

## FREQUENTLY ASKED QUESTIONS

### SLOULIN FIELD INTERNATIONAL AIRPORT PROJECT

**1.** Why is this project needed?

Currently, Sloulin Field International Airport is facing issues that limit its future growth. These include incompatible land use, constraints on future expansion, and potential wildlife hazards. The City of Williston is examining the potential of developing an airport that would meet the existing and projected needs of the community, with the ability to accommodate projected growth over the next twenty years.

**2.** When will we know which alternative is chosen?

An alternative would be chosen at the end of the environmental study. A preferred alternative will be identified at a future public hearing, anticipated to be in the summer or fall of 2013; however, this decision would not be final until after the document has been approved by the FAA. It is anticipated that the document will be approved in late 2013 or early 2014.

**3.** Who will make the final decision?

While many groups work together for a project of this nature, the ultimate decision makers will be the City of Williston. The alternative that is chosen for this project will be based on environmental analysis found in the Environmental Assessment document, which takes into consideration the public comments received for the project, and coordinated with local officials, North Dakota Aeronautics Commission, and the Federal Aviation Administration. In order to implement the City of Williston's preferred alternative, the Environmental Assessment must be approved by the Federal Aviation Administration.

**4.** When is this project expected to be constructed?

It is anticipated this project would be constructed over several years, potentially beginning in 2015, pending funding availability and environmental approval. Note that the timing of construction would be dictated upon approval of the Environmental Assessment.

**5.** When would land be purchased for this project, if implemented?

Land acquisition would occur after the environmental document has been approved. Environmental approval is expected in 2013/2014. Following the approval of the Environmental Assessment, the design phase and land acquisition process would begin. Primary and review appraisers and title companies would be hired. It usually takes approximately 4-6 months to get to the point of actual negotiations once the acquisition process is undertaken. All landowners would be personally contacted prior to any appraisal work being undertaken.

**6.** What are my rights if I would be relocated?

All projects that use Federal funding are required to follow the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, informally referred to as the "Uniform Act." Any person who is relocated would be provided for under those guidelines, but each person's benefits would be based on their specific circumstances. Generally speaking, relocated persons would receive assistance in finding a replacement home, with moving expenses, mortgage assistance, and/or temporary storage of personal items while moving.

The FAA publishes an informational brochure titled "Land Acquisition for Public Airports: How and Why Your Local Government Acquires Real Property for Public Airports." This information is available on the Federal Aviation Administration's website at:

[http://www.faa.gov/airports/environmental/relocation\\_assistance/media/land\\_acquisition\\_public\\_airports.doc](http://www.faa.gov/airports/environmental/relocation_assistance/media/land_acquisition_public_airports.doc)

**7.** What restrictions would I have on my land if I was located adjacent to a new airport?

In general, the current rural nature of the land uses near the identified potential sites is compatible with airport development. The FAA requires the prevention of hazards to air navigation, e.g., towers and other tall structures or potential wildlife attractants, and implementation of land use controls to prevent the future development of land uses that are not compatible with aircraft operations. Whichever alternative is selected for future development, a land use compatibility plan that satisfies FAA requirements will need to be created once a preferred alternative is selected and the Environmental Assessment is approved.

**8.** This project seems expensive. Wouldn't it create an economic loss?

As part of the project planning, a funding plan would be created to identify potential funding sources and cost breakdowns for the project. The plan would identify which portions of the project would be eligible for FAA funding, state funding, and local funding sources. In order to approve the project, the FAA will conduct a Benefit-Cost Analysis for the project. If a new airport is developed, there is potential that the sale of the existing airport property could help offset costs.

**9.** I'm a tenant at the existing airport. What happens to me if a new airport is developed?

At this point in the process, coordination is being completed to determine what assistance would be available to the existing tenants. The City of Williston has hired a consultant that is currently working on a plan that will address the transition of existing tenants to a proposed new site, provided a new site is determined to be the preferred alternative. While there is insufficient information to definitively answer this question as this time, the existing airport tenants' concerns will be further evaluated as the environmental process continues.

**10.** Why isn't there an effort to create a regional airport for the Bakken area?

It is noted that several of the airports in the area, including airports at Sidney, Montana and Watford City, North Dakota also are experiencing growth as a result of the recent economic activities. To develop a regional airport, especially one servicing more than one state, involves extensive coordination, as leaders of each municipality would have to come to an agreement on many factors, including development of an independent airport authority to manage the airport. After preliminary investigation, it did not appear a regional airport was something that is supported at this time.

Additionally, an important function of an airport is to provide emergency medical transportation. A commercial service airport such as the one in Williston is required to follow requirements in 14 CFR Part 139, Airport Certification, related to emergency response time. To develop one regional airport to service a large area drastically would increase emergency response time. The additional drive time associated with residents accessing one regional airport was also not considered to be desirable.

**11.** How were the sites being analyzed chosen?

The sites being analyzed for the project were identified based on a site selection study conducted for the City of Williston. A spatial model using a computerized geographic

information system (GIS) was used to assess the study area for sites that may be suitable for airport development. Many factors were considered in the computer model, including factors such as proximity to towers, landfills, waterbodies, major roads, and topography. Areas were objectively identified through the model as being best or least suitable for airport development. Once the model identified preliminary areas that may be suitable for airport development, those areas were further reviewed to determine if the area was large enough for an airport site, along with being reviewed for other factors that may preclude airport development. Copies of the site selection study are available on the airport's website at: <http://www.flywilliston.net> under the "Administration" Tab.

**12.** How can I be involved?

All comments received from the public, agencies, and interested parties will be evaluated as part of the environmental process. Comments can be submitted to and included as part of the official meeting record for Public Input Meeting #2 provided they are received by May 16, 2013. Please send comments to:

Tina Fricke, Environmental Planner  
Kadmas, Lee & Jackson  
PO Box 1157  
Bismarck, ND 58502-1157

All members of the public will also have the opportunity to review the Draft Environmental Assessment, once complete, and give additional comments at the public hearing. Please note that all comments received will become public record.

**13.** Who do I contact if I have further questions or concerns?

If you have additional questions or concerns, you may contact Tina Fricke, Environmental Planner at [tina.fricke@kljeng.com](mailto:tina.fricke@kljeng.com).





CONNECTING THE WILLISTON BASIN  
TO THE WORLD

# SLOULIN FIELD

PUBLIC INPUT MEETING #2

FOR CONSIDERATION OF AIRPORT DEVELOPMENT IN WILLISTON, ND

A photograph of the Sloulin Field terminal building. The building is constructed of brick with a prominent red metal roof. A sign on the building reads "Welcome to SLOULIN FIELD". The sky is blue with scattered white clouds.

Welcome to  
**SLOULIN FIELD**

MAY 2, 2013 | HAMPTON INN & SUITES | WILLISTON, ND | 6:30-8:30



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## Project Update:

Approximately 107 people attended the Public Informational Meeting held on July 31, 2012 at the El Rancho Hotel. The meeting was held to gather public input about the proposed airport development project. As result, we received written comments during the comment period from 14 people. Comments are being incorporated into the project where applicable.

Since that time, aviation forecasts were completed and are pending FAA review and approval. Airfield requirements were completed and preliminary alternative concepts were developed. Additionally, several environmental studies were conducted.

## Project Goals

The goals of the project are to provide an airport facility that is capable of handling existing and future community aviation needs in accordance with FAA airport design standards. The airport has experienced growth in passengers and operations, partially due to an increase in airline traffic from the initiation of United Airlines and Delta Airline service, along with an increase in general aviation traffic.

## Proposed Airport Improvements

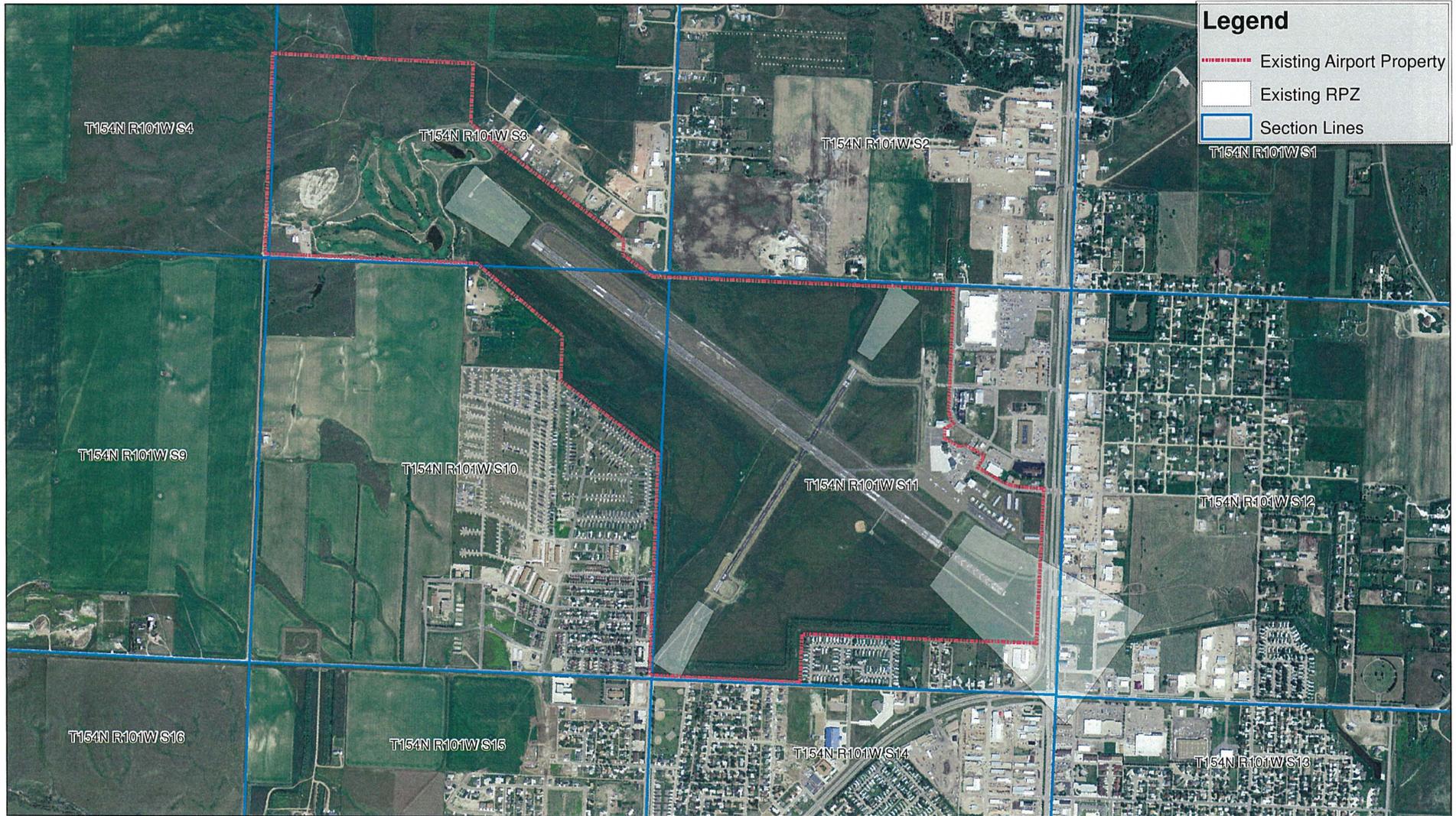
The following facility items are needed in order to meet aviation needs, either at the existing site or a new site:

- Primary runway: 7,500 feet by 150 feet
- Crosswind runway: 4,500 feet by 75 feet
- Terminal building: Accommodate 300 passengers per hour
- Expanded general aviation facilities
- Associated improvements
- Sufficient land to accommodate necessary improvements



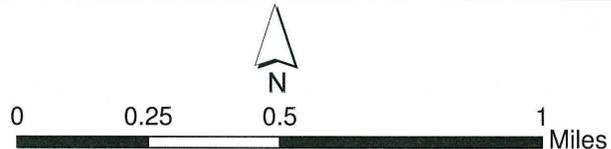
# ALTERNATIVE A: NO-ACTION

Alternative A would consist of maintaining the existing airfield in its present condition.  
Alternatives are preliminary and may change throughout the process as new information is received.



PRELIMINARY

\*Intended for Planning Purposes Only



Sloulin Field International Airport Site Selection  
Existing Site  
No Action - Alternative A



## ALTERNATIVE B: EXPAND EXISTING AIRPORT

This alternative would involve expansion at the existing site.

Alternatives are preliminary and may change throughout the process as new information is received.

# Existing Airport

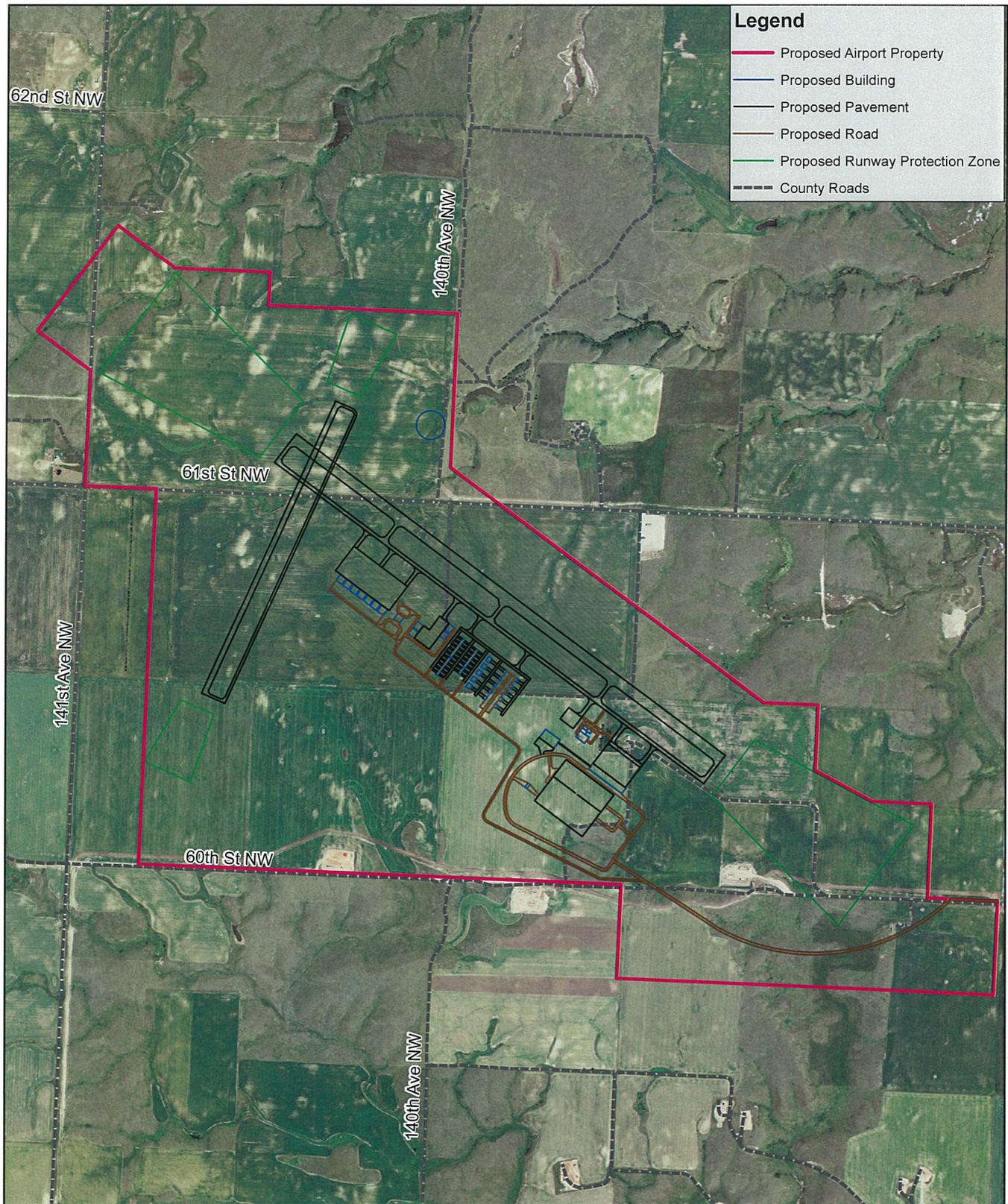




# ALTERNATIVE C: CONSTRUCT NEW AIRPORT, SITE #2

This alternative would involve expansion at a site 8 miles north and 3 miles west of Williston.

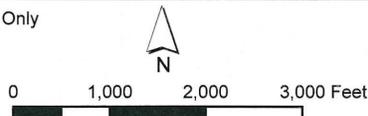
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PRELIMINARY



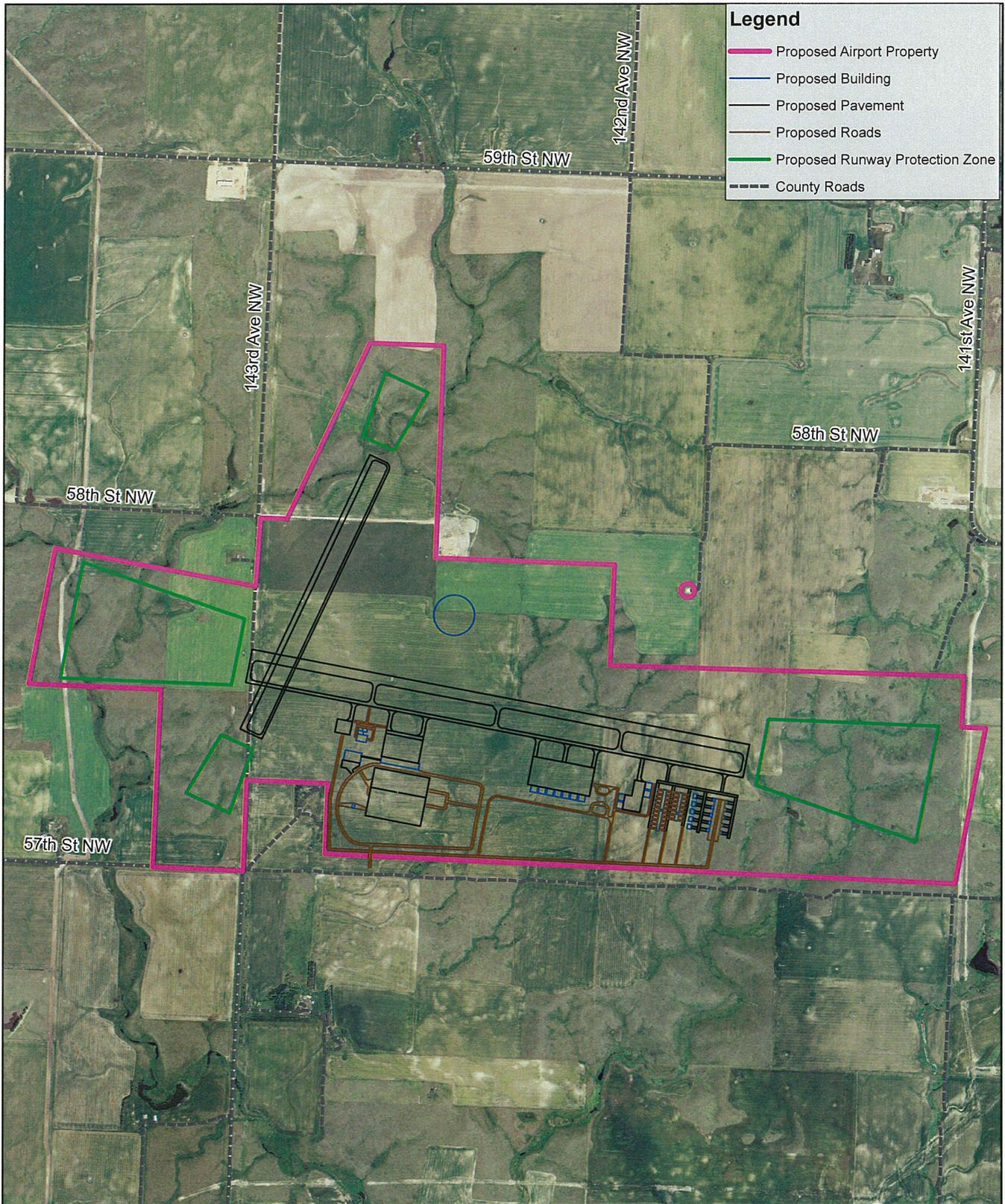
Sloulin Field International Airport  
8 Miles N & 3 Miles W of Williston  
Site 2 - Alternative C



# ALTERNATIVE D: CONSTRUCT NEW AIRPORT, SITE 4

This alternative would involve expansion at a site 5 miles north and 6 miles west of Williston.

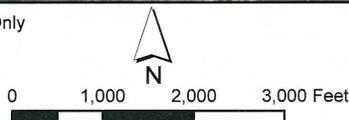
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PRELIMINARY



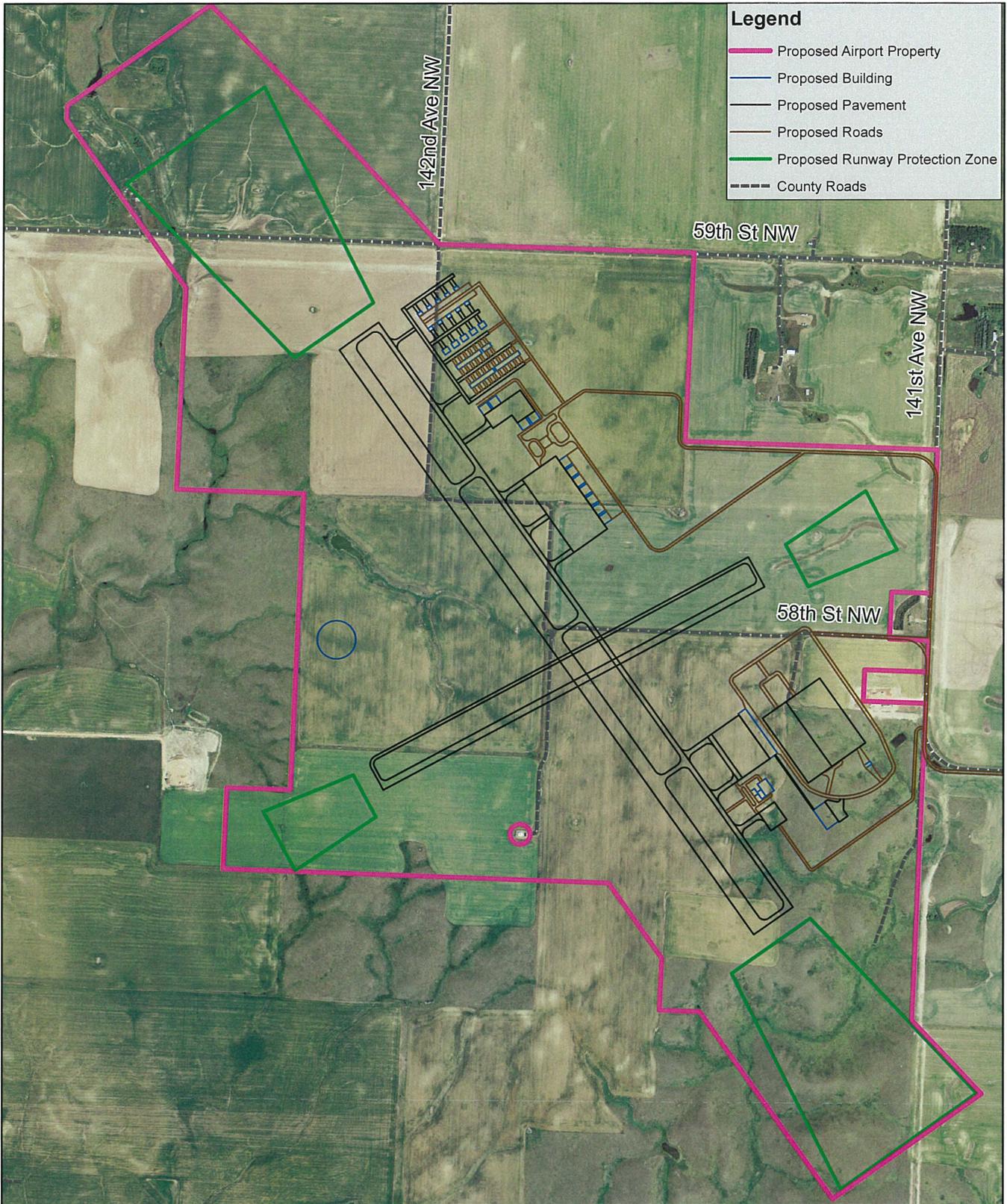
Sloulin Field International Airport  
5 Miles N & 6 Miles W of Williston  
Site 4 - Alternative D



# ALTERNATIVE E: CONSTRUCT NEW AIRPORT, SITE 5

This alternative would involve expansion at a site 6 miles north and 5 miles west of Williston.

Alternatives are preliminary and may change throughout the process as new information is received.



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PRELIMINARY



**Sloulin Field International Airport**  
**6 Miles N & 5 Miles W of Williston**  
**Site 5 - Alternative E**



## PUBLIC INVOLVEMENT PROCESS

An important aspect of the study is the public involvement process. Public participation and input play a key role in project development of the project and the environmental study. Comments from individuals and community groups are considered during the preparation of the environmental document. All concerns and environmental issues raised by the public will be recorded and included in the environmental document.

Thank you for your interest in the Sloulin Field International Airport improvement project. We hope the public meeting was informative and useful to you and look forward to seeing you again at the Public Hearing, which will be held at the conclusion of the study.

We welcome any comments you have regarding the project. Written comments will be made part of the official meeting record if received before May 16, 2013. Please mail comments to:



Attn: Tina Fricke

PO Box 1157

Bismarck, ND 58502-1157

Or email: [tina.fricke@kljeng.com](mailto:tina.fricke@kljeng.com)



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