rehab RTA, crack seal	85	97	66												800
		←	Construct Rwy N/S, EA, Land	-	-	59				50	→			50				3500
		150,000	SRE	-	-	36								100				150
		transfer(09)	AWOS	-	-	42												150
		+	Construct parallel bxy	-	-	47												800
		100,000	Fencing / signage	-	-	38												700
		transfer	GA Terminal	-	-	32												200
ENG 2008 CATX		(PMB)	Hangar / SRE Bldg.	-	-	44	← 150			← 100							245	400
		(10)	Construct apron/bxy	-	88	50												400
40 Oakes 2D5	18	150,000	Rehab RTA, RCF	119	78	66	155co+150	→		150	→			150T+150				100
		155,116co	Construct full parallel bxy	-	-	47												600
		150,000co	Fencing / signage	-	-	38												800
		← JMS	Construct crosswind rwy	-	-	59												500
ENG 2006 CATX		2011-T	Fueling System	-	-	17												150
			Runway ext.	-	-	51												800
41 Page 64G (pending) ENG 2006	15	150,000	Rehab RTA, lights, land, EA, ALP	224	-	66	150			150	→			150				2000
																		1000

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								E	A	D	E	A	D	E	A	D		
42	Park River	14	150,000 127,324co	Rehab RTA, seal, drainage, m/kg. Rehab crosswind rwy Fencing, signage	136	64	66	127co+150	→			150	300	500		1500	100	
ENG 2006 CATX (ALP 06)				Construct Access Road	-	-	20										400	
				AWOS	-	-	42										100	
				Fueling System	-	-	17									150		
				Obst. Removal (trees), land acq., RPZ	-	-	88								150	200		
43	Parshall	10	150,000 42,890co	Rehab RTA, RCF Construct apron	101	77	66	10	→			10				100	800	
ENG 2006 EA (9-06)				Rwy ext., land, eng, RPZ	-	78	50					140	→			140		
				AWOS / GPS 405 Study	-	-	51	43co+140	→					500		800		
				Fencing / signage / gate	-	-	42									150		
				Fuel System	-	-	38										900	
				Fuel System	-	-	17										100	
				Install PAPI	-	-	45									60		
44	Pembina PMB	12	150,000 150,000co	Rehab RTA, RCF, m/kg. AWOS	205	46	66	340co+150	672			150				1000	100	
ENG 2006 CATX				Construct apron / b/y	-	59	50								150	150		
				Land acq., RPZ (SE)	-	-	41					100co					500	
			→ Northwood 42,546co	Fencing / signage / auto parking	-	-	38									150		
				SRE Bldg., Beacon	-	-	36										800	
45	Rolla 06D	10	150,000 31,210co 30,000	Rehab RTA seal, RCF Fence / signage, access road Update ALP	92	70	66	70	→							100	900	
ENG 2006 CATX					-	-	38									700		
				Rehab crosswind	-	-	42	1co+80										
			→ BPP (09)	Hangar SRE Bldg. payback (09)	-	-	66										600	
					-	-	36	← 30co				150	→		150	→	400	

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							2009			2010			2011				1 to 5 Yrs.	6 to 10 Yrs.
							E	A	D	E	A	D	E	A	D			
46 Rugby RUG	13	150,000 71,818co	Construct crosswind rwy Fencing / signage SRE Bldg. / hangar Rehab Apron Update ALP	- - - 41	- - - -	59 38 36 56										800	700	
ENG 2006 CATX			Rehab RT, RCF Const. apron	50 -	100 -	42 50				145				150			500	100
						66				5						100	700	
						50										300	100	
47 Stanley 08D	15	150,000 182,593co	Rehab RTA, RCF, Seal Fence / signage / access roads Hangar / terminal rehab SRE Bldg. Construct crosswind rwy Apron Expansion Rwy 09 ext., ALP Update	89 - - - -	76 - - - -	66 38 35 32 59 46			7							100	900	
ENG 2006 CATX				-	-	29						143	117	150		200	30	
						64										150	900	
48 State 5010	1500	-	Airport 5010 Inspection Program (GCR)	-	-	64			40						40	200	200	
49 State AWOS ENG 2007	1400	-	AWOS - transfers (4 airports) (\$ 600,000 + transfers) (2012)	-	-	44										500	500	
50 State PCI ENG (09)	1400	-	PCI Surveys (54 Airports in NPIAS)	-	-	56										400	500	
51 State Av-Impact ENG pending	1500	-	Aviation System Plan Air cargo (09) / SASP (11)	-	-	66									300	300	600	
52 State System Plan Update ENG pending	700	-	Update Study with recommended air service changes	-	-	64			53co							200	400	

2009 - 2011 CIP / NPIAS PLANNING REPORT

FAA / State General Aviation and Commercial Service Program

\$ 2,817,245 - Apportionment - (A)
 \$ 8,200,000 - Entitlements - (E)
 \$ 11,017,425 - Total
 NPIAS Planning Program - (N)
 Discretionary Priority (D)

Prepared by: NDAC - December 12, 2008 Validation - (Ver. 3)

D - Discretionary - competes regionally
 RTA - Runway / taxiway / apron
 co - → carryover
 SRE - Snow removal equipment
 T - transfer

GAT - GA Terminal
 RCF - Rubber crack filling
 SREB - Snow removal equipment building
 EA - Enviro / assessment

PCI: 100-85 excellent, 85-70 - very good, 70-55 - good, 55-40 - fair, 40 < - poor (Pavement Condition)
 IRI: 0-100 excellent, 100-150 - good, 150-200 - fair, 200 > poor (Ride Index)

Note: Only entitlements may be carried forward or back years.
 Entitlements (E) are funds FAA may provide if annual airport program is approved at \$3.2 billion nationwide. State apportionment (A) is based on the state's population and geographic area. Dollars in CIP are FAA 95% share in thousands.
 Discretionary (D) funds are nationally competitive funds based on FAA priorities.

AIRPORT	BASED ARCFT.	ENTL \$	PROJECT	IRI	PCI	FAA Priority	CIP (Thousands)										NPIAS (Thousands)	
							2009			2010			2011				1 to 5 Yrs.	6 to 10 Yrs.
							E	A	D	E	A	D	E	A	D			
53 Tioga D60	25	150,000 38,760co	Rehab RTA, RCF, extend rwy, RPZ	136	72	68	38co+50									100	800	
			Pave crosswind	-	-	61										900		
			Parallel Txy Const.	-	-	47		150	→					150		800		
			Construct Hangars	-	-	31											400	
			LPV Survey (09)	-	-	44		100	→							150		
ENG 2002 EA '06			Fence / signage	-	-	40										900		
54 Valley City 6D8	30	150,000 79,204co	Rehab RTA (2010), RCF	115	58	68	139	→								3000	500	
			Construct Hangars	-	-	31				150	316	1300				600		
			Fence / signage	-	-	40										800		
			Obst. Removal	-	-	44									150			
			Update ALP - LPV Survey	-	-	42										100	200	
ENG 2006 EA (10/06)			Rehab RTA Design (09)	-	58	68	79co+11											
			Const. Rwy 5/23	-	-	61										1000		
			Const. parallel txy, lights, grading	-	-	47										1000		
55 Wahpeton BWP	64	150,000 46,514co	Fence / signage	-	-	40										1000		
			Hangar	-	-	31									500	500		
			Improve Airport Drainage	-	-	42									100	200		
			Expand apron south / taxiways	-	60	52									400	300		
			Rehab RTA, design (09)	121	49	68	46co+150							← 150	4000	300		
ENG 2004 CATX			Construct bty, apron to NW end	-	-	47									500			
			Pave crosswind Rwy 3/21	-	-	63									800			
			Land acquisition in RPZ	-	-	42									200	200		
56 Walhalla 96D	10	150,000 90,554co	Rehab RTA / cracks	97	86	66	10	→					80		100	800		
			Fence / signage	-	-	38								800				
			Rwy Extension	-	-	51										600		
			Land acq. RPZ / obst.	-	-	41							70			800		
			Hangar	-	-	29									500	300		
ENG 2006 CATX			Reconstruct Txy (35')	-	69	62	90co+140	→		140				400	100			

2009 - 2011 CIP / NPIAS PLANNING REPORT

FAA / State General Aviation and Commercial Service Program

\$ 2,817,245 - Apportionment - (A)
 \$ 8,200,000 - Entitlements - (E)
\$ 11,017,425 - Total
 NPIAS Planning Program - (N)
 Discretionary Priority (D)

Note: Only entitlements may be carried forward or back years. Entitlements (E) are funds FAA may provide if annual airport program is approved at \$3.2 billion nationwide. State apportionment (A) is based on the state's population and geographic area. Dollars in CIP are FAA 95% share in thousands. Discretionary (D) funds are nationally competitive funds based on FAA priorities.

Prepared by: NDAC - December 12, 2008 Validation - (Ver. 3)	
D - Discretionary - competes regionally	GAT - GA Terminal
RTA - Runway / taxiway / apron	RCF - Rubber crack filling
co - → carryover	SREB - Snow removal equipment building
SRE - Snow removal equipment	EA - Enviro / assessment
T - transfer	
PCT: 100-85 excellent, 85-70 - very good, 70-55 - good, 55-40 - fair, 40 < - poor (Pavement Condition)	
IRI: 0-100 excellent, 100-150 - good, 150-200 - fair, 200 > poor (Ride Index)	

AIRPORT	ARCFT	ENTL \$	PROJECT	IRI	PCI	FAA Priority	CIP (Thousands)									NPIAS (Thousands)		
							2009			2010			2011			1 to 5 Yrs.	6 to 10 Yrs.	
							E	A	D	E	A	D	E	A	D			
57 Washburn 5C8	10	150,000 172,832co	Construct Apron / bxy	-	-	50	150	→							400			
			Access Rd	-	-	20									300			
			EA / ALP update	-	-	59										100		
			Fence / signage	-	-	38										800		
			Construct Hangar	-	-	29										500		
			AWOS	-	-	42										150		
ENG 2006 EA (03/09)			Rehab RTA, RCF	71	99	66								100	200			
			Const. rwy., land, RPZ, grading, lighting	-	-	59									3000	500		
			Fueling System	-	-	17	172co	→							150	100		
58 Watford City S25	18	150,000 94,672co	Land acq., RPZ	-	-	41								200				
			Fuel System-Jet install	-	-	17									150			
			Access Road pave	-	-	20										100		
			Update ALP	-	-	42										100		
			GA Terminal	-	-	35										200		
			Fence / signage	-	-	38											800	
ENG 2006 CATX			Rehab apron & bxy	-	58	56								800				
			Rehab RTA & RCF	72	82	66	94co+150	→							100	1000		
							8,967	2,117	2,907	9,567	2,117	11,140	9,567	2,217	5,240	186235	142910	
				GA SUBTOTAL														

North Dakota

STATE AVIATION SYSTEM PLAN UPDATE

Executive Summary Report

2008

Prepared for:

NORTH DAKOTA AERONAUTICS COMMISSION

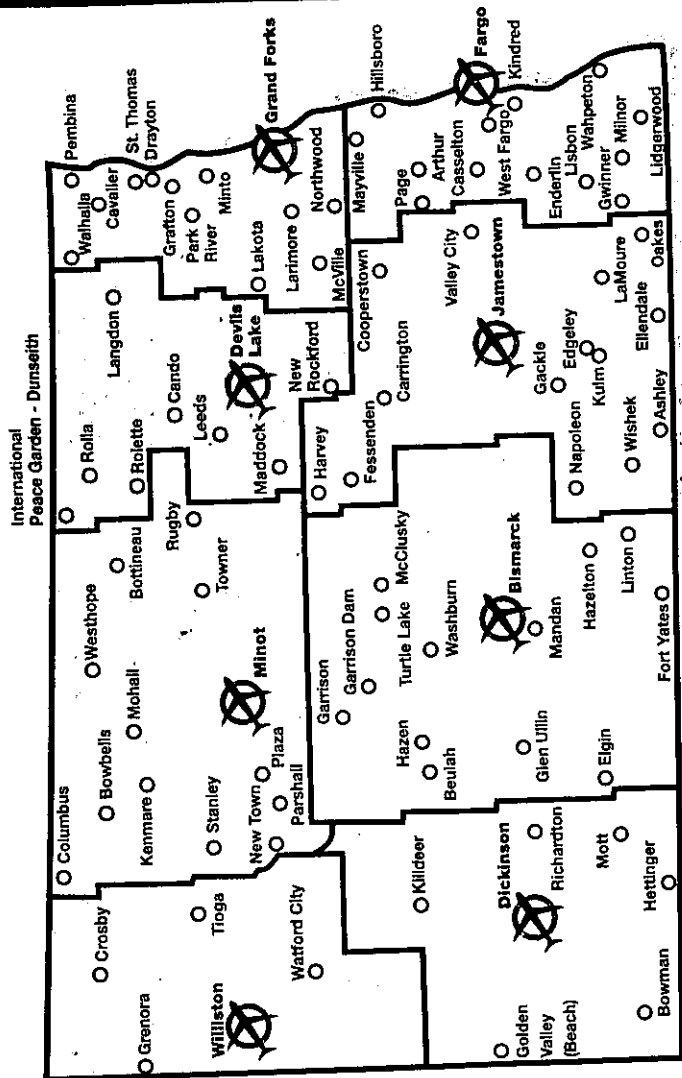
701-328-9650

Email: ndaero@nd.gov

Website: www.nd.gov/ndaero



Public Airports in North Dakota



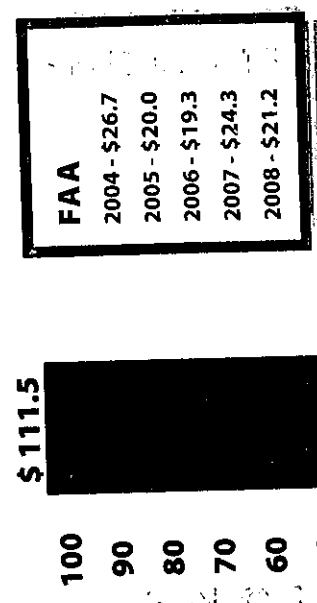
90 TOTAL AIRPORTS =

Air Carrier Service Airport (8)

General Aviation Facility (82)

Airport Funding

Airport Construction History 2004-2008 Five Year Total = \$153.9 million



\$36.0

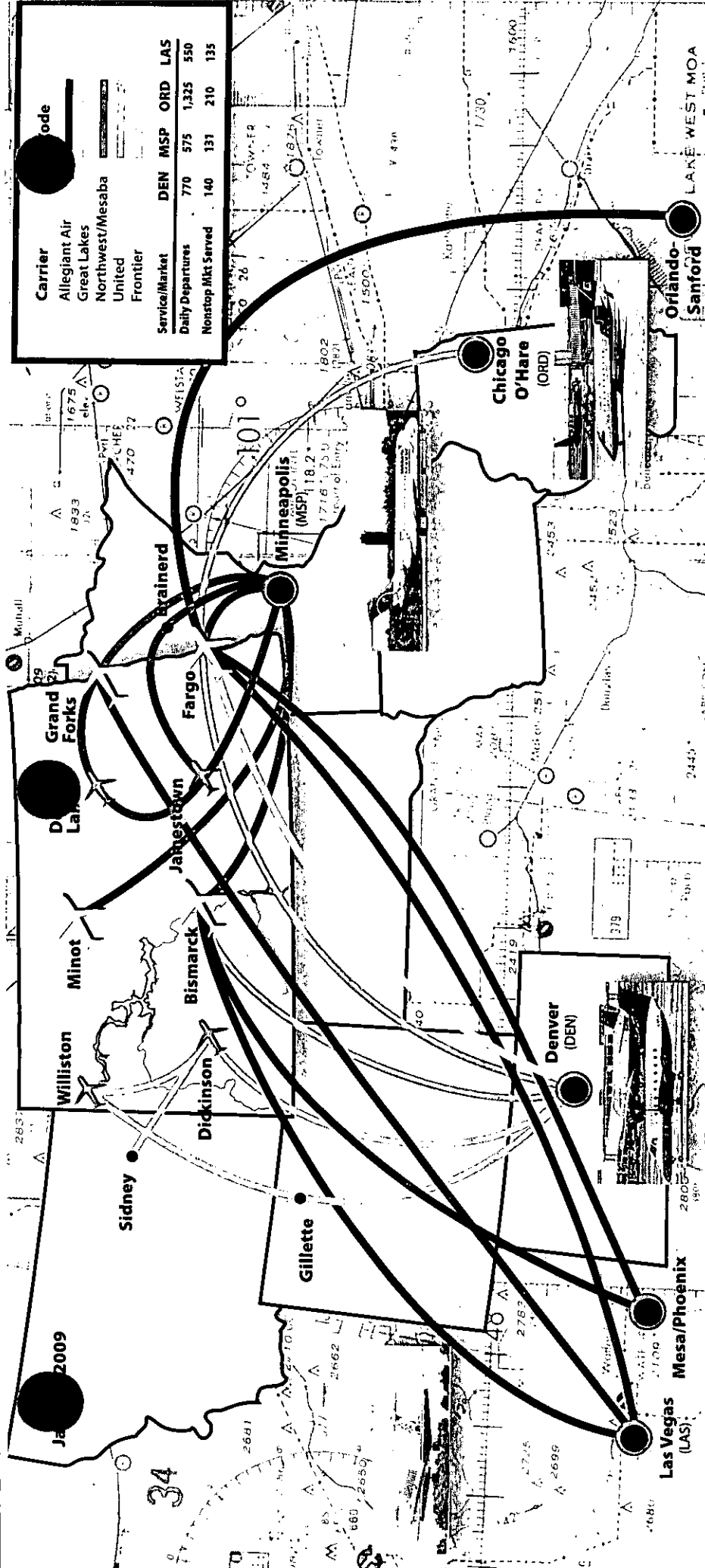
\$6.4

FAA
72%

State
4%

Local
24%

* Local Revenues Based on Airport Mill Levies, Rentals, Passenger Facility Charges, etc.



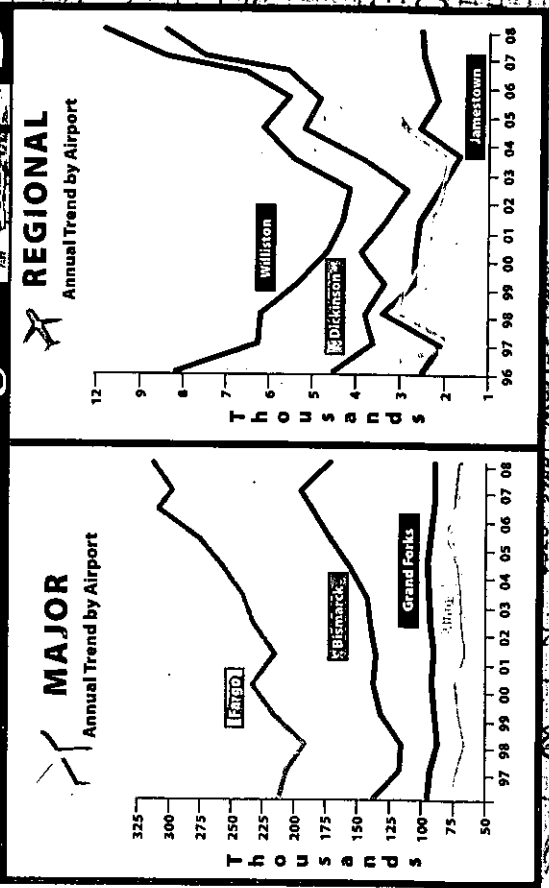
Carrier	Code	Service/Market	DEN	MSP	ORD	LAS
Allegiant Air		Daily Departures	770	575	1,325	550
Great Lakes		Nonstop Mkt Served	140	131	210	135
Northwest/Mesaba						
United						
Frontier						

North Dakota 2008 Air Service Route Map

- The regional map exhibits the scheduled air service routes connecting North Dakota to national hubs and worldwide access. With Northwest as the major airline, along with regionals — United Express-Skywest, Frontier Airlines, Delta (Northwest)-Mesaba Airlines, Allegiant Air and Great Lakes Airlines — offering 52 departures daily, the state's citizens enjoy excellent scheduled service.
- Some characteristics of air service in North Dakota today are:
 - Sustains and attracts business and promotes the tourism industry.
 - Some 1.3 million passengers flew to and from North Dakota Airports in 2008.
 - Top 10 destinations for our state flyers are:

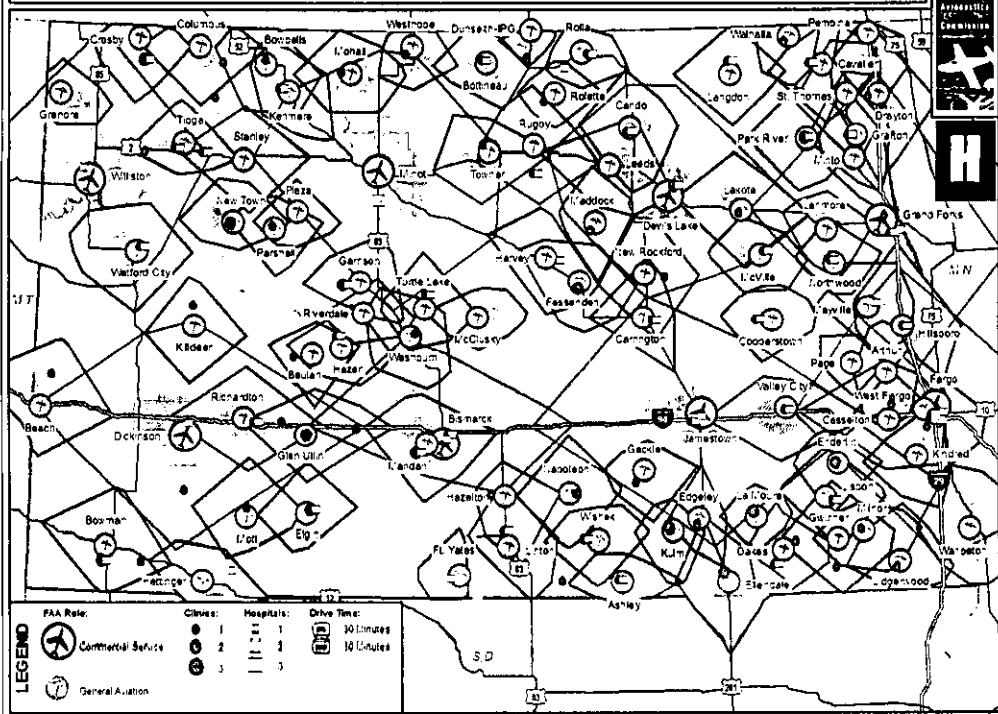
Las Vegas (9.0%)	Washington, DC (3.0%)
Minneapolis (7.1%)	Seattle (2.7%)
Denver (6.1%)	Orlando (2.4%)
Phoenix (6.0%)	New York (2.2%)
Chicago (3.9%)	Dallas (2.0%)
- Essential Air Service at Devils Lake, Jamestown and Dickinson guarantees regional service.
- The average mix of business and leisure roundtrip airfare in 2007 per passenger was \$460.
- Air travel visitors to North Dakota spend an average of \$699 per day on food, hotels, rentals and miscellaneous expenses based on a summer 2005 passenger survey at the 8 commercial airports.
- Deregulation has provided numerous one-stop flights to more U.S. cities through the Minneapolis, Chicago, Las Vegas, and Denver hubs for global travel.
- North Dakota's competitive hub and airline environment creates comparable airfares with a majority of U.S. markets.
- Instate regional scheduled air service is cost-prohibitive to connect North Dakota cities. An on-demand charter regional demonstration was not profitable in 2006.

Airline Boardings

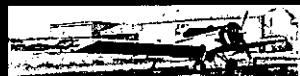


Prepared: March 7, 2007
Source: North Dakota Department of Health
Google Earth 2007

North Dakota Aviation System Plan Update North Dakota Hospitals & Clinics within Service Area of a Public-Use Airport



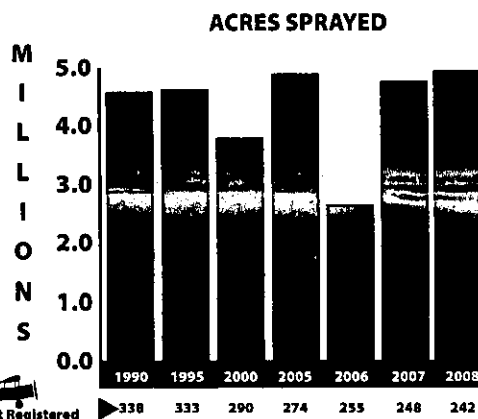
Aerial Acres Sprayed



Due to the heavy influence of the agricultural industry in North Dakota, agricultural aerial sprayers represent a significant portion of aviation's impact on the economy. According to North Dakota Aeronautics Commission Records for 2008, there were 242 ag-sprayer aircraft registered in North Dakota, with approximately 5.0 million acres sprayed in 2008. Based on the survey results, ag-sprayers in North Dakota had a direct payroll impact of \$12.8 million and 425 full and part-time employees in 2004.

The airport system is the home base for 60 aerial applicators who preserve the farmers' tremendous investment. Aerial sprayers act as airport managers at 32 out of 90 public airports.

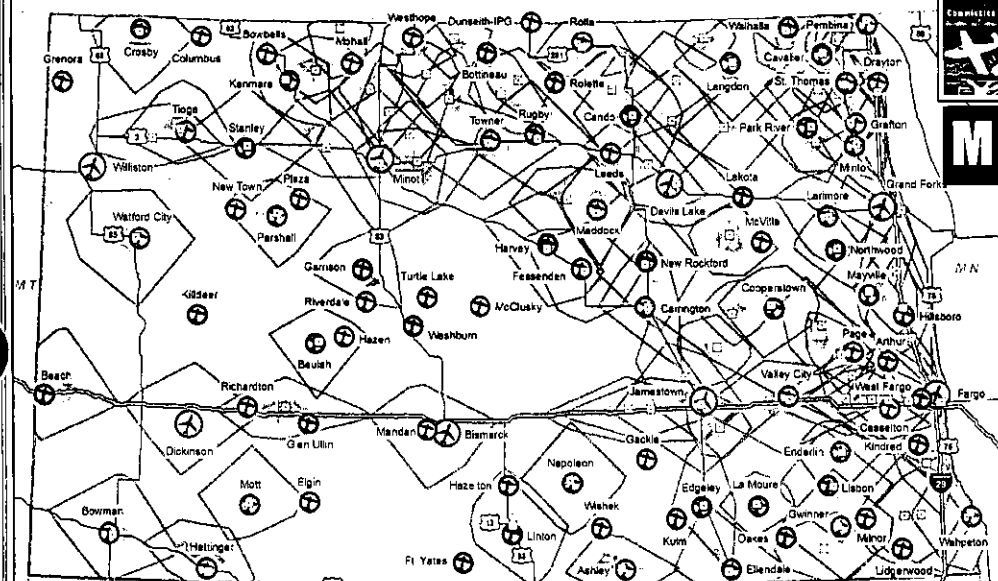
Aerial sprayers also provide other airport services such as fueling, aircraft maintenance, pilot training, air charter and runway safety checks.



Prepared: September 17, 2007
Source: ND Aeronautics Commission Records

North Dakota Aviation System Plan Update Current Percent of Area within 30 Minutes of an Aerial Applicator

Percent of North Dakota Land Area: 64%



I Airport Design Classification

CLASSIFICATIONS

Air Carrier - Primary Non-Hub
Provides scheduled passenger and cargo services by jet transport aircraft and facilities for federal airport entitlement funding and passenger facility charges.

Air Carrier - Commercial Regional
Provides scheduled and cargo passenger regional services by commuter aircraft, qualifying for state apportioned federal funds and essential air service candidates.

General Aviation - Category 1 & 2
Provides access to North Dakota markets and population centers which requires significant service by business jets, twin-engine piston, or turbo aircraft.

General Aviation - Category 3
Provides access to North Dakota markets and population centers which requires service by limited numbers of business jets and single or light twin-engine aircraft.

General Aviation - Category 4 & 5
Provides access to North Dakota communities supporting low aircraft activity levels due to runway length restrictions and turf landing surfaces with single or light twin aircraft.

Note: Classification based on FAA airport design groups and runway lengths.

90 Public Airports

71 Paved Airports

80 Lighted Airports

*54 Federal Aid Eligible Airports

AIR CARRIER (8)

PRIMARY NON-HUB	Runway Length	COMMERCIAL REGIONAL	Runway Length
*Bismarck	8794'	*Devils Lake	5507'
*Fargo	9000'	*Dickinson	6400'
*Grand Forks	7351'	*Jamestown	6502'
*Minot	7700'	*Williston	6650'

Airplane Design Group (ADG) Wingspan

I. Wingspan up to but less than 49 ft.

II. Wingspan 49 ft. up to but less than 79 ft.

Aircraft Approach Category

A. Speed less than 91 knots
B. Speed 91 knots up to but less than 121

GENERAL AVIATION (82)

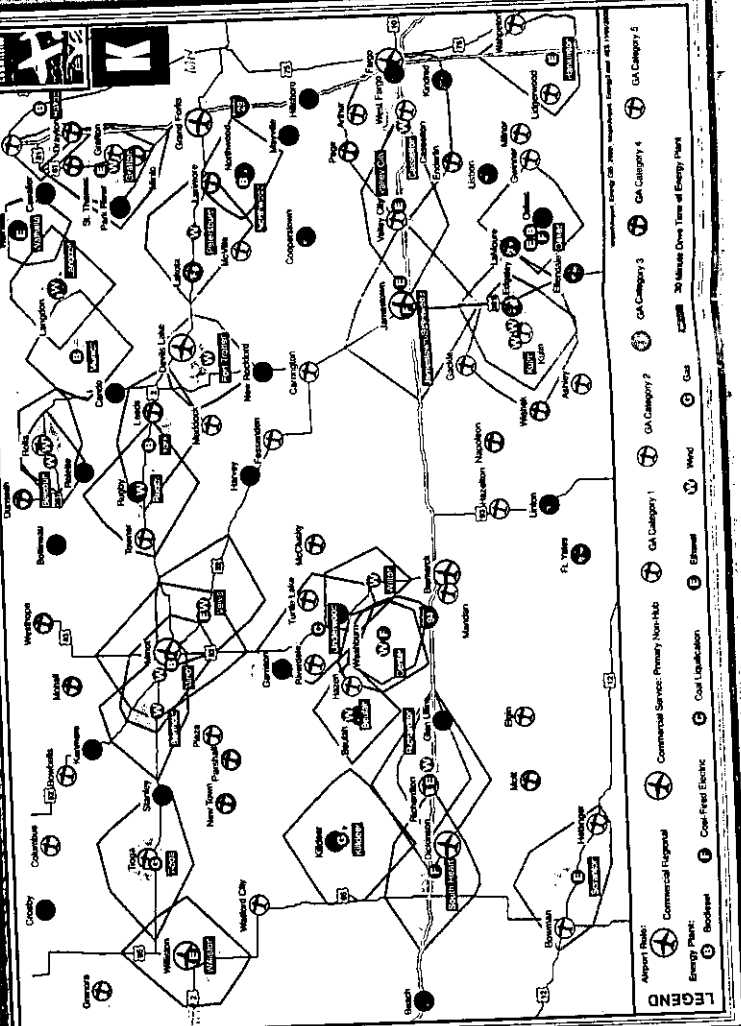
CATEGORY 1	CATEGORY 2	CATEGORY 3	CATEGORY 4	CATEGORY 5
A&B II 12,500 lbs > 60%	A&B II 12,500 lbs < 100%	A&B I 12,500 lbs < 95%	A&B I 12,500 lbs < 75% TO 50%	TURF LANDING STRIP
*Gwinner *Hazen *Toga *Wahpeton	Ashley *Bowman *Carrington *Casselton *Grafton *Hettinger *Mandan *Membina *Rolla *Valley City *Watford City	*Beach *Beulah *Bottineau *Cando *Cavalier *Cooperstown *Crosby *Edgeley *Ellendale *Ft. Yates *Garrison *Glen Ullin *Harvey *Hillsboro *Kenmare *Killdeer *Kindred *Lakota *LaMoure *Langdon *Linton *Lisbon *Mayville *New Rockford *Northwood *Oakes *Park River *Rolley *Rugby *Stanley *Walhalla *Washburn *West Fargo	Drayton *Dunseith-IPG *Enderlin *Farrington *Leeds *Minto *Mott *Napoleon *Page *Parshall *St. Thomas *Westhope *Wishek	Arthur Bowbells Columbus Elgin Fessenden Gackle Grenora Hazelton Kulm Lidgerwood Madison McCluskey McVille Minor Plaza Richdale Riverdale Towner Turtle Lake
(4)	(11)	(33)	(15)	(19)

I Aviation Impact

- Aviation expenditures in North Dakota for 2004 totaled \$1.2 million.
- Air freight "just-in-time" services by Federal Express, United Parcel (UPS) and DHL couriers are based on commercial airports and communities employing 280 freight handlers and drivers to all corners of the state.
- General aviation airports located in 82 communities provide \$111 million or 10 percent of aviation impacts through construction grants and safety improvements.
- Aerospace training occurs at all 90 airports, but not like Grand Forks based UND Aerospace with over 100 aircraft and 1,800 students training for aerospace careers.
- There are 63 aviation businesses based at North Dakota airports, providing on-demand air charter, flight instruction, aircraft maintenance, sales and services. Firms like Bain Electric, Montana DAKOR Utilities, Bobcat and Ottertail Power are based on North Dakota airports.
- Aviation jobs in 2004 totaled 12,092.
- General aviation averages 2,100 operations per day at the 90 public airports for an annual total of 810,000 flights.
- Aviation manufacturing provides 1,175 direct jobs in North Dakota for aerospace contracts in 12 major companies across the state.
- Air travel tourism provides \$478 million (42 percent of total aviation statewide impact) to local economies in hotels, motels and recreation, like fishing and hunting. An air traveler visitor spends \$699 per trip.

North Dakota Aviation System Plan Update

Airports within 30 Minutes of Energy Related Plants



Ninety Airports Fuel the State's Economy

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

General Aviation Airports (82)		
Airport	Total Expenditures	Jobs Total
Arthur	\$13,160	0
Ashley	\$890,565	8
Beach	\$793,310	2
Beulah	\$2,490,360	54
Bottineau	\$492,598	6
Bowbells	\$11,910	0
Bowman	\$986,735	6
Cando	\$1,935,475	2
Carrington	\$1,972,370	8
Casselton	\$2,557,658	64
Cavalier	\$3,375,835	24
Columbus	\$4,220	0
Cooperstown	\$2,519,120	12
Crosby	\$722,190	6
Drayton	\$1,391,133	8
Edgeley	\$1,906,083	24
Elgin	\$15,940	0
Ellendale	\$559,588	8
Enderlin	\$287,098	6
Fessenden	\$909,955	4
Fort Yates	\$102,583	0
Gackle	\$3,470	0
Garrison	\$242,758	0
Garrison Dam	\$19,563	0
Glen Ullin	\$1,079,140	0
Grafton	\$4,295,445	30
Grenora	\$4,063	0
Gwinner	\$694,913	2
Harvey	\$2,185,530	14
Hazen	\$435,475	8
Hazleton	\$29,805	0
Hettinger	\$3,865,845	52
Hillsboro	\$3,553,428	28
Kenmare	\$1,968,530	16
Killdeer	\$8,738,878	172
Kindred	\$2,795,383	30
Kulm	\$67,165	0

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

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

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

Airports in North Dakota Make Dollars and Sense



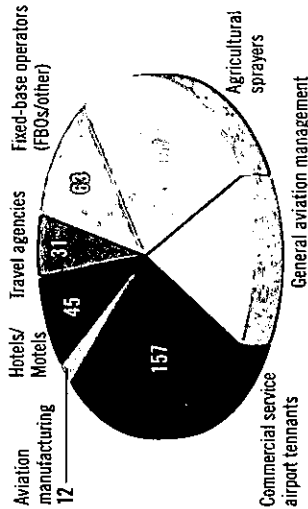
State Aviation Summary

Everyone Benefits from Thriving Airports

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

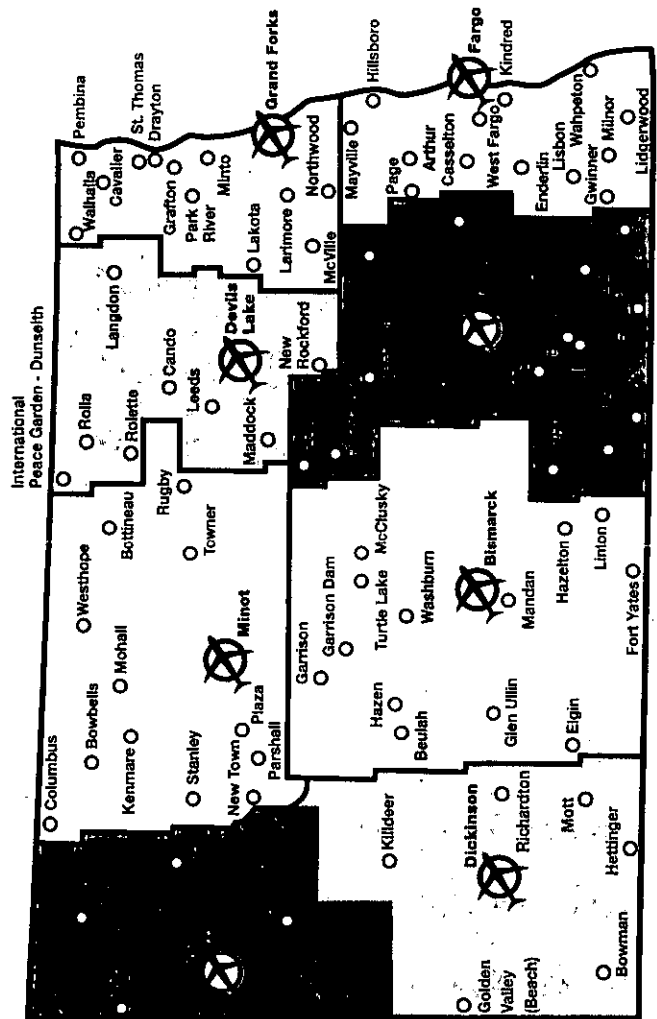
It just makes good sense—an investment in North Dakota's aviation infrastructure is a direct investment in our economy.

**Aviation Business Types
Total Types - 537**



North Dakota's Airports Make a World of Difference

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



Trends, Progress, and Growth

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

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



Prepared for: ND Aeronautics Commission
P.O. Box 5020, Bismarck, North Dakota 58502
Phone: 701-328-9650 • Email: ndaero@nd.gov
www.nd.gov/ndaero

CHAPTER SIX RECOMMENDED PLAN

INTRODUCTION

This final chapter of the update to North Dakota's State Aviation System Plan (SASP) summarizes and interprets the results of analyses completed in previous chapters. Findings presented in this chapter are tied to potential improvements that have been identified on both the statewide and the individual airport level.

The SASP is not a programming or an implementation document. The SASP is "top down" planning analysis; findings from this analysis must still be implemented by individual airports from the "bottom up" as they own and sponsor the airports. It should be noted that the North Dakota Aeronautics Commission (NDAC) owns Dunseith-IPG.

ACTIONS TO RESPOND TO BENCHMARK TARGETS

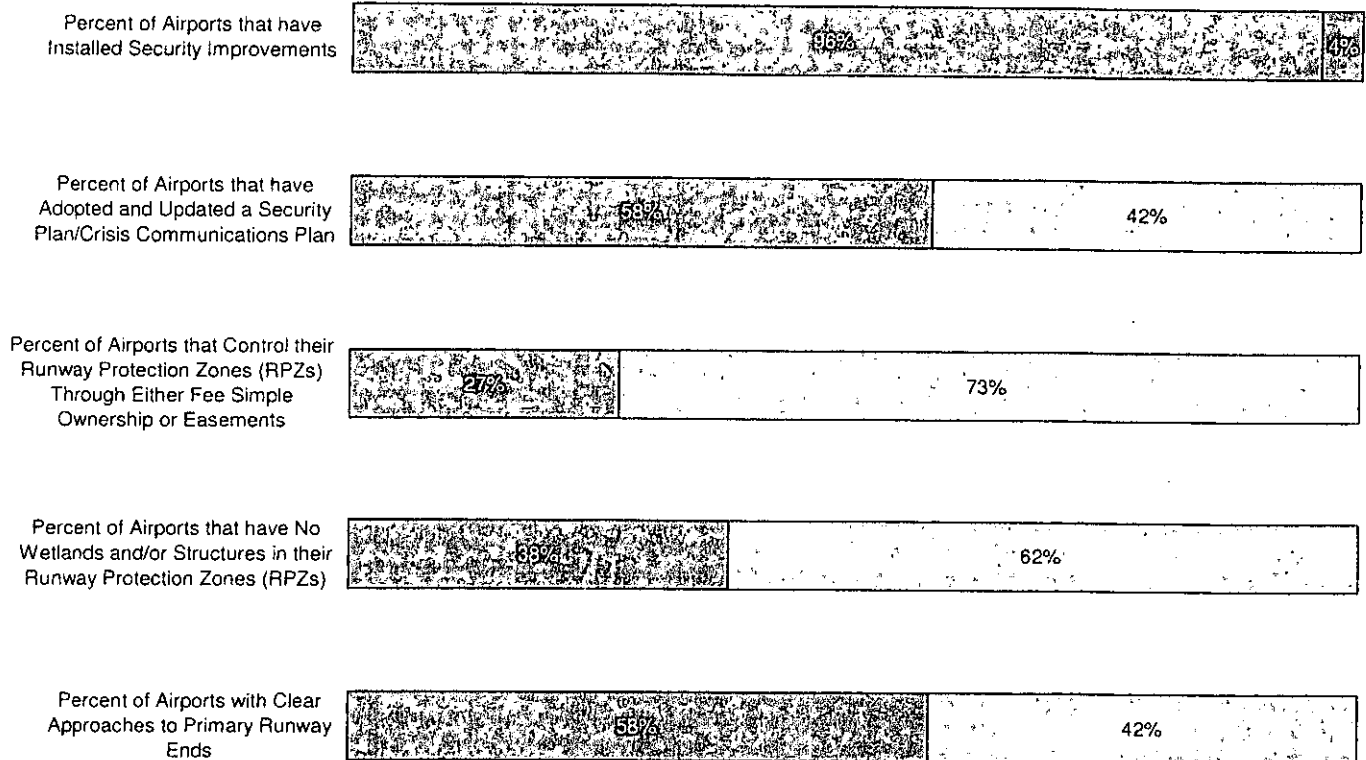
A comprehensive analysis has been completed to determine how well North Dakota's aviation system is performing, relative to established performance measures and benchmarks. **Charts 6-1** through **6-6** summarizes the current performance for the performance measures and benchmarks that were used in this study to evaluate the performance of North Dakota's aviation system. Targets for the system, relative to each of the benchmarks, are also summarized in these charts.

Chapter Five used each of the performance measures and benchmarks shown in Charts 6-1 through 6-6 to evaluate the ability of the North Dakota aviation system to meet established targets.

This final chapter is divided into several sections. The first section addresses actions that should be considered to raise the performance of the system to meet the targets noted in Charts 6-1 through 6-6. It is important to note that NDAC has limited to no ability to affect change in the system for some of the performance measures.

This plan provides an overview of where improvements to the aviation system might be desirable. It is possible that local support for some of the projects identified in this plan could be lacking. Conversely, there could be local support and justification for more aggressive development that has been identified in this plan.

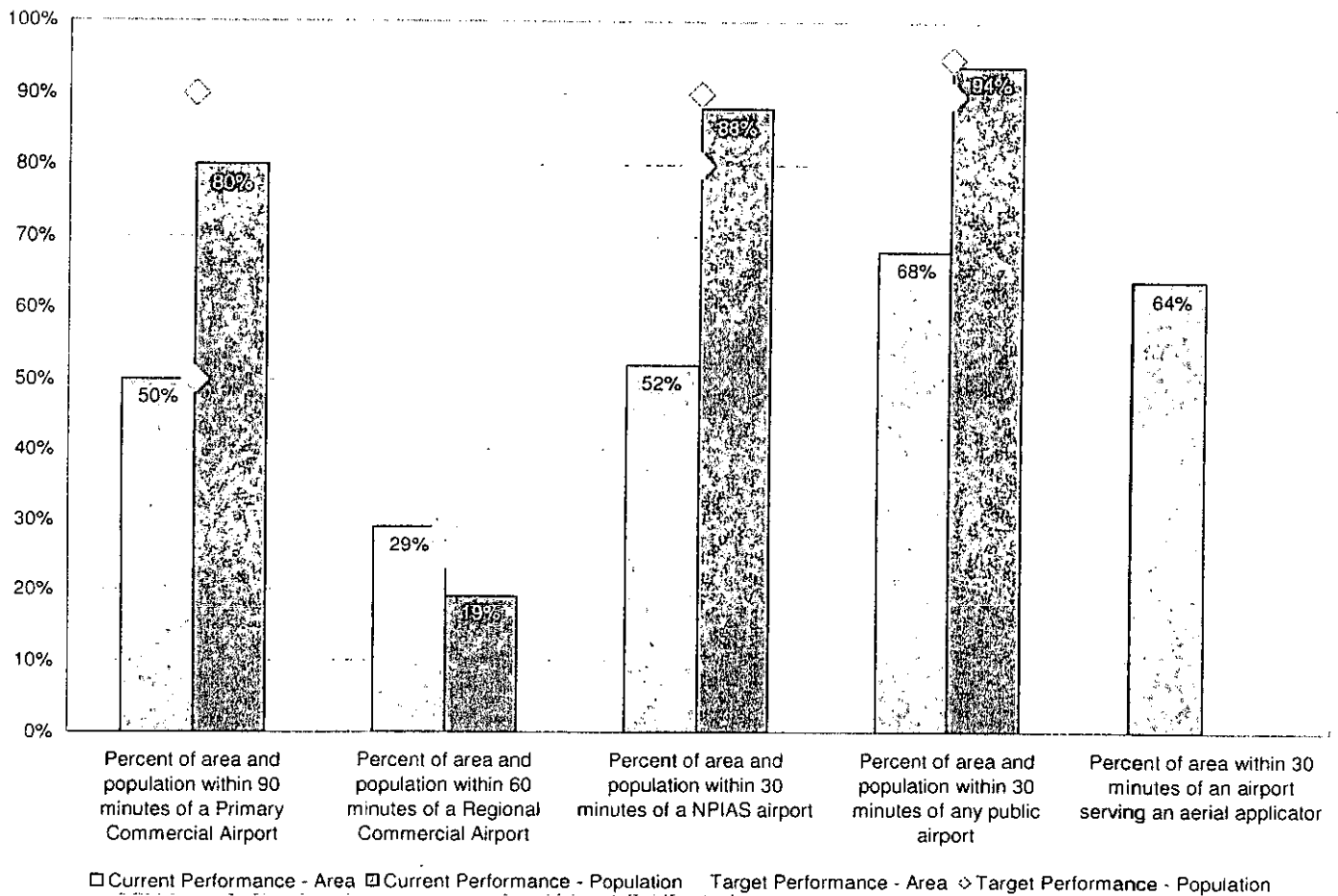
Chart 6-1
Performance Measure: Maintain Safety & Security - Summary



☒ Currently Meets ☐ Targeted to Meet ☐ Monitor Performance

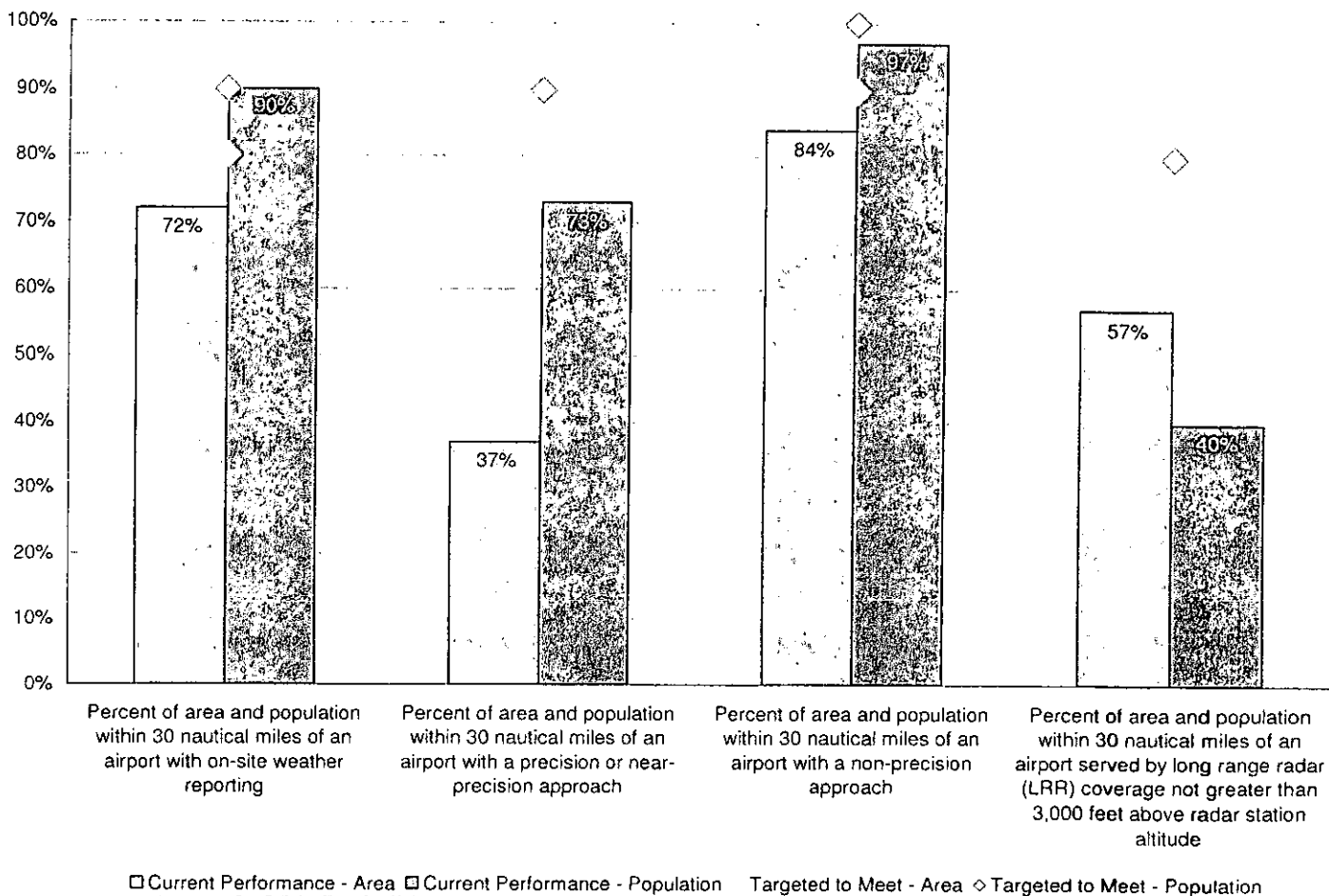
Source: Wilbur Smith Associates.
Prepared: September 2007.

Chart 6-2
Performance Measure: Provide Ground Accessibility - Summary



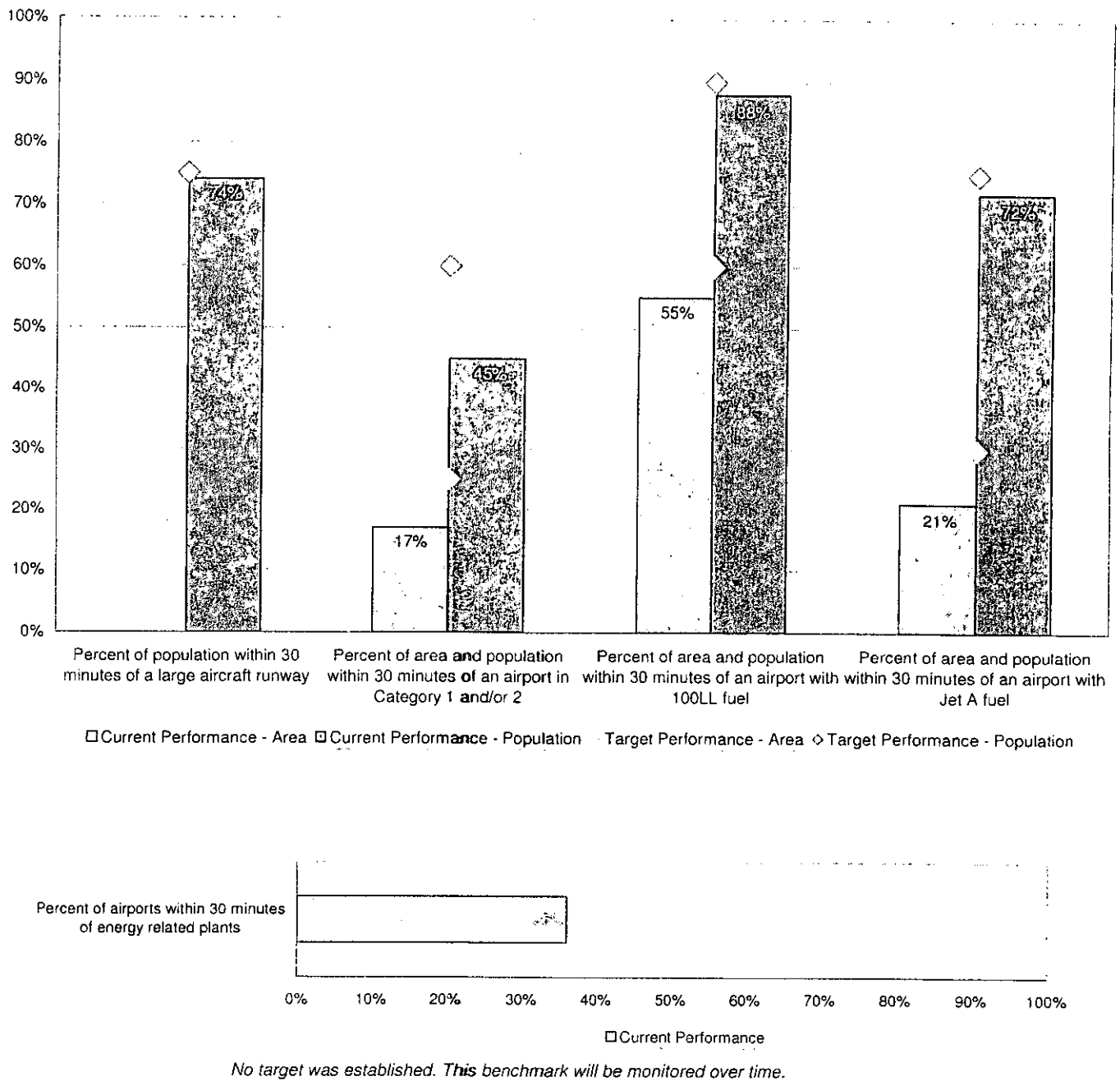
Source: Wilbur Smith Associates.
 Prepared: September 2007.

Chart 6-3
Performance Measure: Provide Aviation Accessibility - Summary



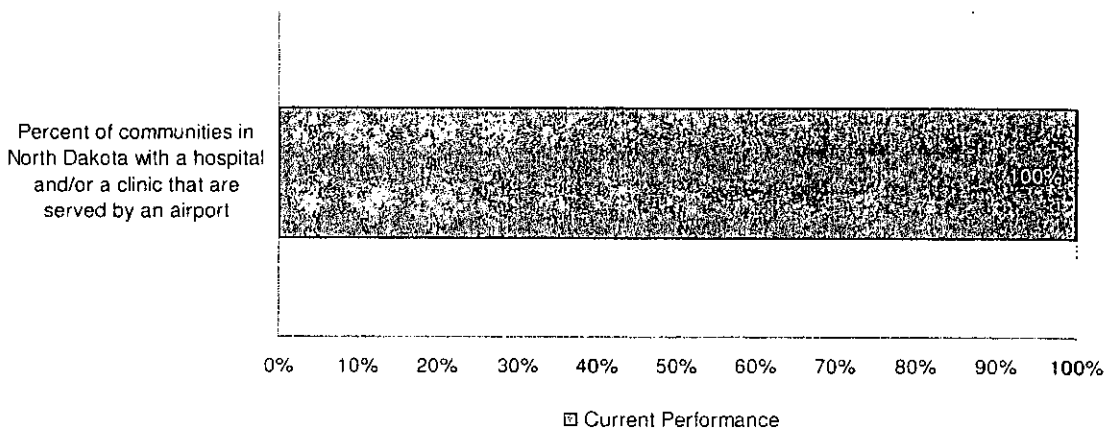
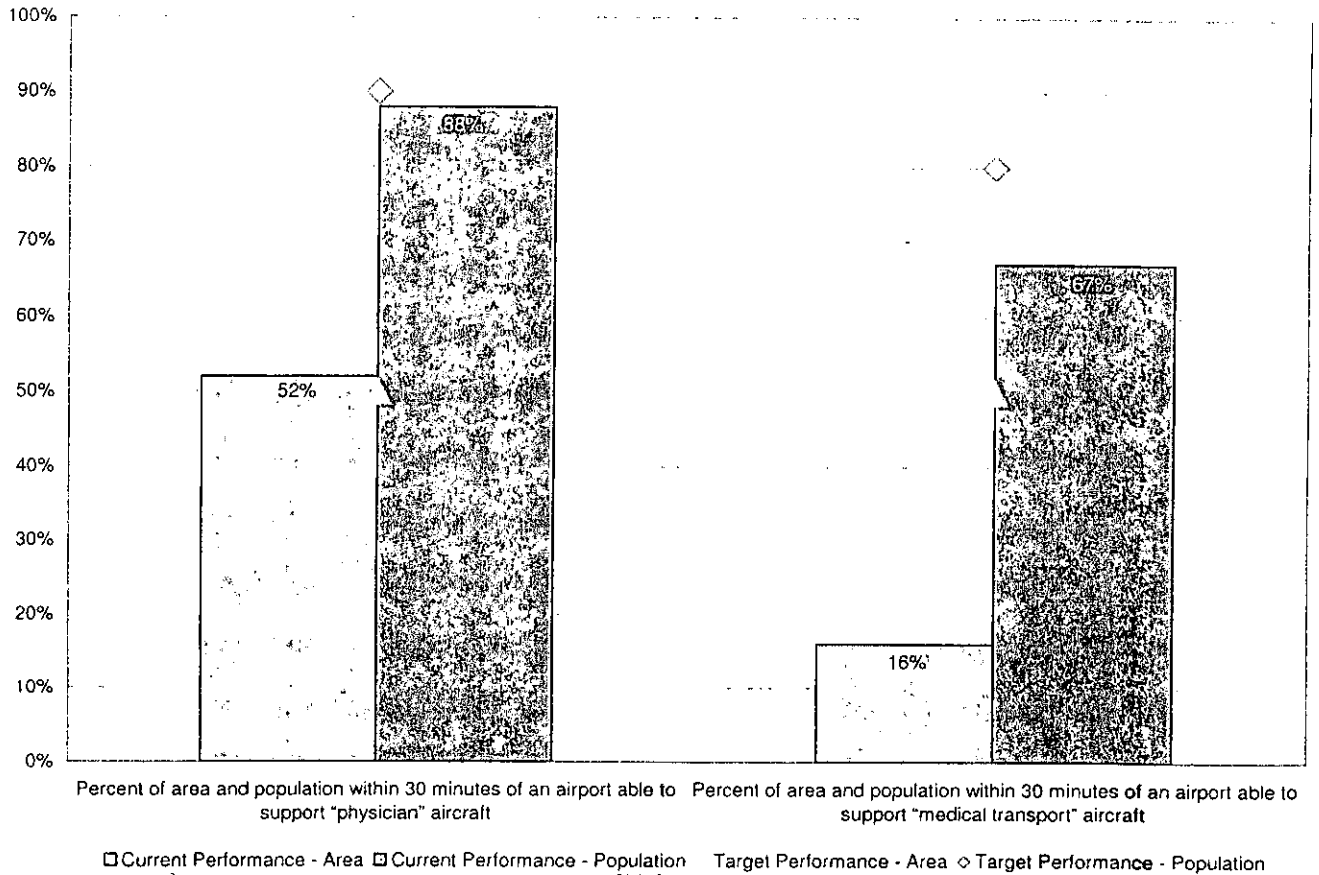
Source: Wilbur Smith Associates.
 Prepared: September 2007.

Chart 6-4
Performance Measure: Support State's Economy – Summary



Source: Wilbur Smith Associates.
 Prepared: September 2007.

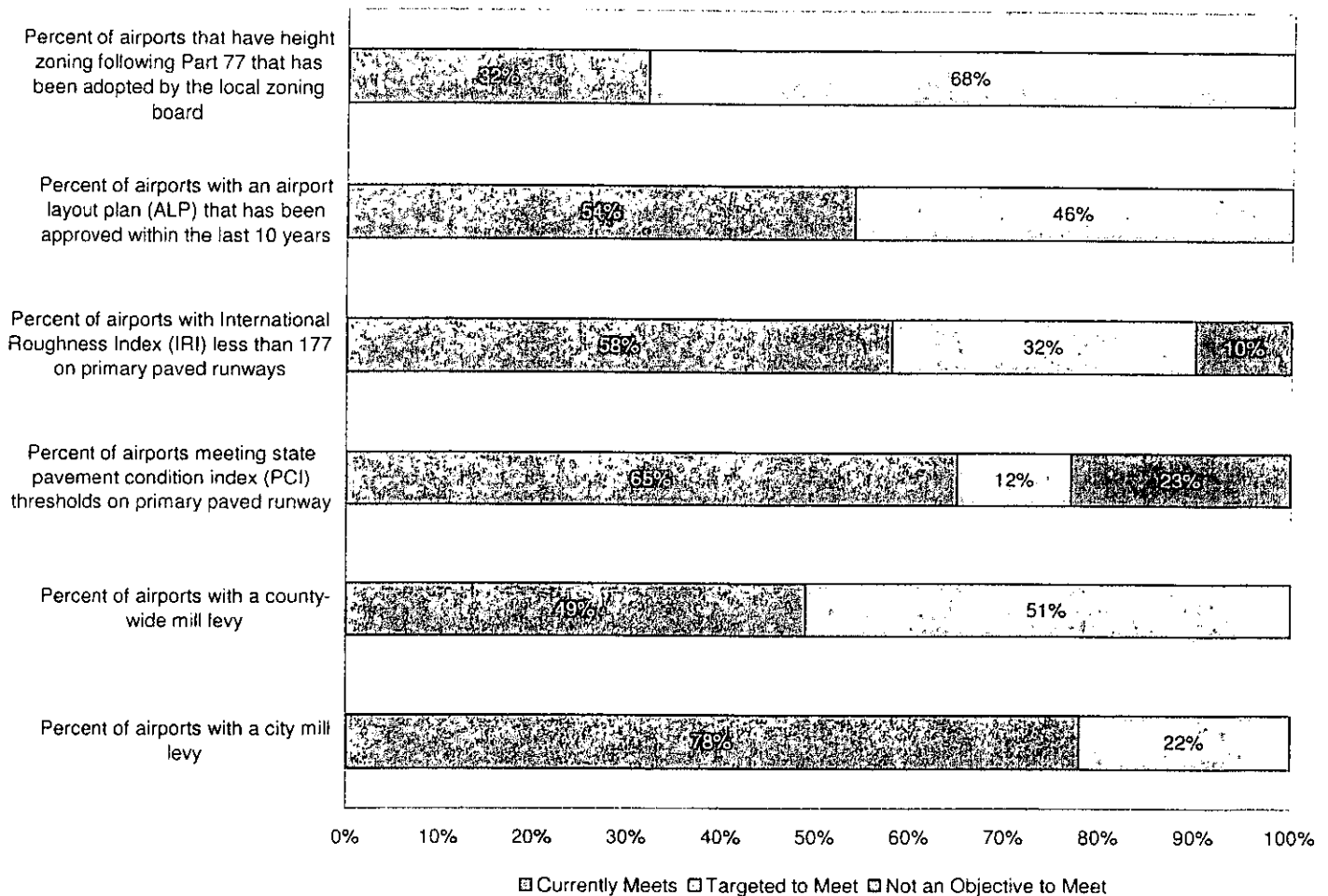
Chart 6-5
Performance Measure: Enhance Medical Support – Summary



No target was established. This benchmark will be monitored over time.

Source: Wilbur Smith Associates.
Prepared: September 2007.

Chart 6-6
Performance Measure: Preserve Airport Infrastructure – Summary



Source: Wilbur Smith Associates.
Prepared: September 2007.

The following sections provide a summary of actions that could be considered to reach targets for each of the benchmarks identified the previous charts, assuming the target is not already being met.

Aeronautics Commission Priority Rating of Airport Projects

Adopted: May 1, 1984
 Revised Date: May 20, 2005
 Review Date: July 1, 2006

	(High)	10	20	30	40	50	(Low)
A. CONSTRUCTION	Reconstruction Drainage & Culverts Earthwork & Grading	Realign Overlays Taxiway New Construction	Aprons Seeding Extensions	Heliport Area	X-wind runway/taxiway Runway grooving		
B. OBSTRUCTIONS	Tree Removal Marking/Lighting Obstr. Bury Powerlines	Displaced Threshold Relocate roads, P-lines, Bldgs.					
C. MAINTENANCE	Crack Filling Seal / Fog Coats	Reseed & Fertilize Turfs Regrade & Smoothen Turfs	Mower Snow Removal Equipment		Tractors Trucks Turf Rollers / Sweepers	Garden Tractors Soil sterilization around lights	
D. MARKINGS	Windsock or wind tee		Paint Runway & numbers Repair of Markings		Segmented Circle Runway Signage		
E. LAND	Clear Zone Land Avigation Elements	Purchase land for new airport Purchase land for extension	Access Road		Auto Parking		
F. LIGHTS / NAVAIDS	Electrical Service Runway Lights	Beacon Replacement of Beacons, fixtures, and wiring	VASI Reflector Markings		NDB REIL	Runway Surface Sensor	
G. RADIO			AWOS / ASOS		Unicom Radio Control Runway Lights	Computerized Wind Indicator	
H. MISCELLANEOUS	TSA / ARFF Special Programs Emergency Grants Federal Grants Zoning Implementation	Engineering Design EIS Legal Fees	Master Plan Studies Fencing Security System Air Service / Cargo Studies		Terminals Mini-terminals (trailers) Electrical Sewer, water	Hangars Airport Signs Fuel Facilities Storage Buildings	

NOTE: The lower the number, the higher the Priority
 (Add second digit below to each ten digit above for project priority rating)

- | | | | |
|---------------|-------------|----------------------|---|
| 1. Approaches | 3. Taxiways | 5. Access | 7. Other (service roads, fencing, etc.) |
| 2. Runways | 4. Aprons | 6. Equipment/storage | |

*Any minor work associated with an improvement item receives the same ranking as the major item. Examples are:
 Land for a runway extension ranks a "22", lighting the apron ranks a "14", reconstruct taxiway ranks a "13", overlay
 ranks a "22, tree removal on approach ranks a "11", etc.

NOTE: Add 100 points to the priority of any project needed one year in the future, 200 if two years, etc. For example, reconstruction of a runway next year would have a priority
 rating of 112, or land for runway extension would have a priority rating, if the extension was planned for two years, a 222, etc. The lower the number, the higher the priority.
 If construction will be in the current year, no hundreds digit is added, so earthwork on a runway this year would rank a "12".

SPECIAL NOTES:

- Projects above are reference primarily to be main runway first, taxiway, apron, x-wind, etc.
- Aeronautics Commission staff will help sponsor establish priority rating.
- Interest payments are not eligible.
- Airport Liability Insurance Premiums are not eligible.





North Dakota Airport Pavement Condition Index

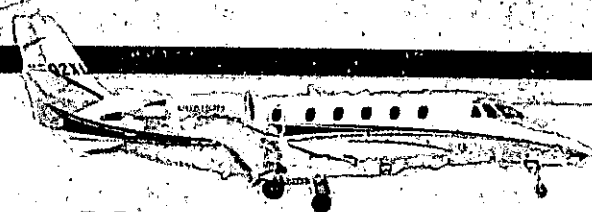


Photo of Example Airport	Statewide Inventory Airport 2004/2005 Surveys	Total Pavement Area (SF)	Area Below MSL*	Percent of Total Below	Area Near MSL*	Percent of Total Near
	<i>Bismarck</i>	5,269,000	824,000	16%	18,000	0.3%
	<i>Fargo</i>	6,348,000	1,569,000	25%	172,000	2.7%
	<i>Grand Forks</i>	4,819,000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

* Minimum Service Level

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

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

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

SENATE APPROPRIATIONS COMMITTEE

1/19/2009

SENATOR: RAY HOLMBERG, CHAIRMAN
BILL L. BOWMAN AND TONY S. GRINDBERG, VICE CHAIRMAN

REF: SB 2006 DEPARTMENT 412- ND AERONAUTICS COMMISSION BUDGET

Mr. Chairman, Members of the Committee:

My name is Tim Thorsen, I am the Airport Operations Manager at the Bismarck Airport, and I currently serve as the President of Airport Association of North Dakota (AAND). AAND is an organization of North Dakota's Airports. We exist to support aviation in North Dakota. I am appearing before you on behalf of the AAND in support of Senate Bill 2006.

North Dakota Airports have the significant economic impact of \$2 billion and 12,000 jobs at community airports throughout the state. Airports are an important economic engine for their communities and they link their community to the larger state and national community. Helping develop and support airports materially assists each community and their businesses.

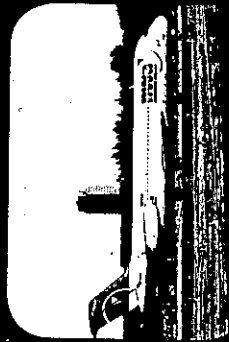
I appreciate the support provided to airports by the North Dakota Aeronautics Commission (NDAC). Interim Director Mark Holzer and his capable staff do great work. The NDAC support North Dakota Airports in significant ways. NDAC plays an active role in maintenance and airport improvement projects. Airports across the state count on NDAC to help program funding from the Federal Aviation Administration (FAA) and to work with the State Legislature, the Governor, and North Dakotas congressional delegation (when necessary) so capital improvement projects can become a reality. They provide programs such as a consolidated statewide pavement maintenance survey that greatly assists airports to meet FAA requirements. They provide grant funding that is essential for maintenance and improvement projects on a 50/50 basis for projects that FAA does not support. These and a myriad of other ways are how NDAC supports and fosters aviation in the state.

I support the planned increase of \$2 million in grant authority to a new total of \$5.83 million. The augmented grant support is needed to support increased costs. The 40% increase in the cost of asphalt in the last three years and a continuing increase in routine maintenance costs are two examples that support the need for increased grant authority.

I think all the public use airports across the state are thankful to the legislature for supporting the commission's aviation programs in the past and encourage you to continue to support the important work done by the Aeronautics Commission as they work to foster aviation in North Dakota.

I appreciate the work of the North Dakota Aeronautics Commission. I support their programs and I encourage you to support passing of SB 2006 Department 412- North Dakota Aeronautics Commission Budget.

*Attachments
1 & 2
were power
plants*



North Dakota
Aeronautics Commission

Executive Summary

Economic Impact Of Aviation in North Dakota

TABLE OF CONTENTS

Economic Impact Overview	2-3
Types of Aviation Businesses	4-5
Commercial Aviation	6-7
General Aviation	8-9
Aviation Manufacturing	10
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Travel Agencies	11
Aviation Impact Review	12
Study Methodology	13



Prepared for North Dakota
Aeronautics Commission
by Flint Communications

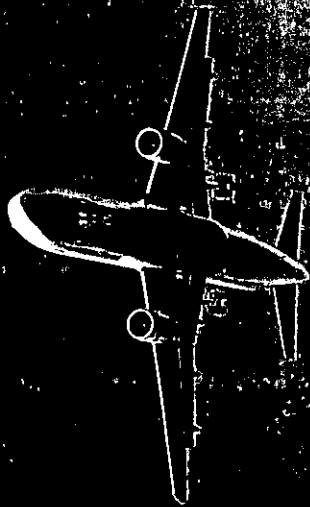
Akerson Marketing Research, Inc.

OUR MISSION

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

OUR VISION

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



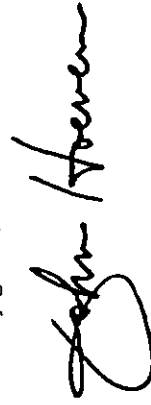
A Message from Governor John Hoeven

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

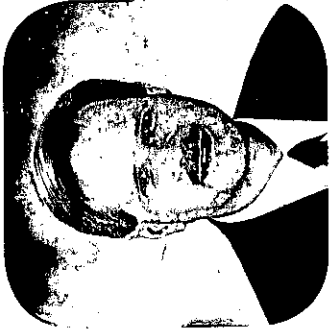
The latest study, from 2004, shows that aviation's contribution to our state economy has grown tremendously—now \$1.25 billion. Some of the specific findings indicate a continuation of past trends. Others point to dramatic changes in the industry. Of particular interest are the following:

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

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



Governor John Hoeven

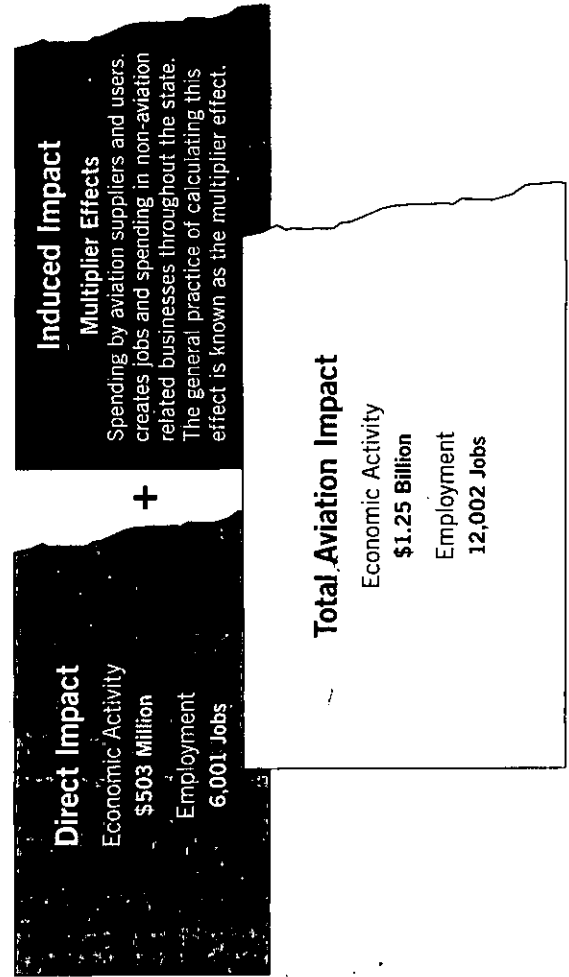


All North Dakotans Benefit from Aviation

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

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

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



Measures of Economic Impacts

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

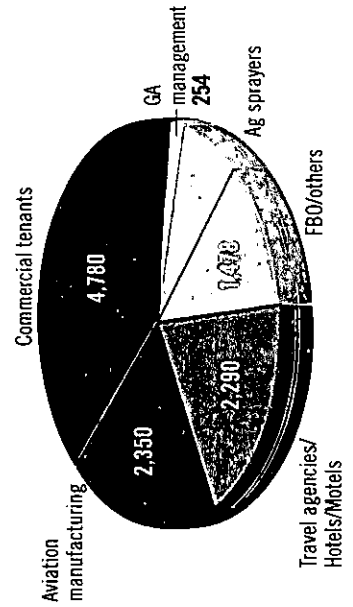
\$ Economic Expenditures—gross sales, capital expenditures, operating expenses and taxes linked to the aviation expenses of a company.

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

Employment

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

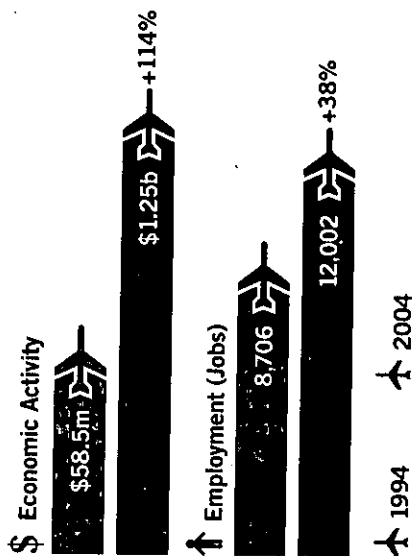
Aviation Jobs in North Dakota - 2004
Total Jobs - 12,002



Economic Activity

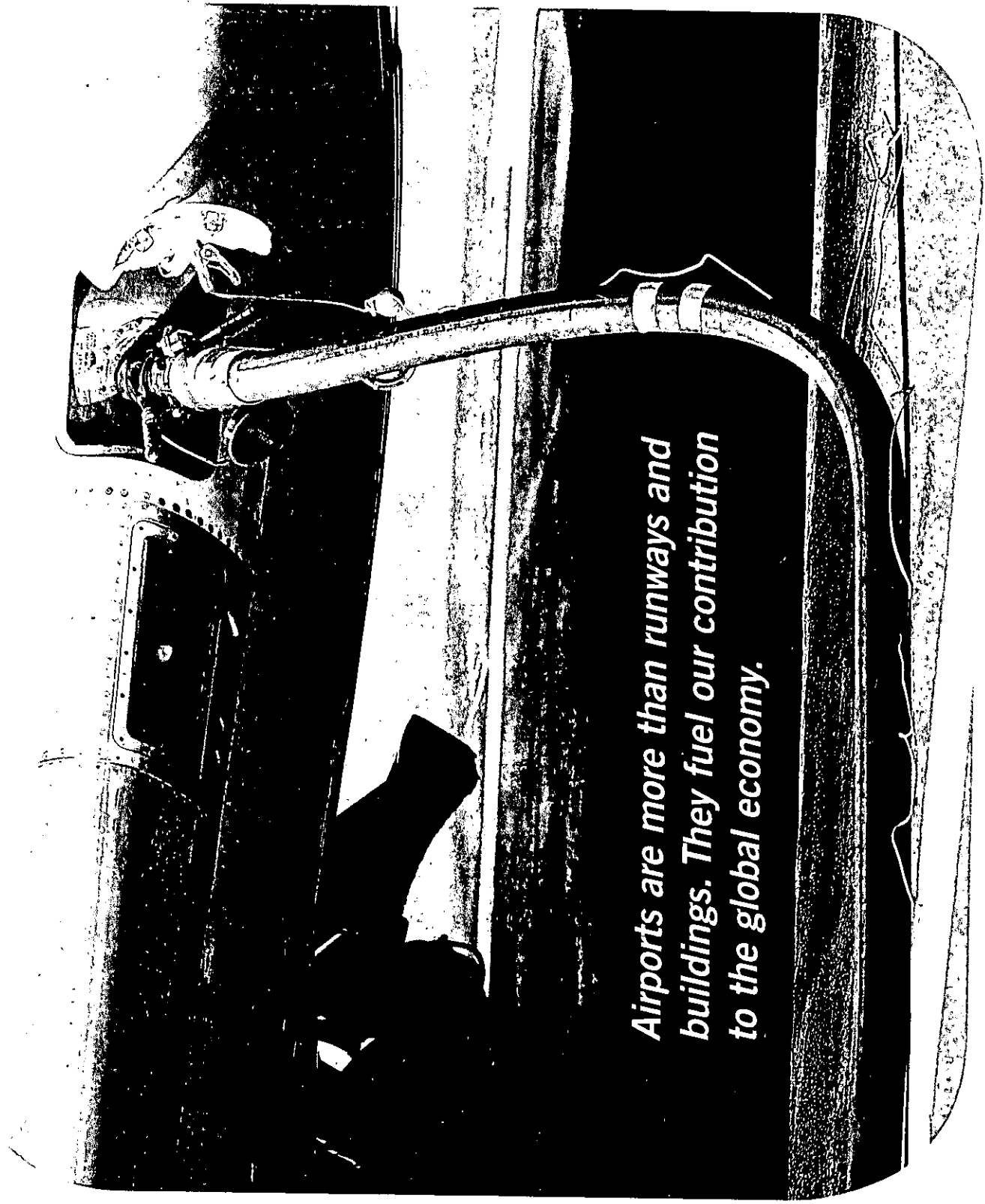
Aviation is an economic catalyst in North Dakota. In 2004, aviation contributed more than \$1.25 billion annually to the state's robust economy and provided 12,002 jobs. Those numbers represent a 114 percent increase in expenditures and a 38 percent increase in jobs in North Dakota since 1994.

North Dakota's Aviation Industry Growth



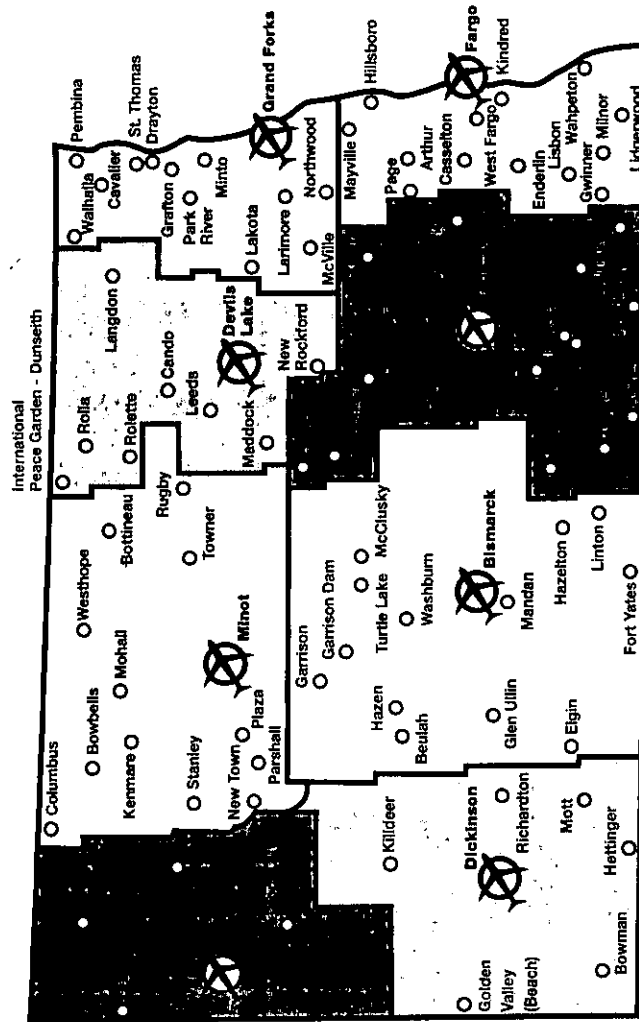
Aviation contributes more than \$1.25 billion to North Dakota's diverse economy.



A high-contrast, black and white photograph of an airport fuel nozzle and hose. The nozzle is on the left, with a hose extending towards the right. A dark, rectangular area is superimposed over the lower part of the hose, containing white text. The background shows the metallic structure of an aircraft.

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

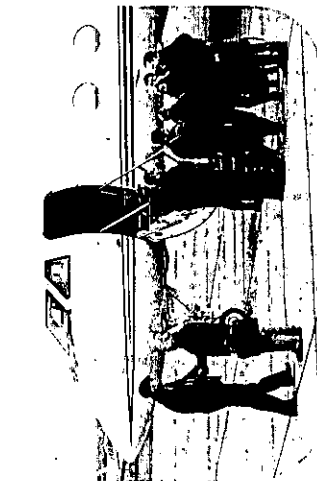
Airports are Home Base to More than 500 North Dakota Businesses



90 TOTAL AIRPORTS =

⊗ Air Carrier Service Airport (8)

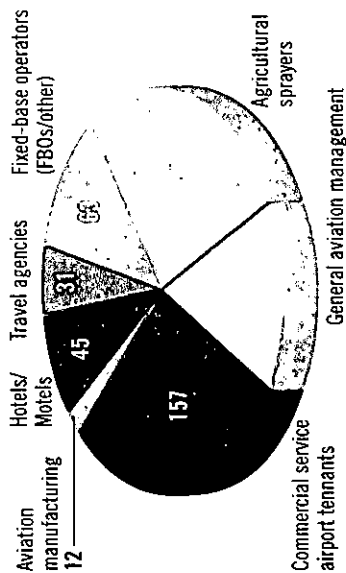
○ General Aviation Facility (82)



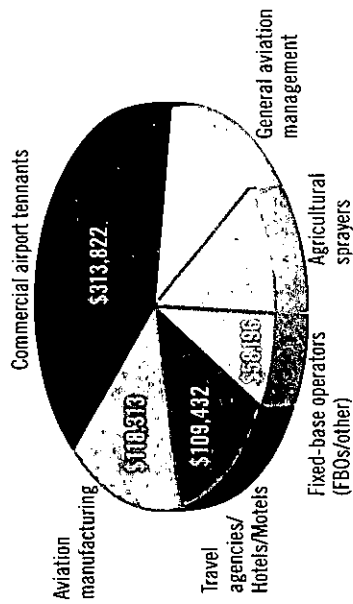
Airport Activity

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

Aviation Business Types Total Types - 537

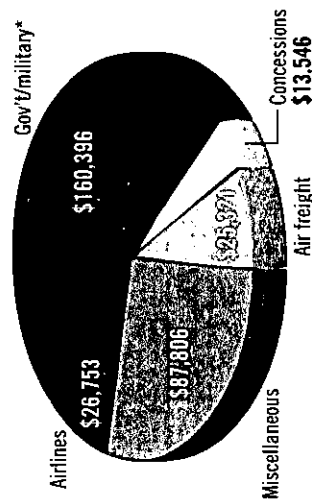


Their Economic Contribution Total (000) - \$776,787

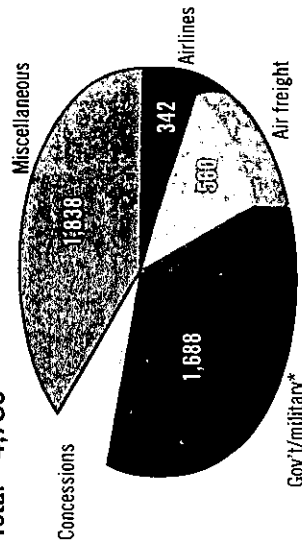


Impact of Commercial Aviation - 2004

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



**Employees
Total - 4,780**



Airlines

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

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



Concessions

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

Government and Military

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

Air Freight

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

Miscellaneous

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

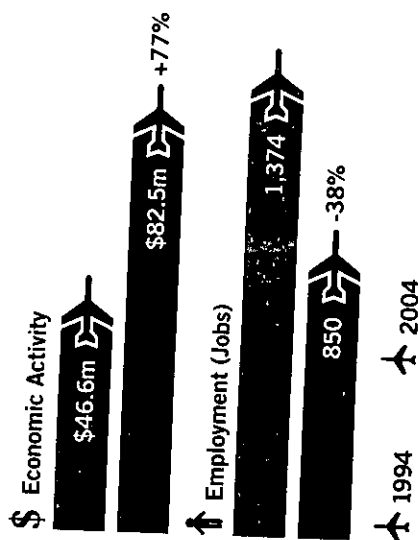
*This report does not include the economic impact of military bases.

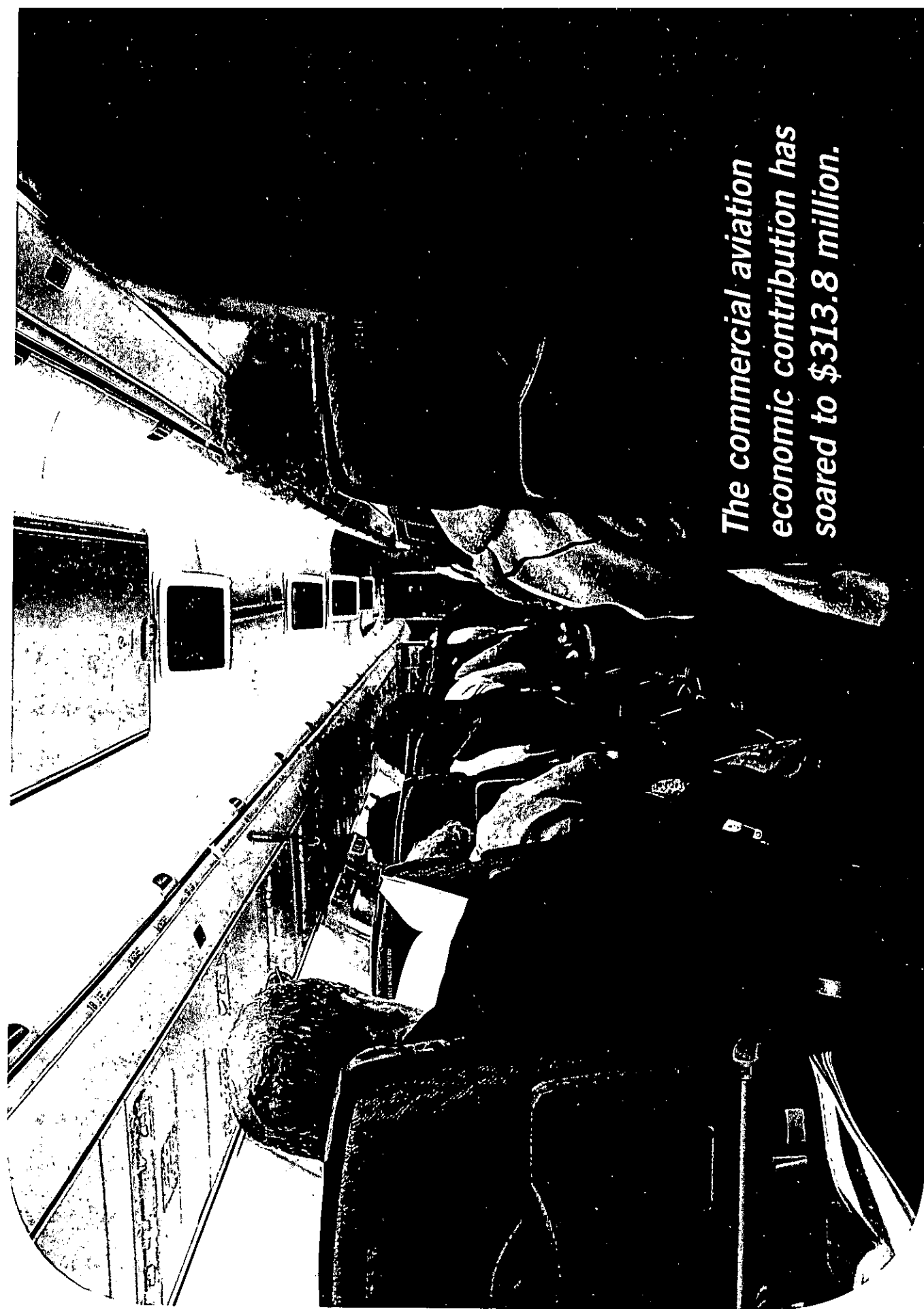
General Aviation Contribution

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

Agricultural Spraying

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





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

Fixed Base Operators (FBOs)

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

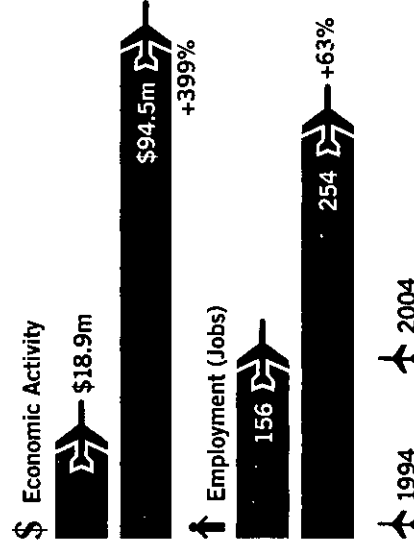
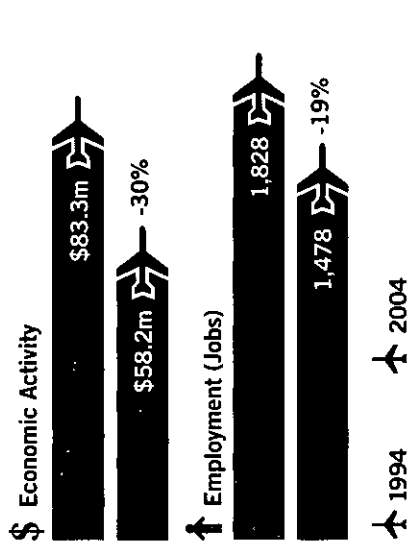
University of North Dakota (UND) Center for Aerospace Sciences which employs

363 people, is a national leader in four-year degree programs in space studies, computer science and fixed-wing helicopter flight instruction. At any given time the program has more than 100 aircraft and 1,800 students training for careers in aerospace.

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

General Aviation Management

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



GA Airport Uses

Business

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

Government

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

Personal Use

- Travel and recreation
- Humanitarian missions

Weather

- Current information

Medical

- Delivery of medical and organ supplies
- Transport medical professionals

Cross Country Navigation for Aircraft

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

Education/Entertainment

- Outreach programs, teacher workshops
- Air shows

Aviation-related

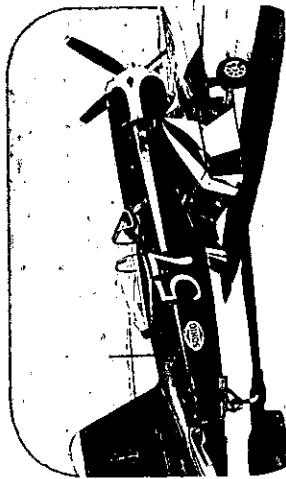
- Maintenance and fueling
- Aircraft rental
- Charter and flight training

Agricultural

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

Air Travel Contribution

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



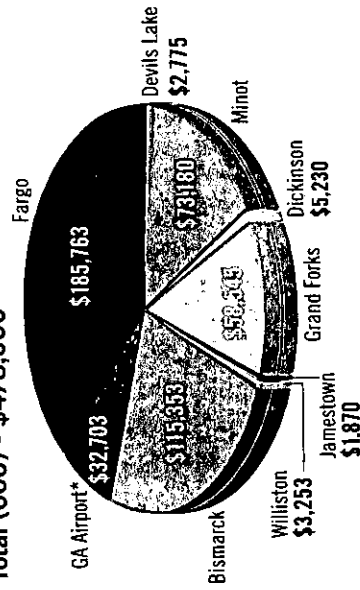
North Dakota Aviation Manufacturers

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

Air Travel Contribution

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

Air Traveler Expenditures Total (000) - \$478,000



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



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



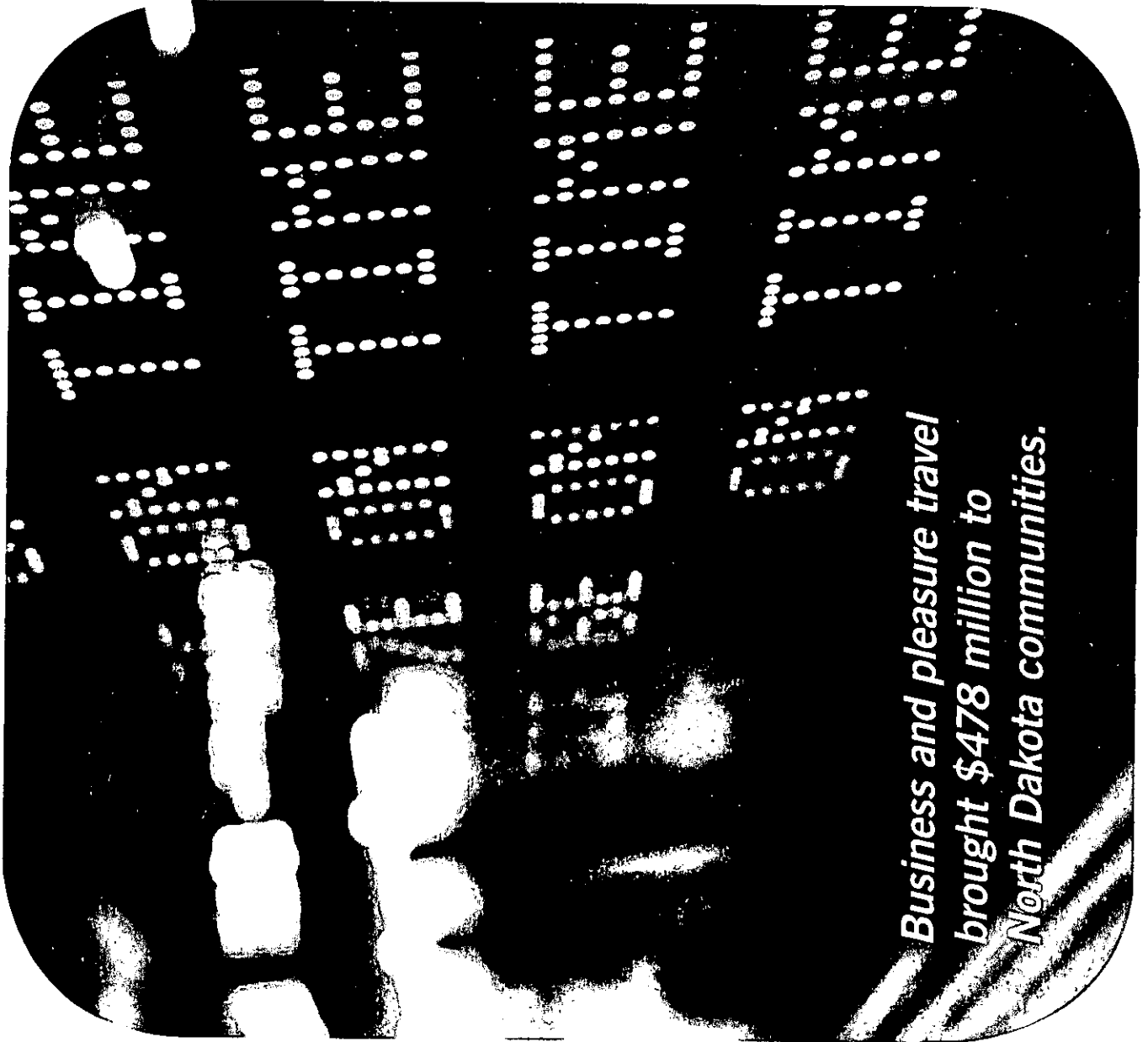
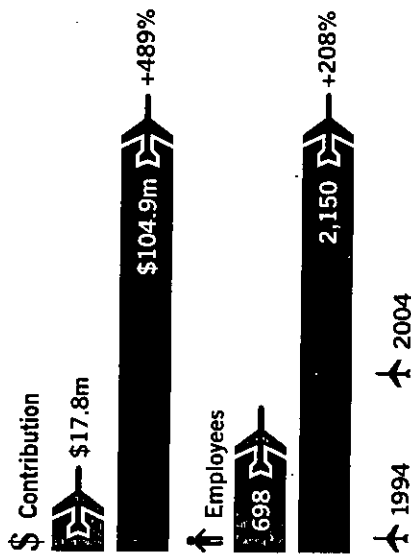
432,457
number of air travel visitors to ND in 2004



\$699
spent per trip, per airline passenger

Travel Agencies

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



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

Aviation Impact in Review

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

¹ Totals may not add up due to rounding ² First year includes 2004 data

Aviation Highlights

Eight Commercial Airports 1441 flights/day	+	82 General Aviation Airports 778 flights/day	=	State Total: Total Flights 810,000/year
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- 42% of North Dakota's aviation income stems from air travel tourism with 1.2 million passengers annually.
- Air courier services like UPS, DHL and FedEx, employ 280 North Dakotans.
- World-renowned UND Aerospace program uses more than 100 aircraft to train 1,800 students for careers in aerospace.
- Travel agency and tour operators service customers worldwide through offices in North Dakota with 1,075 direct jobs.
- Aerial spraying continues to be an important part of North Dakota agricultural industry with over 3.3 million acres sprayed.
- 42% of North Dakota's aviation income stems from air travel tourism with 1.2 million passengers annually.
- Air medical services are a life-saving part of the healthcare equation for rural North Dakota hospitals and clinics.
- Aviation manufacturing provides 1,175 direct jobs within 12 companies.
- Airports are home base for more than 500 businesses.
- World's largest selling general aviation aircraft—Cirrus—has 291 employees in our state.
- World's largest air cargo systems manufacturer—Goodrich—has over 500 employees in North Dakota.
- Major businesses, utility companies, contractors and energy firms use 90 public airports daily.

Economic Impact of Aviation Study Methodology

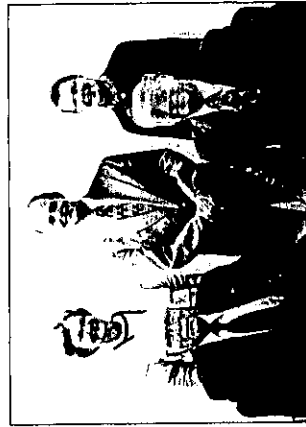
The contribution of aviation to the North Dakota economy was calculated using accepted methods and FAA guidelines for estimating economic impacts. To the extent possible, the approach used is consistent with previous studies commissioned by the North Dakota Aeronautics Commission.

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

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

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

North Dakota Aeronautics Commission



Commissioners:

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

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



Staff:

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

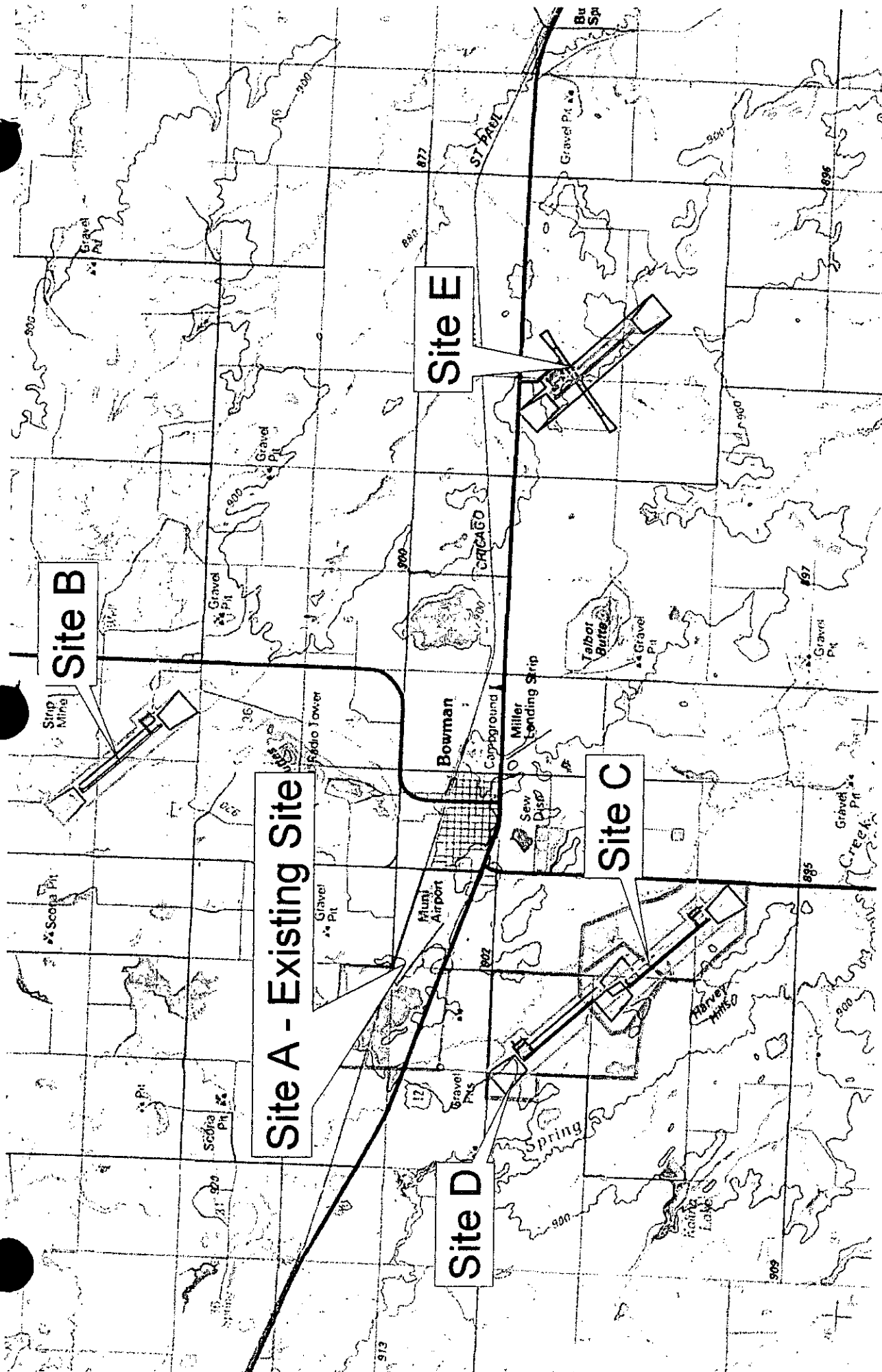
For information contact:

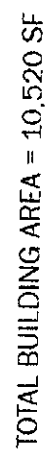
North Dakota Aeronautics Commission

P.O. Box 5020,
Bismarck, North Dakota 58502

Phone: 701-328-9650 • Email: ndaero@nd.gov

www.nd.gov/ndaero





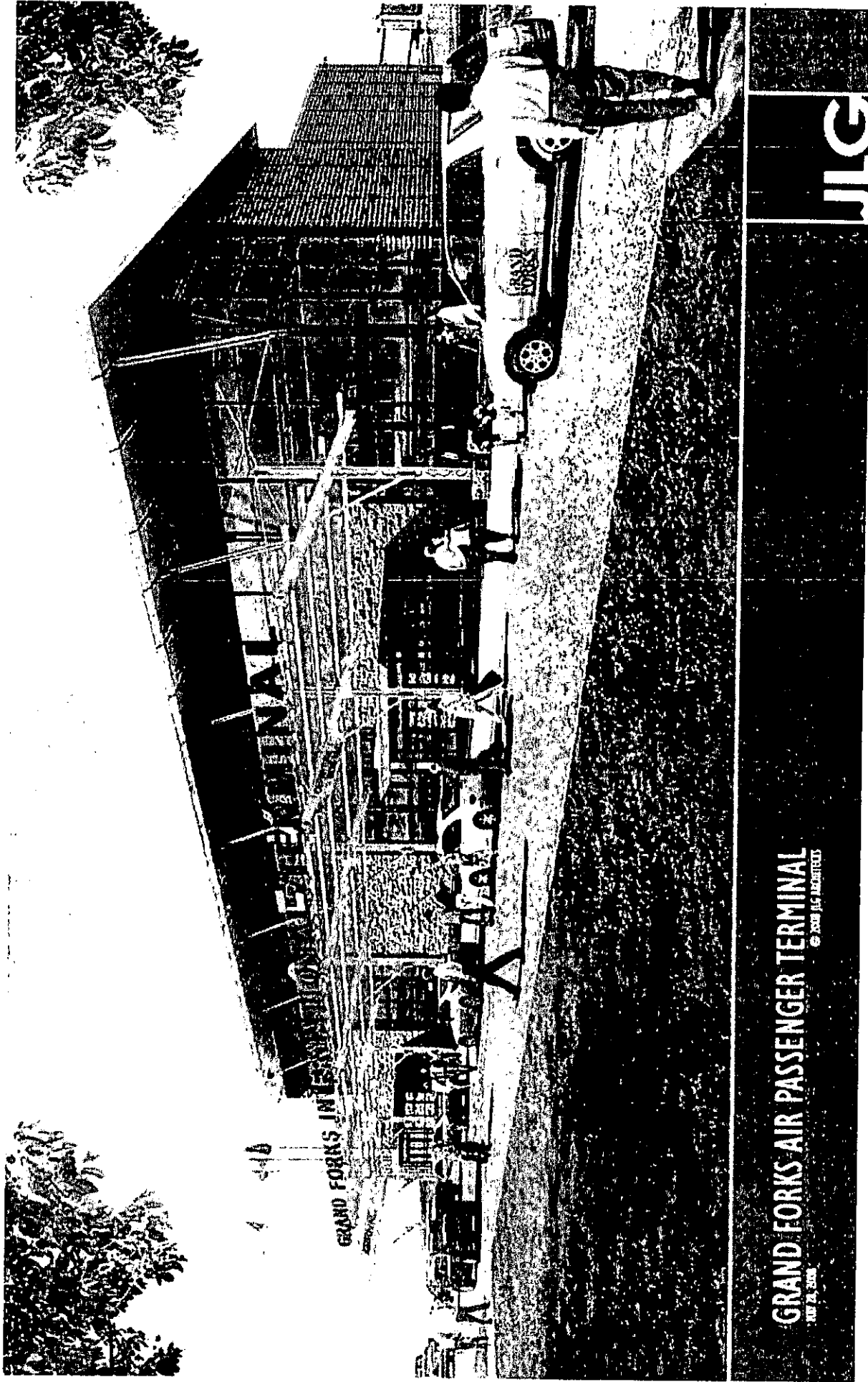
Schematic Study - AREAS

Dickinson Theodore Roosevelt Airport

Commercial/Industrial Expansion

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GRAND FORKS AIR PASSENGER TERMINAL
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House Bill #SB 2006

Mr. Chairman and members of the committee, my name is Steve Aldinger, I work for Interstate Engineering, Inc. out of Jamestown and I support this bill. Your continued support of the aviation industry has made it possible for airports around the state to continue serving their communities, not only the eight airports that support commercial air traffic but also the more than 80 general aviation airports in the state. Interstate Engineering was recently the lead engineer on two projects in conjunction with the North Dakota State Aeronautics Commission, which brought an Automated Weather Observation Systems or AWOS's to twenty general aviation airports around the state. The addition of an AWOS not only increases revenue for the airport but it also increases safety for the aircraft and pilots.

We are presently involved in several other airport projects around the state, one being the rejuvenation of the airfield pavement at the Jamestown Regional Airport. This project will include crack sealing of all the pavement on the airfield, application of a rejuvenating oil and repainting of the pavement. This type of project is extremely important to assure the longevity of the existing pavement, saving the Federal Aviation Administration and the State of North Dakota millions of dollars in reconstruction.

The Carrington Municipal Airport is working on a project to overlay their existing apron and replace the aircraft tie-downs as well as construct a concrete valley gutter to promote proper drainage. Carrington was one of the airports that installed an AWOS last

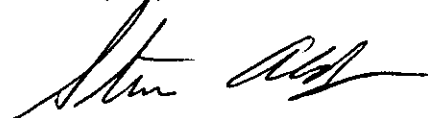
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year and with this came increased air traffic. The pavement was not in good shape before but now with the increased traffic it is deteriorating quickly.

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

Thank you for allowing me to address this committee and I hope you continue to support the aviation industry in our great state.

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

A handwritten signature in black ink, appearing to read 'Steve Aldinger', written over a horizontal line.

Steve Aldinger P.E.
Sr. Project Engineer

House Bill # 20006

Mr. Chairman and members of the committee, my name is Andrew Schneider, manager of the Jamestown Regional Airport and I support this bill. Our airport is aggressively pursuing a terminal expansion/remodel, as well as two other large airport improvement projects for 2009, and without funding at the state level these projects would be nearly impossible. We rely heavily on the state to match local funding to allow these large projects to happen. Our terminal project, scheduled for 2009 and into 2010, will enhance the airport and be an asset to the community. The current building, originally constructed between 1959 and 1961 is inadequate to meet the demands of the 21st century and the ever changing airport environment. It is the first thing you see when flying into Jamestown and the last thing you see before you leave. I think we can all agree that Bismarck's new airport terminal gives a very positive first impression of the City of Bismarck. This is what we hope to achieve in Jamestown. With a new flight schedule and competitive fares Jamestown has seen a steady increase in passenger traffic. December 2008 boarding's were the highest Jamestown has seen in well over ten years. Jamestown's airport terminal is the last passenger terminal building of the big eight airports in the state to be updated. I like to think we were saving the best for last. Keeping our airports strong helps keep the businesses and communities they serve strong as well. Thank you for allowing me to address this committee and I hope that with your continued support of the aviation industry that we will be able to continue these projects, along with many others, to enhance our statewide airport system.

Mayville Municipal Airport Authority

PO box 220

Mayville ND, 58257

bbrudvik@ohnstadlaw.com

Chairman, Brett Brudvik

May 15, 2007

Mark Holzer - Commission
North Dakota Aeronautics Commission
PO Box 5020
Bismarck ND 58502

RE: Mayville Airport

Dear Mark and Commission

Please find attached the Request for State Aid form and copy of the Federal application. It is our understanding that once the NPIAS declaration is made we will be eligible for federal grant assistance. Our request includes fees for the preliminary planning to date, an Environmental Assessment Document, an Airport Layout Plan and crack sealing for the existing runway. We need minimal maintenance to keep runway open for next couple of years until the new airport is constructed.

The preliminary planning work that was requested by NDAC and FAA has been completed by our engineer and we have been invoiced for this work.

If the crack sealing or any other item is not funded by the FAA grant, we would request matching funds from the NDAC.

There has been a substantial amount of work completed to get us to this very exciting point; we greatly appreciate all of the assistance you and Gary have provided.

If you have any questions, please call.

Sincerely,



Brett Brudvik
Chairman

Stakeholder Guidance
American Recovery and Reinvestment Act (ARRA) of 2009
March 3, 2009

On February 17, 2009, President Obama signed Public Law 111-5. The legislation, referred to as the American Recovery and Reinvestment Act of 2009, provides to the Department of Transportation, among other things, \$48.1 billion for infrastructure development. Of this amount, \$1.1 billion is provided to FAA from the General Fund for airport-related purposes. While the funding is not subject to normal AIP authorization authority, the funding is to be administered under the requirements of Airport Improvement Program (AIP) discretionary funding.

1. Airport Funding

The Act requires that this additional funding commonly referred to as Economic Recovery (ER) funding, be treated as though it was AIP pure discretionary, that is without formulas, special apportionment categories, or minimum set-asides.

All normal required AIP grant documentation and filing applies to the administration of ER projects. All normal AIP grant conditions, certifications and assurances apply. The funding carries all the eligibility, flexibility and requirements of normal AIP discretionary funds under our existing statutory authorization with the following exceptions:

- **Priority Consideration** – Priority consideration must be given to those projects that can be awarded within 120 days (June 17, 2009) ***and*** that can be completed within two years of the date of enactment of the Act (February 16, 2011). For purposes of this guidance, awarded shall mean obligated pursuant to a Grant Offer and Acceptance by the sponsor.
- **Federal Share** – There is a **100% federal share** for this program, meaning that there is no local match required. Accordingly, each grant must identify a useable unit of work that will be 100% funded.
- **Specific Dates** – The statute identifies specific milestone dates that must be complied with. These dates are detailed in Section 2 – **Airport Project Timeline** of this guidance.
- **Eligibility vis-à-vis Planned AIP Projects** – The ARRA statute requires that economic recovery funds *supplement* and *not supplant* planned expenditures from airport-generated revenues or from other State and local sources for airport development activities. In other words, ER funds are specifically precluded from being used for projects where there were “*planned expenditures from airport-generated revenues or from other State and local sources*”. FAA interprets this to exclude projects for ER funding consideration that were planned for traditional AIP in FY-2009 and that included State or local match requirements.

Accordingly, projects in the Airports Capital Improvement Program (ACIP) for FY-2009 shall remain potential AIP candidates but not ER fund candidates because of the planned AIP funding with a local match from state or local funds. ACIP projects for FY-2010 and beyond may be identified as candidates for ER funds since they would supplement and not supplant planned expenditures using state and local funds during FY-2009. Therefore, if a project was identified for funding in the FY-2009 program, either with entitlements or discretionary funding, it may not be funded with ER funding.

- **State Block Grants** – Since the funding made available under the ARRA is pure discretionary, there is no formula distribution of funds to States in the State Block Grant Program (SBGP). Instead, any funding of eligible projects that fit the criteria contained within this guidance will be made directly to the SBGP sponsor with specific airport and funding amounts specified. It will be the responsibility of the SPGP sponsor to issue a sub-grant and administer the grant in accordance with this guidance and the requirements of the ARRA. All provisions within this guidance, including recoveries, amendments and requisite reporting, also apply to SBGP grants with ER funding.
- **Recoveries** – Unlike normal AIP funding, ER funds have a limited life for recovery and reobligation. ER funds may be recovered and reobligated up to September 30, 2010. After September 30, 2010, there is no statutory provision to reobligate recovered funds and they will be returned to the US Treasury. Reobligation of recovered ER funds after September 30, 2009 will require the use of recovery ceiling issued by the FAA Office of Budget (ABU).
- **Amendments** – Due to the differing Federal share percentages associated with ER funding compared to “normal” AIP, an amendment to an ER funded grant that requires additional funds can only be accomplished with available ER funding. Since it is required that all ER funded projects be based on bids, it can reasonably be expected that additional ER funding that may be available for amendments through recoveries will be extremely limited. All project recoveries will be directed to amendments for close-outs on a first-come, first-served basis.

Sponsors should be aware that (a.) it is likely that there will be little ER funding for amendments, and (b.) as noted above, any recoveries that may become available cannot be reobligated after September 30, 2010. Thereafter, the sponsor will be completely responsible for project cost overruns.

2. Airport Project Timeline

The required timeline for ER projects is specific, tight and has required milestone dates.

- **June 17, 2009:** At least 50% of the \$1.1 billion in funding provided by ARRA, or \$550 million, must be awarded within 120 days of enactment. For purposes of this guidance, awarded shall mean obligated pursuant to a Grant Offer and Acceptance by the sponsor. Because of this timeline, regions will be providing increased oversight to assure that all of the interim steps to obligation (bid preparation, advertisement, bid review, sponsor certifications, etc) are being completed.
- **February 16, 2010:** All funding must be awarded within one year of enactment of the ARRA or it will be lost. However, in order to assure that the projects have the highest likelihood of completion as quickly as possible, and achieve the goal of the ARRA – the timely creation of jobs - FAA’s internal objective is to have the entire amount under grant prior to the close of FY-2009.
- **September 30, 2010:** *Recovered ER funds must be reobligated by this date, or they will be lost;* and
- **February 16, 2011:** Priority is to be given to projects that can be completed within two years of the date of enactment of the ARRA. The term “completed” means when construction or acquisition of equipment is finished as evidenced by the project’s Final Inspection.

3. Planned Regional Distribution

The intent of the ARRA is clear. FAA is to issue grants for high priority projects that can proceed to construction quickly to preserve and create jobs and promote economic recovery. Because of the lead time associated with the consideration and passage of the legislation, FAA has been able to identify a national pool of candidate projects that greatly exceeds the ER funding now available.

To assure consistent application of award criteria nationally, and in keeping with our commitment to use FAA’s existing statutory priorities to direct funds to “*ready-to-go*” projects, FAA has established a national priority threshold for the use of ER funds. Based upon this threshold, FAA has identified a candidate pool of the highest priority projects by region and distributed such to the Regions. FAA has also distributed a tentative allocation of ER funds, based upon existing FAA internal formulas and policies, to establish funds for Regional planning purposes. The identified high priority project listings that have been transmitted exceed the availability of funds allocated to regions based on historical distributions by region.

FAA Regional/District office staff will review the project listings and, to the extent funding is available, confirm the highest priority of the projects on the listing that they expect to fund and that can meet the timelines indicated above. Each project identified will indicate whether it can be obligated in the 120-day period or by the end of the current fiscal year being mindful that nationally we must award 50% of all funding within 120 days.

4. General Provisions

All funds issued under this Act will be subject to extraordinary scrutiny, with strict distribution and reporting requirements.

- While the ER funding will follow all of the rules and requirements for AIP discretionary funding, it is actually a different type of funding; therefore, it must be tracked separately at all times. FAA is making provisions within SOAR, our automated grant management system, to assure this capability.
- In addition to being tracked separately, ER funds and AIP funds may not be mixed. That means that individual grants may not be issued with both types of funds in the grant.
- Grant Offers will be based upon existing statutory priorities as detailed within the NPR system and other special focus area initiatives (non-hub terminal buildings, Voluntary Airport Low Emission (VALE) program, etc.).
- As noted above, and within the existing statutory priorities, preference will be given to those projects that are “ready-to-go”. For purposes of this guidance, “ready-to-go” is defined as a project that:
 - Has an environmental determination;
 - Has received requisite airspace approvals;
 - Appears on the airport’s approved Airport Layout Plan;
 - If required, has a completed FAA-approved benefit-cost analysis;
 - Has design (plans and specification documentation) substantially complete;
 - Will be bid prior to the time of Grant Offer;
 - Will be able to issue a Notice to Proceed within 30 calendar days of Grant Offer;
 - Is projected to have construction completed no later than February 16, 2011; and
 - Has the Sponsor’s certification as to bid, Buy American waivers, Notice to Proceed, and certain certifications required under the ARRA. See *Attachment 1 – Airport Sponsor Certification*, to be provided with the project application and maintained within the grant file.
- There are special grant conditions that must be included in all ER grants, discussed below.
- There is additional grant documentation, reporting and filing for ER grants that are discussed below.

5. Local Match Requirement

As noted above in Section 1, there is no local match required for ER grants. Because of the difficulty of defining a useable unit of work with varying Federal share percentages in the same grant, ER funding and “normal” AIP funding cannot be commingled in the same grant. It is acceptable to have ER funding on a discrete portion of a phased project for which there was, or will be, another phase funded with normal AIP. However, the ER funded phase must be a specifically described unit of work that will contribute to the final useable unit identified constructed by all phased grants, and the FY-2009 ACIP must not have already assigned funds for the phase now to be considered for ER funding.

6. Maximum Grant Guidance

To facilitate equitable distribution across regions, States and service levels, and in an effort to represent the expected distribution in a typical AIP distribution, the maximum amount of any ER funding to a single project is limited to \$15 million and to a single sponsor is limited to \$20 million.

For purposes of guidance, the table below illustrates historical AIP grants amounts (mean and 90 percentile) by service level. ER grant fund amounts that are significantly different from this historical profile should be scrutinized.

	Mean	90 Percentile
Large Primary	\$ 6,245,525	\$ 15,309,118
Medium Primary	\$ 4,455,882	\$ 10,484,558
Small Primary	\$ 3,317,124	\$ 7,698,045
Non-Hub Primary	\$ 2,006,924	\$ 4,918,639
Commercial Service	\$ 1,396,502	\$ 3,382,843
Reliever	\$ 1,086,134	\$ 2,957,443
General Aviation	\$ 519,676	\$ 1,213,474

7. Use of Entitlements

One key provision of the Act is that no funds in the Act may supplant any other State or local funds that were to be used on a project. This is critically important for airports. An airport may want to fund a project with ER funds while carrying over their entitlements, in part to access 100% federal funding or to “bank” entitlements for use in future years when funding may be

more scarce. However, allowing an airport to carry over entitlements would constitute supplanting funds since their local match would not be eliminated with the 100% ER funding. Therefore, in order to receive ER funding, the sponsor must commit all currently available entitlement to FY-2009 “normal” AIP projects. For purposes of this guidance, FY-2009 Part A entitlements that were carried over to FY-2010 are not considered as “currently available”.

If a sponsor does not have a separate project on which to apply entitlement funds, then the proposed ER project must be broken into two separate usable units of work, one of which is funded with available entitlement AIP and the balance of which may be funded with ER funding. While slightly more complicated, this will ensure compliance with the Act’s requirement that no ER funds supplant the use of other funding.

8. Sponsor Certifications Prior to Grant Offer

Due to the scrutiny this program will receive, it is appropriate to add one additional level of oversight. Accordingly, to ensure that all projects have the highest potential to quickly result in job creation, *all* ER grant offers are required to be based upon bids prior to Grant Offer. In addition to assuring that no ER funds are sitting idle awaiting design and/or bid, there is the added benefit of having a motivated and interested third party, the contractor, urging the project forward.

Accordingly, the sponsor shall be required to certify to the following items prior to Grant Offer:

- Project bid status, complete with a copy of the bid tabulation;
- Identification of requisite waiver requests to the Buy American Preference Requirement;
- Commitment to the issuance of a Notice to Proceed within 30 days of Grant Offer.
- Certain certifications as required by the ARRA.

These certifications are contained with *Attachment 1 – Airport Sponsor Certifications* and must be included in the grant file prior to issuance of a Grant Offer.

9. Replacement Projects

The FAA must be mindful of the need to have sufficient projects available for bid in subsequent, or “out” years. Accordingly, for purposes of assuring a viable candidate list in out years, FAA must take appropriate actions, possibly including the use of a portion of their ER funding distribution if necessary, to provide for design of projects (i.e. preparation of plans and specifications) to be bid in out years to replace those projects that are being accelerated to take advantage of ER project funding. However, all requirements for ER fund obligation and project completion still apply—including project completion by February 16, 2011.

10. Program Reporting Requirements and Certification

Congress has specifically mandated that both the sponsors and the FAA report on the use of funds provided under the ARRA to (a) assure transparency and oversight of the distribution of the funding, and (b) assure the effective administration of the ER funds as envisioned by Congress.

As to transparency and oversight reporting (Sec 1512), the airport sponsors are required by statute, not later than 10 days after the end of each calendar quarter, to submit a report to the FAA that contains information as detailed within **Attachment 2 – Transparency and Oversight Requirements**. If an error is subsequently revealed by the FAA or the sponsor on this reporting requirement, contact APP-520 to determine the correct process and timing to correct.

As to the effective administration reporting (Sec. 1201(c)), each sponsor is required by statute to submit the first of the periodic reports required under this subsection not later than 90 days after the date of enactment of this Act and shall submit updated reports not later than 180 days, 1 year, two years, and three years after such date of enactment and shall contain the information that is detailed in **Attachment 3 – General Reporting Requirements**.

Not later than 30 days after the end of each calendar quarter, the FAA shall make the information in the transparency and oversight reports submitted by the sponsor publicly available by posting the information on a website. The FAA must compile the sponsor reports on effective administration and transmit them to Congress.

The Act requires several certifications by state or local officials. Sections 1201 and 1607 require certifications by the Governors of states that receive ER funds. Under Section 1201 the Governor must certify that the state will maintain planned state funding for airport projects, and under section 1607 the Governor must certify that the state will request and use funds under the Act, and that the funds will be used to create jobs and promote economic growth. At this time, the Department of Transportation has drafted certifications that are to be used by all DOT agencies. However, Section 1511 requires certifications from the Governor, mayor, or other chief executive on the infrastructure investments funded by ER funds and the FAA must assure its submittal. The official must certify that the investment has been fully reviewed and vetted under the law and that it is an appropriate use of taxpayer dollars. FAA plans to make the section 1511 certification a part of the grant application. An executed certification must be received by the FAA before Grant Offer.

11. Buy American

The Act specifically requires compliance with Buy American. While Buy American is a part of the “usual” AIP contract requirements, including it as a separate section in the legislation signals the Congressional intent that grant recipients use United States’ (US) goods to the maximum

extent possible. However, the Act also requires that this provision be applied in a manner consistent with US obligations under international agreements

12. Federal Register Notices of Buy American Waivers

For any waiver that is issued to the Buy American requirements, a federal register notice must be published listing the airport, the project, information about the waiver itself and the reason that the waiver was issued. This includes times when the waiver is based upon the cost of the components and subcomponents produced in the US is 60 percent or more of the cost of all of the components and subcomponents of the facility and equipment and final assembly of the equipment or facility was in the US. Accordingly, so as to assure adequate time to process any waiver requests, the sponsor is required to provide requests for waiver to the Buy American Preference Requirement (BAPR) (49 USC 50101) along with its certification of bid status and commitment to Notice to Proceed schedule. The sponsor should be mindful of these requirements so as to take appropriate action, such as highlighting in all bidding documents and making the bidders aware during pre-bid conferences.

13. ARRA Wage Rate Requirements

The ARRA expands the coverage of the Davis-Bacon Act. The Federal wage requirements in the ARRA are stricter than those for “normal” AIP. For example, the Recovery Act does not have a minimum dollar value, whereas the Federal wage requirements applicable to AIP apply to contracts valued over \$2,000. See **Attachment 4 – Davis-Bacon Act vs. ARRA Wage Rate Requirements**

14. Special Grant Conditions

The legislation requires a level of program reporting that does not currently exist in “normal” AIP funding. To this end, the majority of the additional requirements, such as interim reporting of expenditures, jobs created or preserved, project status reports, etc. will be included as a requirement of the Sponsor and will be so noted within the grant agreement. More specifically, the following Special Conditions are to be included in each Grant Offer for ER funding:

- a. Compliance to Special Reporting Requirement** – It is agreed and understood that in accepting this Grant Offer, the sponsor acknowledges and agrees that it will provide all reports, in a format and with such frequency as determined by the FAA, for all information related to the administration of this grant as required by Congress or any Federal agency with authority to require such reporting including, but not limited to, that required by Section 1201 and Section 1512 of the American Recovery and Reinvestment Act of 2009. This reporting will include, but not be limited to, schedules, construction progress, project expenditures, job creation, etc. as specified. The sponsor further agrees to provide the FAA with the

certifications required by Sections 1201, 1511, and 1607 of the ARRA of 2009 in the format and at the time required by under the Act and related guidance issued by the FAA or another Federal agency.

- b. Contract and Notice to Proceed** – It is agreed and understood that the Sponsor will have a fully executed contract in place for construction or manufacture of the project described within 15 calendar days of the date of this Grant Offer, and further, that the Sponsor will issue a Notice to Proceed within 30 days of Grant Offer. The Sponsor further agrees and understands if a contract is not executed within 15 days, and/or Notice to Proceed is not given within 30 days of the Grant Offer, the FAA may unilaterally cancel the grant and recover the grant funds for redistribution.
- c. Grant Closure and Recovery** – The FAA may unilaterally close this grant and recover the funds without prejudice if the Sponsor does not comply with any of these Special Conditions or other provisions of the American Recovery and Reinvestment Act of 2009.
- d. Drawdowns** – The Sponsor shall make timely payments for costs incurred (construction, engineering, etc.) and shall request payment reimbursement or initiate ECHO drawdowns at least every 30 days as evidence of such payments. Payment requests or drawdowns shall only be for reimbursement of work completed and shall only be required if contractor payments have taken place in the preceding period.
- e. Project Completion** – The Sponsor is expected to take all appropriate actions necessary to promptly carry out and complete the project no later than February 16, 2011. For purposes of this Special Condition, the term “completed” means when the contractor or the manufacturer of equipment is finished as evidenced by the project’s Final Inspection Report.
- f. Amendments** – It is understood and agreed that this grant can only be amended with funds made available by the American Recovery and Reinvestment Act of 2009, if available. Further, it is understood and agreed that this grant cannot be amended after September 30, 2010.

14. Heightened Program Oversight

There is every expectation that the ER program will have an unprecedented level of oversight by the agency, Department, OIG, GAO, OMB and the public. Accordingly, to assure the Administration’s commitment to transparency, FAA and the airport sponsor must be fastidious in its grant documentation and overall record keeping. Additionally, FAA will be conducting additional sponsor worksite visits to assure project progress, to the extent necessary considering the scale of the project.

15. Miscellaneous Issues

- **Clarification** – The ARRA specifically states that funding provided under the legislation can be used, "...for the procurement, installation and commissioning of runway incursion prevention devices and systems at airports...". We interpret this phrase to mean no more consideration than what is currently eligible under AIP.
- **Supplemental Language** - Supplemental guidance will be issued as necessary based upon subsequent OMB/DOT directives.
- **Standard Grant Language** - Modification to standard AIP grant language reflecting provisions and authority the American Recovery and Reinvestment Act of 2009 will be forthcoming for FAA and sponsor use.

Attachment 1

Airport Sponsor Certifications

The Sponsor hereby certifies to the following:

1. The funding request contained in this grant application is based upon competitive bids that were received on (date to be inserted) and the associated bid tabulation is hereby attached to this certification.
2. The Sponsor hereby acknowledges FAA's need to approve and issue, as appropriate, any waiver to the Buy American Preference Requirement (BAPR) (49 USC 50101). Additionally, the Sponsor understands that any waiver request issued to the BAPR under the American Recovery and Reinvestment Act of 2009 requires specific information related to the waiver request, if granted, to be published in a Federal Register Notice. Accordingly, so as to not delay the processing of the subsequent Grant Offer and resulting contract documents between the Sponsor and the lowest responsible bidder, attached hereto are all Request for Waiver to the BAPR necessary to complete this project.
3. The Sponsor further certifies that it will issue a Notice to Proceed to the contractor (or equipment supplier in the case of equipment acquisition) within 30 days of acceptance of a Grant Offer.
4. Pursuant to Title XV, Subtitle A, section 1511 of the American Recovery and Reinvestment Act (Pub. L. 111-5 (Feb. 17, 2009) ("ARRA"), I _____*, hereby certify that the infrastructure investment funded by ARRA has received the full review and vetting required by law and that I accept responsibility that such investment is an appropriate use of taxpayer dollars. I further certify that the specific information required by section 1511 concerning each such investment (a description of the investment, the estimated total cost, and the amount of ARRA funds to used) is enclosed or is provided on the _____ (Sponsor named website) website, available to the public at [http://...(insert link) ...] and linked to Recovery.gov.

I understand that the Sponsor making application for ARRA funding may not receive ARRA infrastructure investment funding unless this certification is made and posted.

** In accordance with section 1511 of ARRA, the Certifying Official may be either the Governor, mayor, or other chief executive, as appropriate.*

(SEAL)

(Name of Sponsor)

(Signature of Sponsor's Designated Official Representative –
Must be Governor, Mayor or Chief Executive)

By: _____
(Typed Name of Sponsor's Designated Official
Representative)

Title: _____
(Typed Title of Sponsor's Designated Official Representative)

Attest:

CERTIFICATE OF SPONSOR'S ATTORNEY

I _____, acting as Attorney for the Sponsor do hereby certify:

That in my opinion the Sponsor is empowered to certify to the above representations under the laws of the State of _____. Further, I have examined representations and documentation as attached and Sponsor's official representative has been duly authorized and that the execution thereof is in all respects due and proper and in accordance with the laws of the said State.

Dated at this ____ day of _____, 200__.

By; _____
(Signature of Sponsor's Attorney)

Attachment 2

Transparency and Oversight Requirements

CERTIFICATIONS. (Sec.1511)

With respect to covered funds made available to State or local governments for infrastructure investments, the Governor, mayor, or other chief executive, as appropriate, shall certify that the infrastructure investment has received the full review and vetting required by law and that the chief executive accepts responsibility that the infrastructure investment is an appropriate use of taxpayer dollars. Such certification shall include a description of the investment, the estimated total cost, and the amount of covered funds to be used, and shall be posted on a website and linked to the website established by section 1526. A State or local agency may not receive infrastructure investment funding from funds made available in this Act unless this certification is made and posted.

REPORTS ON USE OF FUNDS. (Sec. 1512)

A section of the ARRA referred to as the "Jobs Accountability Act" sets forth certain reporting requirements.

SPONSOR REPORTS – Airport sponsors ("recipients") are required, not later than 10 days after the end of each calendar quarter to submit a report to the FAA that contains—

- (1) the total amount of ARRA funds received from the FAA;
- (2) the amount that was expended or obligated to projects or activities; and
- (3) a detailed list of all projects for which recovery funds were expended or obligated, including—
 - (A) the name of the project;
 - (B) a description of the project;
 - (C) an evaluation of the completion status of the project;
 - (D) an estimate of the number of jobs created and the number of jobs retained by the project; and
 - (E) the purpose, total cost, and rationale for funding the infrastructure investment with funds made available, and name of the person to contact if there are concerns with the infrastructure investment.
- (4) Detailed information on any subcontracts or subgrants awarded by the sponsor to include the data elements required to comply with the Federal Funding Accountability and Transparency Act of 2006 (Public Law 109-282), allowing aggregate reporting on awards below \$25,000 or to individuals, as prescribed by the Director of the Office of Management and Budget.

AGENCY REPORTS – Not later than 30 days after the end of each calendar quarter, the FAA shall make the information in reports submitted by the sponsor above publicly available by posting the information on a website.

COMPLIANCE – As a condition of receipt of funds under this Act, FAA shall require any sponsor receiving ER funds to provide the information required in **SPONSOR REPORTS** section above.

REGISTRATION – Sponsors required to report information elements to comply with the Federal Funding Accountability and Transparency Act of 2006 (Public Law 109-282) (as noted in **SPONSOR REPORTS** above, must register with the Central Contractor Registration database or complete other registration requirements as determined by the Director of the Office of Management and Budget.

Attachment 3

General Reporting Requirements

PERIODIC REPORTS (Sec. 1201(c))

GENERAL – Notwithstanding any other provision of law, each sponsor shall submit to the FAA periodic reports on the use of the funds provided by the ARRA. Such reports shall be collected and compiled by the FAA and transmitted to Congress. The sponsors shall take appropriate action to ensure the accuracy and consistency of such reports.

CONTENTS OF REPORTS – For each grant receiving funding under the ARRA, the sponsor shall include in the periodic reports information tracking-

(A) the amount of Federal funds appropriated, allocated, obligated, and outlayed under the appropriation;

(B) the number of projects that have been put out to bid under the appropriation and the amount of Federal funds associated with such projects;

(C) the number of projects for which contracts have been awarded under the appropriation and the amount of Federal funds associated with such contracts;

(D) the number of projects for which work has begun under such contracts and the amount of Federal funds associated with such contracts;

(E) the number of projects for which work has been completed under such contracts and the amount of Federal funds associated with such contracts;

(F) the number of direct, on-project jobs created or sustained by the Federal funds provided for projects under the appropriation and, to the extent possible, the estimated indirect jobs created or sustained in the associated supplying industries, including the number of job-years created and the total increase in employment since the date of enactment of this Act; and

(G) for each covered program report information tracking the actual aggregate expenditures by the sponsor for projects eligible for funding under the program during the period beginning on the date of enactment of this Act through September 30, 2010, as compared to the level of such expenditures that were planned to occur during such period as of the date of enactment of this Act.

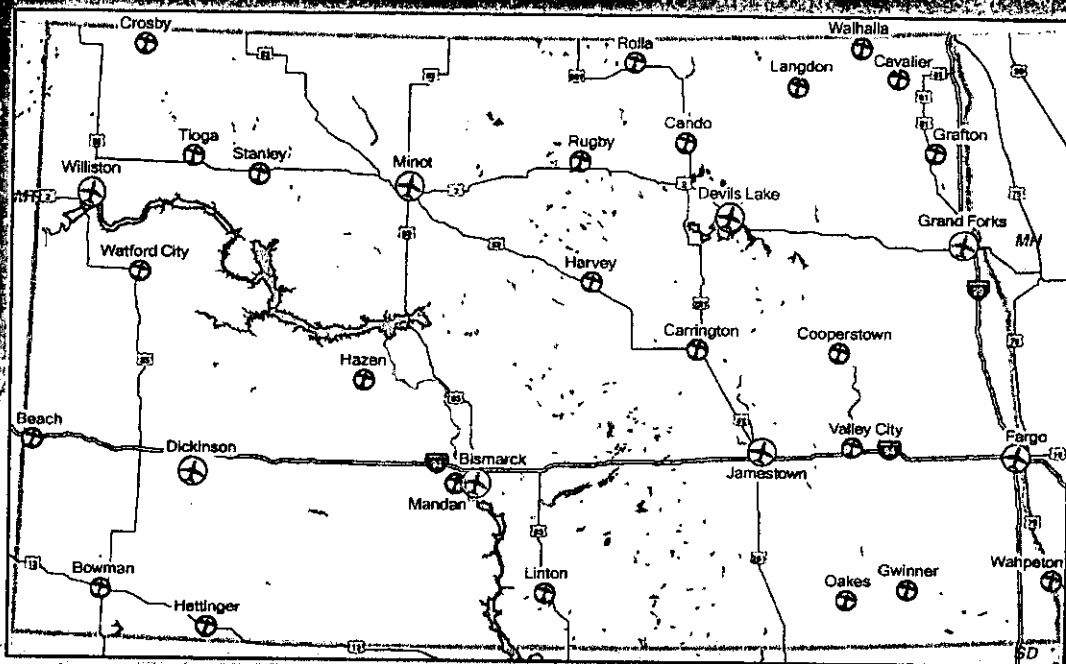
TIMING OF REPORTS.—Each grant recipient shall submit the first of the periodic reports required under this subsection not later than 90 days after the date of enactment of this Act and shall submit updated reports not later than 180 days, 1 year, 2 years, and 3 years after such date of enactment.

Attachment 4

Davis-Bacon Act vs. ARRA Wage Rate Requirements

Davis-Bacon Act Requirements (40 U.S.C. 276a-276a-7)	American Recovery and Reinvestment Act of 2009 Wage Rate Requirements
Applies to “every contract... which requires or involves the employment of mechanics and/or laborers.”	Applies to “all laborers and mechanics employed by contractors and subcontractors.”
Applies to contracts “to which the United States or the District of Columbia is a party.”	Applies to “...projects funded directly by or assisted in whole or in part by and through the Federal Government”
Workers must be “employed directly upon the site of the work.”	No requirement for direct employment on the site of work.
Applies to “every contract in excess of \$2,000...”	No minimum dollar value.
Applies to “every contract... for construction, alteration, and/or repair, including painting and decorating...”	“Projects” (not specific to construction, alteration, and/or repair).
Work conducted on “public buildings or public works of the United States or the District of Columbia”	No limitation to Public Buildings or Public Works of the U.S. or D.C.
Work conducted “within the geographical limits of the States of the Union or the District of Columbia”	No geographical limits.
Must pay wage rates not less than those determined by the Secretary of Labor to be prevailing for type of work, labor category and location.	Must pay wage rates not less than those determined by the Secretary of Labor in accordance with 40 USC 3141 – 3148 (Wage Rate Requirements).

AVIATION WEATHER SOURCES IN NORTH DAKOTA



⊕ Commercial Service Airport
with Automated Weather

⊕ General Aviation Airport
with Automated Weather

NOAA Weather Forecast Office



CITY	FREQUENCY	PHONE
Beach	118.175	701-872-8228
Bismarck	118.36	701-258-7583
Bowman	374	701-883-3418
Cando	118.328	701-968-3628
Carrington	118.875	701-658-1875
Cavalier	118.875	701-868-8050
Cooperstown	118.750	701-787-2588
Crosby	118.025	701-868-6738
Devils Lake	125.875	701-658-7214
Dickinson	118.375	701-227-0280
Fargo	124.50	701-898-3877
Grand Forks	118.40	701-778-3488
Grafton	118.625	701-382-0581
Gwinner	118.325	701-878-6801
Harvey	118.825	701-384-2058
Hazen	118.675	701-748-2443
Hettinger	119.925	701-567-4594

NOAA's National Weather Service
Bismarck, ND Weather Forecast Office
Box 1016
2301 University Drive, Building 27
Bismarck, ND 58502-1016
701.250.4224
<http://www.crh.noaa.gov/bis/>

NOAA's National Weather Service
Grand Forks, ND Weather Forecast Office
4797 Technology Circle
Grand Forks, ND 58203-0600
701.772.0720
<http://www.crh.noaa.gov/gf/>

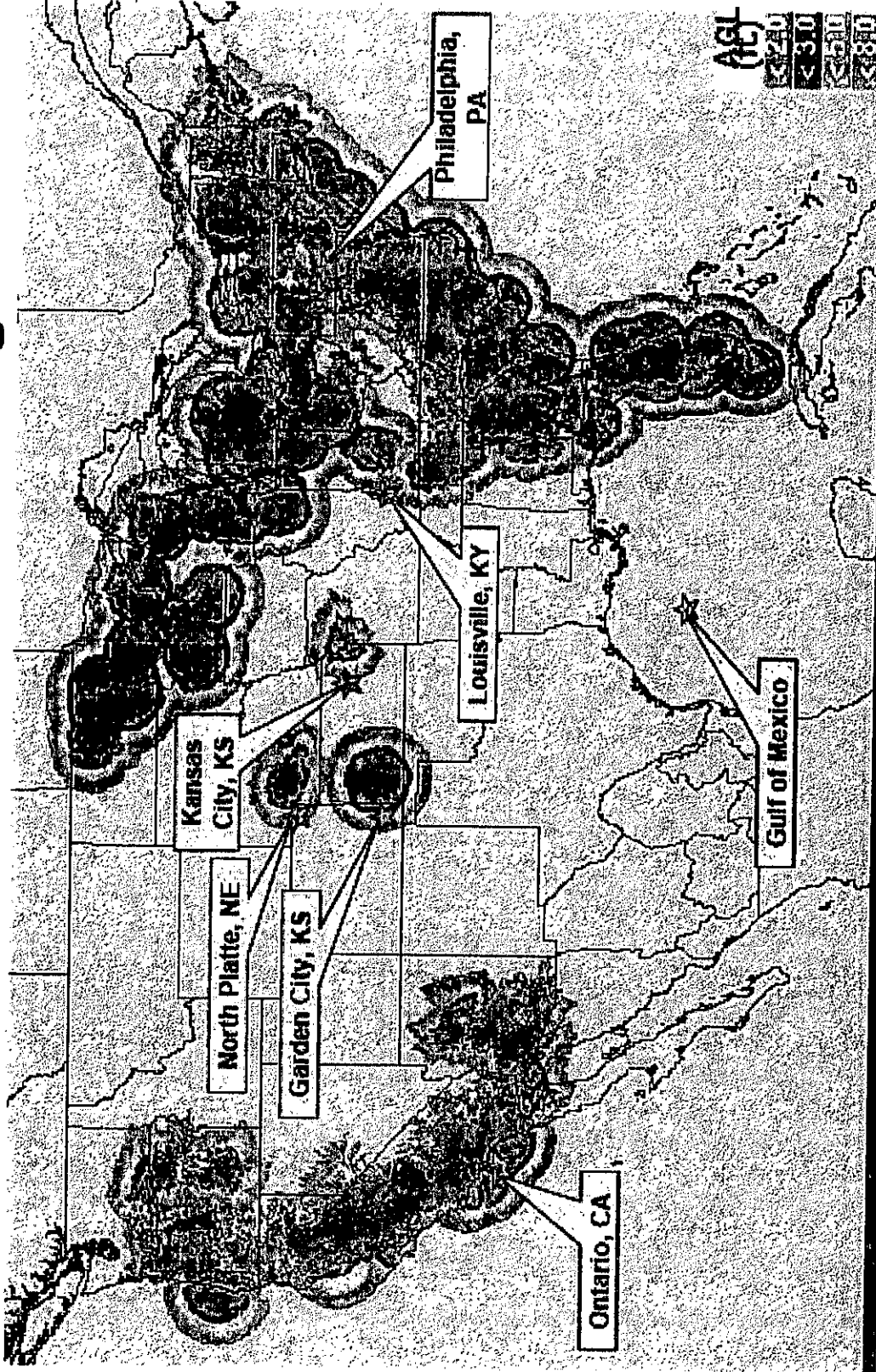
Prepared by:
North Dakota Aeronautics Commission
PO Box 5020
Bismarck, ND 58502-5020
701.328.9650
www.nd.gov/ndaero
March 2009

CITY	FREQUENCY	PHONE
Jamestown	118.425	701-881-9008
Langdon	118.225	701-856-8181
Linton	118.175	701-284-4968
Mandan	118.225	701-683-0271
Minot	118.725	701-837-9378
Oakes	118.575	701-742-3991
Rolla	118.125	701-477-0088
Rugby	118.475	701-776-6100
Stanley	121.100	701-828-1737
Toga	118.575	701-664-4490
Valley City	118.725	701-846-8117
Wahpeton	127.875	701-642-9800
Wahalla	118.175	701-649-3402
Watford City	118.125	701-848-4855
Williston	125.92	701-774-3124

*ATIS

More ADS-B Deployment

Expansion Segment One Coverage



Great Lakes Region 24th Annual Airports Conference
November 2008



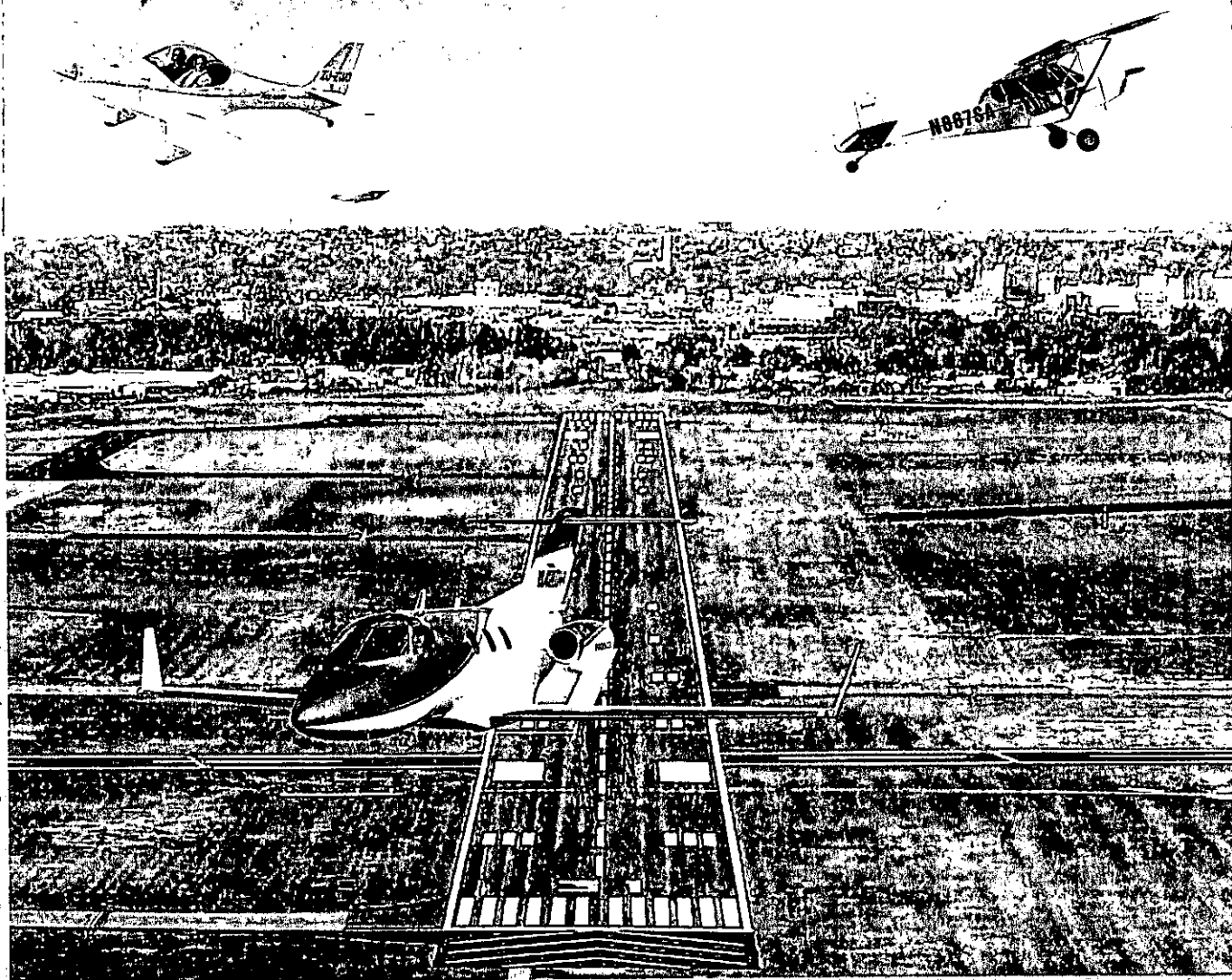
Federal Aviation
Administration

Contact Commission for a copy

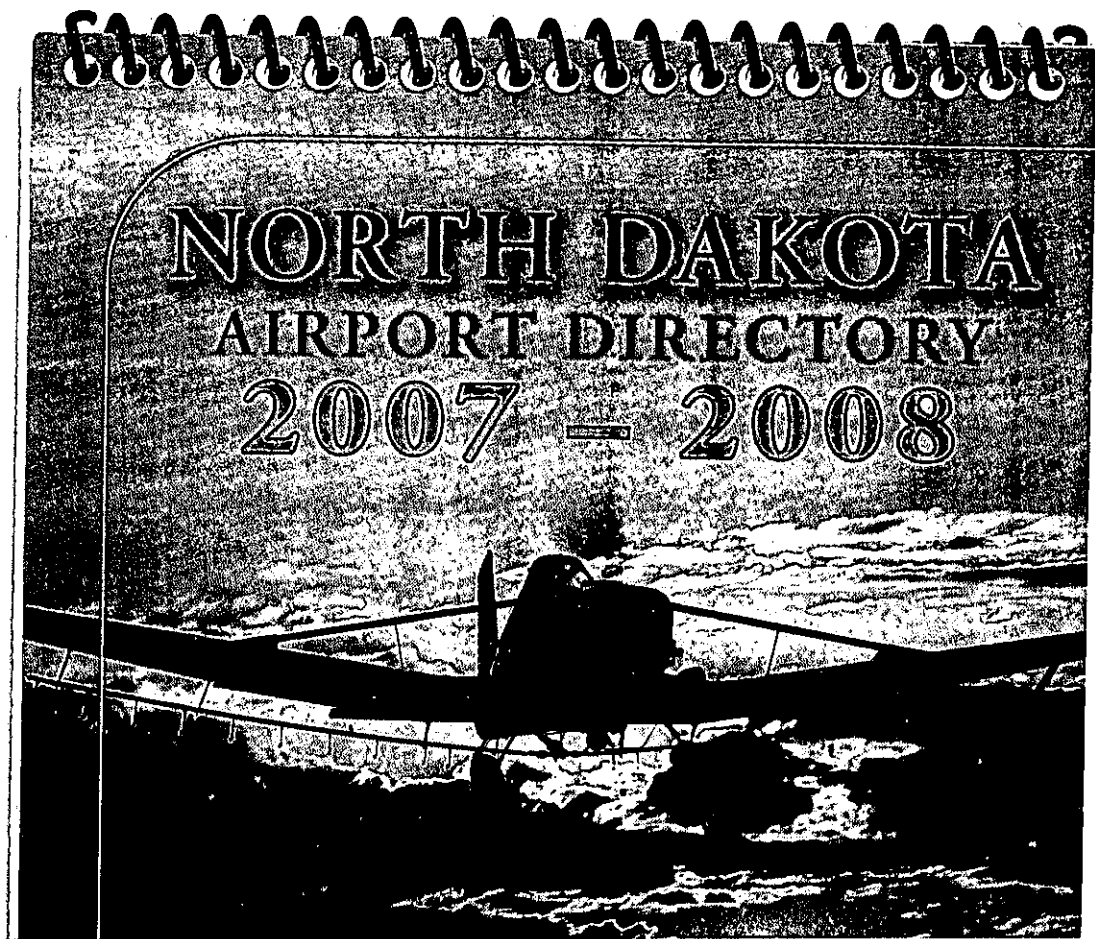
2008-2009

NORTH DAKOTA AERONAUTICAL CHART

Recreational

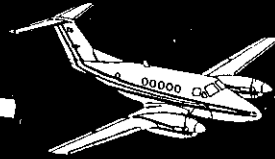


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