

# MICROFILM DIVIDER

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



ROLL NUMBER

DESCRIPTION

10006

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*Dennis G. Ball*  
Operator's Signature

10/30/03  
Date

2003 HOUSE APPROPRIATIONS

HB 1006

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Deanna G. Hall  
Operator's Signature

10/30/03  
Date

2003 HOUSE STANDING COMMITTEE MINUTES

BILL/RESOLUTION NO. HB 1006

House Appropriations Committee  
Government Operations Division

Conference Committee

Hearing Date January 17, 2003

Tape Number	Side A	Side B	Meter #
1	XX	XX	

Committee Clerk Signature *Kelly Schmidt*

Minutes:

**Chairman Carlisle** opened the hearing on HB 1006 with Roll Call, with all committee members being present: Rep. Carlisle, Rep. Carlson, Rep. Timm, Rep. Glasheim, Rep. Kroeber, Rep. Warner, Rep. Koppelman, Rep. Thoreson, and Rep. Skarphol.

**Gary Ness, Director, ND Aeronautics Commission** shared written testimony in support of HB 1006. General discussion was held regarding various airline rates throughout the state. In response to a question from Rep. Koppelman, Mr. Ness stated there are 85 general aviation sites in the state with 73 of those sites paved.

**Rep. Timm** asked about the funding of the New Bismarck Municipal Airport.

**Gary Ness** responded, the FAA program would be providing 80%, state and local funds would be contributing with the state picking up approximately 14% of the total cost.

**Rep. Carlson** asked if the state had been reimbursed for Homeland Security issues.

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*Deanna Galbraith*  
Operator's Signature

*10/30/03*  
Date

Page 2  
Government Operations Division  
Bill/Resolution Number HB1006  
Hearing Date January 17, 2003

**Gary Ness** responded his department has been reimbursed for everything it has requested. There are still some law enforcement issues pending.

**Rep. Koppelman** asked if there is anything the state can do regarding pricing of flights.

**Gary Ness** responded no, each market is competing with a separate market, thus reflecting the price structure. Mr. Ness continued in response to a question from Rep. Skarphol, FAA doesn't want to work without a Airport Layout Plan and a Master Plan. These plans are typically laid out for 5 yrs. and good for 20 years.

**Mr. Greg Hauge, Bismarck Airport Manager** shared written testimony in support of HB 1006. Mr. Hauge also shared with the committee the leasing issues which have developed at the Bismarck Airport. These issues are not localized to the Bismarck area.

**Greg Hauge**, in response to a question from Rep. Skarphol regarding federal funding and the Bismarck Airport project.. The 24 million referenced has been yet completed, these funds will not be received in anyone one fiscal year, the funding will span over the course of 4-5 years. 5 million is needed this year for the building, infrastructure will also be needed, we are working with the FAA and the congressional delegation for additional funding in hopes of being open and operational in 2004.

**Rick Ennen, Kadrmas, Lee & Jackson Engineering** shared written testimony in support of HB 1006..

Hearing no further testimony the hearing was closed at 9:40 am

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Deanna Hill  
Operator's Signature

10/30/03  
Date

2003 HOUSE STANDING COMMITTEE MINUTES

BILL/RESOLUTION NO. HB 1006

House Appropriations Committee  
Government Operations Division

Conference Committee

Hearing Date January 31, 2003

Tape Number	Side A	Side B	Meter #
1	XX		

Committee Clerk Signature *Kelly Schmidt*

Minutes: **COMMITTEE WORK**

The budget overview was shared as previously testified. Chairman Carlisle called for a motion, motion was made by Rep. Skarphol for a DO PASS on HB 1006 as written, a second by Rep. Kroeber, motion carried 9 -0.

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*Deanna Ballarba*  
Operator's Signature

*10/30/03*  
Date

2003 HOUSE STANDING COMMITTEE MINUTES

BILL/RESOLUTION NO. HB 1006

House Appropriations Committee

Conference Committee

Hearing Date 02-11-03

Tape Number	Side A	Side B	Meter #
3	X		-11.7-20.7

Committee Clerk Signature *Chris Nyberg*

Minutes:

**Chairman Svedjan** Opened HB 1006 for discussion.

**Rep. Kroeber** This is the appropriations bill for the Aeronautics Commission.

**Rep. Brusegaard** Does the Aeronautics Commission still put up grants for weather modification?

**Rep. Kroeber** No.

**Rep. Delzer** The \$522,500 matches everything. Does it all go for matching?

**Rep. Kroeber** Yes.

**Rep. Wald** What airports got what amounts?

**Rep. Kroeber** Dickinson does very well.

**Rep. Carlisle** I move Amendments .0101 to HB 1006. 2nd by Rep. Carlson.

**Rep. Carlisle** This takes out the Governor's recommended salary increase, but it keeps full employee health insurance.

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*Deanna Galt*  
Operator's Signature

10/30/03  
Date

Page 2  
House Appropriations Committee  
Bill/Resolution Number HB 1006  
Hearing Date 02-11-03

**Motion Carries**

**Rep. Carlisle I move Do Pass As Amended. 2nd by Rep. Carlson.**

**Motion Carries 23-0-0. Rep. Kroeber will carry this bill to the floor.**

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Deanna Ballantyne  
Operator's Signature

10/30/03  
Date

38006.0101  
Title. *02.000*  
Fiscal No. 1

Prepared by the Legislative Council staff for  
House Appropriations  
February 10, 2003

PROPOSED AMENDMENTS TO HOUSE BILL NO. 1006

Page 1, line 10, replace "682,118" with "675,043"

Page 1, line 14, replace "9,167,486" with "9,160,411"

Page 1, line 15, replace "8,644,986" with "8,637,911"

Renumber accordingly

STATEMENT OF PURPOSE OF AMENDMENT:

House Bill No. 1006 - Aeronautics Commission - House Action

	EXECUTIVE BUDGET	HOUSE CHANGES	HOUSE VERSION
Salaries and wages	\$682,118	(\$7,075)	\$675,043
Operating expenses	1,831,368		1,831,368
Capital assets	134,000		134,000
Grants	<u>8,520,000</u>		<u>8,520,000</u>
Total all funds	\$9,167,486	(\$7,075)	\$9,160,411
Less estimated income	<u>8,644,986</u>	<u>(7,075)</u>	<u>8,637,911</u>
General fund	\$522,500	\$0	\$522,500
FTE	8.00	0.00	8.00

Dept. 412 - Aeronautics Commission - Detail of House Changes

	REMOVES RECOMMENDED SALARY INCREASE <sup>1</sup>	TOTAL HOUSE CHANGES
Salaries and wages	(\$7,075)	(\$7,075)
Operating expenses		
Capital assets		
Grants		
Total all funds	(\$7,075)	(\$7,075)
Less estimated income	<u>(7,075)</u>	<u>(7,075)</u>
General fund	\$0	\$0
FTE	0.00	0.00

<sup>1</sup> This amendment removes funding for the Governor's recommended salary increases. This amendment retains full funding of employee health insurance coverage as provided for in the executive budget recommendation.

Date: 1/31/03  
Roll Call Vote #: 1

**2003 HOUSE STANDING COMMITTEE ROLL CALL VOTES  
BILL/RESOLUTION NO. HB 1006**

House Appropriations: Government Operations Division Committee

Check here for Conference Committee

Legislative Council Amendment Number \_\_\_\_\_

Action Taken DO PASS

Motion Made By Rep. Skarphol Seconded By Rep. Kroeber

Representatives	Yes	No	Representatives	Yes	No
Chairman Carlisle	x				
Vice Chairman Carlson	x				
Rep. Koppelman	x				
Rep. Skarphol	x				
Rep. Thoreson	x				
Rep. Timm	x				
Rep. Glassheim	x				
Rep. Kroeber	x				
Rep. Warner	x				

Total (Yes) 9 No 0

Absent 0

Floor Assignment Rep. Kroeber

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

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Deanna Ballarbo  
Operator's Signature

10/30/03  
Date

Date: 2-11  
 Roll Call Vote #: 78 17

**2003 HOUSE STANDING COMMITTEE ROLL CALL VOTES**  
**BILL/RESOLUTION NO. 1006**

House Appropriations Committee

Check here for Conference Committee

Legislative Council Amendment Number \_\_\_\_\_

Action Taken Do Pass As Amended

Motion Made By Carlisle Seconded By Carlson

Representatives	Yes	No	Representatives	Yes	No
Rep. Ken Svedjan (Chair)	✓		Rep. Bob Skarphol	✓	
Rep. Mike Timm (Vice-Chair)	✓		Rep. Blair Thoreson	✓	
Rep. Bob Martinson	✓		Rep. Eliot Glassheim	✓	
Rep. Thomas Brusegaard	✓		Rep. Joe Kroeber	✓	
Rep. David Monson	✓		Rep. John Warner	✓	
Rep. Earl Rennerfeldt	✓		Rep. Jeff Delzer	✓	
Rep. Francis J. Wald	✓		Rep. Amy Warnke	✓	
Rep. Ole Aarsvold	✓		Rep. Larry Bellew	✓	
Rep. Pam Gulleon	✓		Rep. Keith Kempenich	✓	
Rep. Ron Carlisle	✓		Rep. James Kerzman	✓	
Rep. Al Carlson	✓		Rep. Ralph Metcalf	✓	
Rep. Kim Koppelman	✓				

Total (Yes) 23 No 0

Absent 0

Floor Assignment Kroeber

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

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Deanna Guller  
 Operator's Signature

10/30/03  
 Date

REPORT OF STANDING COMMITTEE

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

Page 1, line 10, replace "682,118" with "675,043"

Page 1, line 14, replace "9,167,486" with "9,160,411"

Page 1, line 15, replace "8,644,986" with "8,637,911"

Renumber accordingly

STATEMENT OF PURPOSE OF AMENDMENT:

House Bill No. 1006 - Aeronautics Commission - House Action

	EXECUTIVE BUDGET	HOUSE CHANGES	HOUSE VERSION
Salaries and wages	\$682,118	(\$7,076)	\$675,043
Operating expenses	1,831,368		1,831,368
Capital assets	134,000		134,000
Grants	<u>6,520,000</u>		<u>6,520,000</u>
Total all funds	\$9,167,486	(\$7,076)	\$9,160,411
Less estimated income	<u>8,644,986</u>	<u>(7,076)</u>	<u>8,637,911</u>
General fund	\$522,500	\$0	\$522,500
FTE	6.00	0.00	6.00

Dept. 412 - Aeronautics Commission - Detail of House Changes

	REMOVES RECOMMENDED SALARY INCREASE <sup>1</sup>	TOTAL HOUSE CHANGES
Salaries and wages	(\$7,076)	(\$7,076)
Operating expenses		
Capital assets		
Grants		
Total all funds	(\$7,076)	(\$7,076)
Less estimated income	<u>(7,076)</u>	<u>(7,076)</u>
General fund	\$0	\$0
FTE	0.00	0.00

<sup>1</sup> This amendment removes funding for the Governor's recommended salary increases. This amendment retains full funding of employee health insurance coverage as provided for in the executive budget recommendation.

2003 SENATE APPROPRIATIONS

HB 1006

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Deanna O'Sullivan  
Operator's Signature

10/30/03  
Date

2003 SENATE STANDING COMMITTEE MINUTES

BILL/RESOLUTION NO. HB 1006

Senate Appropriations Committee

Conference Committee

Hearing Date 2-26-03

Tape Number	Side A	Side B	Meter #
1	X		28.9 - 0.0
1		X	0.0 - 6.4
Committee Clerk Signature <i>Sandra Dawson</i>			

**Minutes:** Chairman Holmberg called the meeting to order. Defraying the expenses of the aeronautics commission was the issue.

**Testimony in Support of HB 1006**

Gary Ness - Director of North Dakota Aeronautics Commission, Introduced commission and mission. Discussed how September 11th effected industry. Submitted requested plan by the White Houses. Exhibit #1a and continued Action Plan, Exhibit #1b. Discussed challenges the committee faces; bomb blasts, aging pilots, diminishing communities ext. Exhibit #2

Presentation and Budget.

Sen Grindberg asked (meter 55.8) for clarification on budget and dollar amounts from 2001 and 2002 and how federal budgets effects state budget. Discussion the Fargo improvements (meter 58.5) and timeline.

Sen. Holberg discussed with the Grand Forks additional Runway (meter 58 ) has environmental impact statement \$4 mill project discussion of current and future schedule.

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*Dorinda Hall*  
Operator's Signature

10/30/03  
Date

Page 2  
Senate Appropriations Committee  
Bill/Resolution Number HB 1006  
Hearing Date 02/26/03

Sen Tallackson wanted clarification on how the new system would effect smaller aircraft's can go to smaller communities-Small Aircraft Transportation system (SATs) and there involvement of it. (meter 61) We are in conjunction with North Carolina and the Midwest. These are smaller jet aircraft. (meter 60)

**Tape 1 Side 2**

Discussion of AWATS system and SAT systems

Sen. Andrist -. What part of general appropriations Vs grant money is effected on what programs. Why don't we designate the grant money? It goes directly to the local level.

Sen. Mathern asked (meter 2.4) Statistics on airport usage is seat and passenger synonymous?  
We use "load factor".

Greg Haug - Airport Manager of Bismarck Municipal Airport (meter 3.5) Read Testimony

Exhibit #3. Representing the city of Bismarck we are in favor of this bill.

Mr. Thane - Representing the local area of War Birds (meter 5.3) Showed his support.

**Testimony in Opposition of HB 1006**

None

Aeronautical Chart submitted - Exhibit #4

**Senator Ray Holmberg, Chairman, closed the hearing.**

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Deanna G. Galt  
Operator's Signature

10/30/03  
Date

2003 SENATE STANDING COMMITTEE MINUTES

BILL/RESOLUTION NO. HB 1006 Vote

Senate Appropriations Committee

Conference Committee

Hearing Date 4-3-03

Tape Number	Side A	Side B	Meter #
1	X		1140-1600
Committee Clerk Signature <i>Sandra Dawson</i>			

Minutes: CHAIRMAN HOLMBERG opened the hearing to vote for HB 1006. A bill defraying the expenses of the aeronautics commission.

CHAIRMAN HOLMBERG handed out amendments to the bill (38006.0201) and explained the changes. One change is the health insurance, the difference between what was first projected and second what the actual premium is going to be, \$493 for the health plan to \$488.70 and the movement on those frees up \$477,000 that goes back. This budget does not include the IT. This is a special fund agency. (Meter 1256) SENATOR GRINDBERG made a motion to adopt the amendment to HB 1006 and SENATOR CHRISTMANN seconded.

Discussion

(Meter 1270) SENATOR KRAUTER stated he will support the motion but in the bigger picture of things, he thought there would not be any IT reductions in the aeronautics commission but there will be IT reductions in all general funds and in DOT and the Bank of ND. If we are

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*Deanna Guller*  
Operator's Signature

10/30/03  
Date

Page 2  
Senate Appropriations Committee  
Bill/Resolution Number HB 10006 vote  
Hearing Date 4-3-03

serious about technology, why are there agencies that are being singled out that are being reduced. He would like to understand why they are doing it?

CHAIRMAN HOLMBERG clarified that the Senate had to come out with the position that is not perfect but needed a starting point because this particular issue was going to be a point of contention between the House and the Senate. The House is taking it out of all agencies except Higher Ed - all general fund portions. If you leave Higher Ed out, if you are trying to recapture \$3 million dollars, it doubles to 8%.

(Meter 1551) A voice vote passed the amendment. (Meter 1558) A motion of DO PASS was made by SENATOR ANDRIST and a seconded by SENATOR ROBINSON. The vote was 13 yeas, 0 nays and 1 absent. The bill passed and will be carried by SENATOR KRAUTER.

CHAIRMAN HOLMBERG closed the hearing to HB 1006.

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Deanna Ballrauth  
Operator's Signature

10/30/03  
Date

38006.0201  
Title.0300  
Fiscal No. 1

Prepared by the Legislative Council staff for  
Senate Appropriations  
April 3, 2003

*[Handwritten signature]*  
4-3-03

PROPOSED AMENDMENTS TO ENGROSSED HOUSE BILL NO. 1006

Page 1, line 10, replace "675,043" with "674,424"

Page 1, line 14, replace "9,160,411" with "9,159,792"

Page 1, line 15, replace "8,637,911" with "8,637,292"

Renumber accordingly

**STATEMENT OF PURPOSE OF AMENDMENT:**

**House Bill No. 1006 - Aeronautics Commission - Senate Action**

	EXECUTIVE BUDGET	HOUSE VERSION	SENATE CHANGES	SENATE VERSION
Salaries and wages	\$682,118	\$675,043	(\$619)	\$674,424
Operating expenses	1,831,368	1,831,368		1,831,368
Capital assets	134,000	134,000		134,000
Grants	<u>6,520,000</u>	<u>6,520,000</u>		<u>6,520,000</u>
Total all funds	\$9,167,486	\$9,160,411	(\$619)	\$9,159,792
Less estimated income	<u>6,644,986</u>	<u>6,637,911</u>	<u>(619)</u>	<u>6,637,292</u>
General fund	\$522,500	\$522,500	\$0	\$522,500
FTE	6.00	6.00	0.00	6.00

**Dept. 412 - Aeronautics Commission - Detail of Senate Changes**

	REDUCES RECOMMENDED FUNDING FOR HEALTH INSURANCE <sup>1</sup>	TOTAL SENATE CHANGES
Salaries and wages	(\$619)	(\$619)
Operating expenses		
Capital assets		
Grants		
Total all funds	(\$619)	(\$619)
Less estimated income	<u>(619)</u>	<u>(619)</u>
General fund	\$0	\$0
FTE	0.00	0.00

<sup>1</sup> This amendment reduces the funding for state employee health insurance premiums from \$493 per month to \$488.70 per month.

*[Handwritten signature]*  
Operator's Signature

10/30/03  
Date

38006.0201  
Amendment  
Grind  
Christmas

Date: 4-3-03  
Roll Call Vote #: 1

2003 SENATE STANDING COMMITTEE ROLL CALL VOTES  
BILL/RESOLUTION NO. 1006

Senate Appropriations Committee

Check here for Conference Committee

Legislative Council Amendment Number 38006.0201

Action Taken Do PASS AS Amended

Motion Made By Andrist Seconded By Robinson

Senators	Yes	No	Senators	Yes	No
Senator Holmberg, Chairman	✓				
Senator Bowman, Vice Chair	✓				
Senator Grindberg, Vice Chair	✓				
Senator Andrist	✓				
Senator Christmann	✓				
Senator Kilzer	✓				
Senator Krauter	✓				
Senator Kringstad	✓				
Senator Lindaas	✓				
Senator Mathern	✓				
Senator Robinson	✓				
Senator Schobinger	✓				
Senator Tallackson	✓				
Senator Thane	✓				

Total (Yes) 13 No 0

Absent 1

Floor Assignment Krauter

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

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Deanna Ballarbo  
Operator's Signature

10/30/03  
Date

REPORT OF STANDING COMMITTEE (410)  
April 3, 2003 1:37 p.m.

Module No: SR-59-6653  
Carrier: Krauter  
Insert LC: 38006.0201 Title: .0300

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

Page 1, line 10, replace "675,043" with "674,424"

Page 1, line 14, replace "9,160,411" with "9,159,792"

Page 1, line 15, replace "8,637,911" with "8,637,292"

Renumber accordingly

**STATEMENT OF PURPOSE OF AMENDMENT:**

**House Bill No. 1006 - Aeronautics Commission - Senate Action**

	EXECUTIVE BUDGET	HOUSE VERSION	SENATE CHANGES	SENATE VERSION
Salaries and wages	\$682,118	\$875,043	(\$619)	\$674,424
Operating expenses	1,831,368	1,831,368		1,831,368
Capital assets	134,000	134,000		134,000
Grants	<u>6,520,000</u>	<u>6,520,000</u>		<u>6,520,000</u>
Total all funds	\$9,187,486	\$9,160,411	(\$619)	\$9,159,792
Less estimated income	<u>6,644,866</u>	<u>6,637,911</u>	(619)	<u>6,637,292</u>
General fund	\$522,500	\$522,500	\$0	\$522,500
FTE	6.00	6.00	0.00	6.00

**Dept. 412 - Aeronautics Commission - Detail of Senate Changes**

	REDUCES RECOMMENDED FUNDING FOR HEALTH INSURANCE <sup>1</sup>	TOTAL SENATE CHANGES
Salaries and wages	(\$619)	(\$619)
Operating expenses		
Capital assets		
Grants		
Total all funds	(\$619)	(\$619)
Less estimated income	(619)	(619)
General fund	\$0	\$0
FTE	0.00	0.00

<sup>1</sup> This amendment reduces the funding for state employee health insurance premiums from \$493 per month to \$488.70 per month.

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*Deanna Hall*  
Operator's Signature

10/30/03  
Date

2003 TESTIMONY

HB 1006

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Deanna G. Ball  
Operator's Signature

10/30/03  
Date

Prepared by the North Dakota Legislative Council  
 staff for House Appropriations  
 January 15, 2003

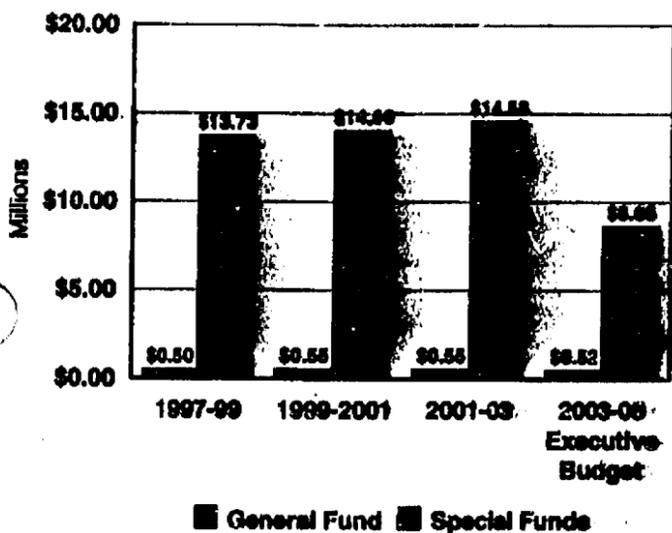
**Department 412 - Aeronautics Commission**  
**House Bill No. 1006**

	FTE Positions	General Fund	Other Funds	Total
2003-05 Executive Budget	6.00	\$522,500	\$8,844,986	\$9,167,486
2001-03 Legislative Appropriations	6.00	550,000 <sup>1</sup>	14,579,502	15,129,502 <sup>2</sup>
Increase (Decrease)	0.00	(\$27,500)	(\$5,934,516)	(\$5,962,016)

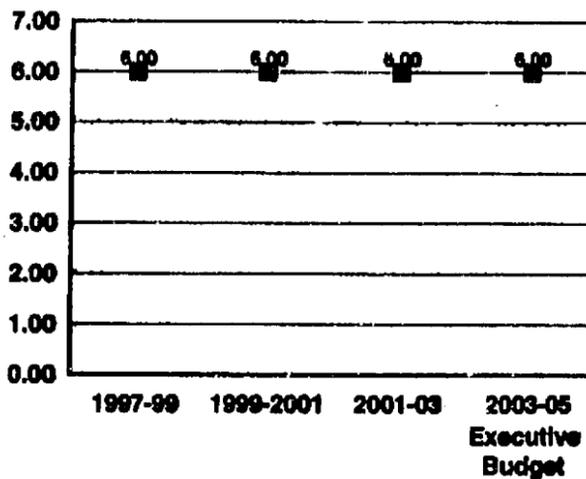
<sup>1</sup> The 2001-03 general fund appropriation is the amount appropriated by the 2001 Legislative Assembly and does not include a reduction of \$5,775 relating to the 1.05 percent budget allotment ordered by Governor Hoeven in July 2002.

<sup>2</sup> The 2001-03 appropriation amounts include \$1,958 of other funds for the agency's share of the \$5 million funding pool appropriated to the Office of Management and Budget for special market equity adjustments for classified employees.

**Agency Funding**



**FTE Positions**



**Executive Budget Highlights**

	General Fund	Other Funds	Total
1. Decreases funding for professional services (\$41,924); information technology equipment under \$5,000 (\$10,000); repairs (\$10,975); and buildings, grounds, and vehicle maintenance (\$40,000)		(\$102,899)	(\$102,899)
2. Increases funding for updating of eight 7-year-old weatheration units		\$20,000	\$20,000
3. Decreases funding for the air carrier grant program from \$6,938,000, of which \$550,000 was from the general fund, \$950,000 was from aviation fuel taxes, and \$5,438,000 was from federal funds, to \$3,500,000, of which \$522,500 is from the general fund, \$977,500 is from aviation fuel taxes, and \$2,000,000 is from federal funds	(\$27,500)	(\$3,410,500)	(\$3,438,000)
4. Decreases funding for the general aviation grant program (secondary airport grant program) from \$5,470,000, of which \$870,000 was from aviation fuel taxes and \$4,600,000 was from federal funds, to \$2,985,000, of which \$985,000 is from aviation fuel taxes and \$2,000,000 is from federal funds		(\$2,485,000)	(\$2,485,000)

**Major Related Legislation**

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

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*Dennis G. Hall*  
 Operator's Signature

10/30/03  
 Date

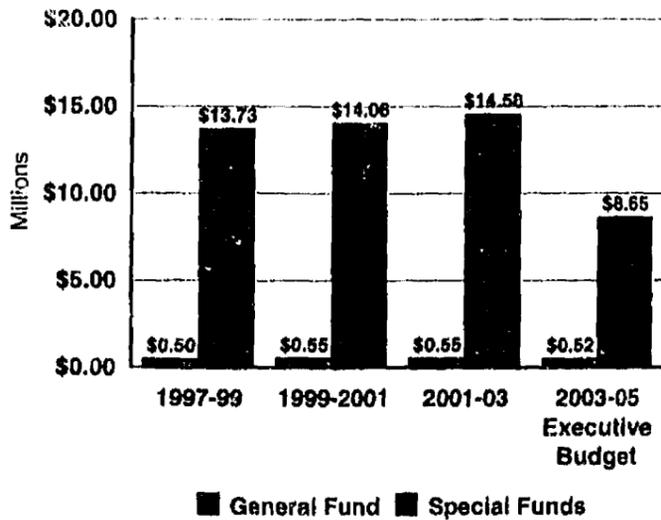
**Department 412 - Aeronautics Commission  
 House Bill No. 1006**

	FTE Positions	General Fund	Other Funds	Total
2003-05 Executive Budget	6.00	\$522,500	\$8,644,986	\$9,167,486
2001-03 Legislative Appropriations	6.00	550,000 <sup>1</sup>	14,579,502	15,129,502 <sup>2</sup>
Increase (Decrease)	0.00	(\$27,500)	(\$5,934,516)	(\$5,962,016)

<sup>1</sup> The 2001-03 general fund appropriation is the amount appropriated by the 2001 Legislative Assembly and does not include a reduction of \$5,775 relating to the 1.05 percent budget allotment ordered by Governor Hoeven in July 2002.

<sup>2</sup> The 2001-03 appropriation amounts include \$1,958 of other funds for the agency's share of the \$5 million funding pool appropriated to the Office of Management and Budget for special market equity adjustments for classified employees.

**Agency Funding**



**FTE Positions**



**First House Action**

Attached is a summary of the first house changes.

**Executive Budget Highlights  
 (With First House Changes Noted)**

	General Fund	Other Funds	Total
1. Decreases funding for professional services (\$41,924); information technology equipment under \$5,000 (\$10,000); repairs (\$10,975); and buildings, grounds, and vehicle maintenance (\$40,000)		(\$102,899)	(\$102,899)
2. Increases funding for updating of eight 7-year-old weatheration units		\$20,000	\$20,000
3. Decreases funding for the air carrier grant program from \$6,938,000, of which \$550,000 was from the general fund, \$950,000 was from aviation fuel taxes, and \$5,438,000 was from federal funds, to \$3,500,000, of which \$522,500 is from the general fund, \$977,500 is from aviation fuel taxes, and \$2,000,000 is from federal funds	(\$27,500)	(\$3,410,500)	(\$3,438,000)
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10/30/03  
 Date

**STATEMENT OF PURPOSE OF AMENDMENT:****House Bill No. 1006 - Funding Summary**

	Executive Budget	House Changes	House Version
<b>Aeronautics Commission</b>			
Salaries and wages	\$682,118	(\$7,075)	\$675,043
Operating expenses	1,831,368		1,831,368
Capital assets	134,000		134,000
Grants	6,520,000		6,520,000
<b>Total all funds</b>	<b>\$9,167,486</b>	<b>(\$7,075)</b>	<b>\$9,160,411</b>
Less estimated income	8,644,986	(7,075)	8,637,911
<b>General fund</b>	<b>\$522,500</b>	<b>\$0</b>	<b>\$522,500</b>
FTE	6.00	0.00	6.00
<b>Bill Total</b>			
<b>Total all funds</b>	<b>\$9,167,486</b>	<b>(\$7,075)</b>	<b>\$9,160,411</b>
Less estimated income	8,644,986	(7,075)	8,637,911
<b>General fund</b>	<b>\$522,500</b>	<b>\$0</b>	<b>\$522,500</b>
FTE	6.00	0.00	6.00

**House Bill No. 1006 - Aeronautics Commission - House Action**

	Executive Budget	House Changes	House Version
Salaries and wages	\$682,118	(\$7,075)	\$675,043
Operating expenses	1,831,368		1,831,368
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<b>Total all funds</b>	<b>\$9,167,486</b>	<b>(\$7,075)</b>	<b>\$9,160,411</b>
Less estimated income	8,644,986	(7,075)	8,637,911
<b>General fund</b>	<b>\$522,500</b>	<b>\$0</b>	<b>\$522,500</b>
FTE	6.00	0.00	6.00

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

	Removes Recommended Salary Increase <sup>1</sup>	Total House Changes
Salaries and wages	(\$7,075)	(\$7,075)
Operating expenses		
Capital assets		
Grants		
<b>Total all funds</b>	<b>(\$7,075)</b>	<b>(\$7,075)</b>
Less estimated income	(7,075)	(7,075)
<b>General fund</b>	<b>\$0</b>	<b>\$0</b>
FTE	0.00	0.00

<sup>1</sup> This amendment removes funding for the Governor's recommended salary increases. This amendment retains full funding of employee health insurance coverage as provided for in the executive budget recommendation.

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*Deanna G. Hall*  
Operator's Signature

10/30/03  
Date



January 14, 2003

To: Legislative Council  
Attention: Jim Smith

From: Gary R. Ness, Director *GRN*

Subject: Agency summary request from the Senate and House Majority Leaders

1. What is the main purpose of your agency?

Answer; The State Legislature assigning responsibility of the state aviation functions, established The Aeronautics Commission in 1947.

Agency Vision

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

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.

2. How do you measure the achievement of your purpose?

Answer; When the fiscal year ends and the airport facilities projects across the State are reviewed, we then have a visual, plus a financial benchmark to use to gauge the agency's success in maintaining and improving the physical airport plants in the State.

With a year end review of the air service issues at our air carrier airports, when capacity and frequency of the carrier flights are compared, our successes and failure to improve air service to our communities will be very apparent. These efforts, teamed with local air service committees, have provided to the citizens of this state an air service pattern second to none in the upper Midwest.

3. What can the legislature do, financially and otherwise, to help you achieve your purpose?

Answer; The legislature in the past has supported our mission in the best way possible to fit the times. We don't think that should change. The financial authorization help given by the Legislature is most critical for the communities airports. Even more so today with the varied challenges of the communities and their needs for transportation of commerce. Equally important is the support to those communities to provide access for the medical industry serving the rural citizens of our great State.

4. How can you report your results so the public can easily understand your purpose and evaluate your effectiveness?

Answer; Every project completed, at the State's community airports, is a visual report of our effectiveness. This year six (6) new general aviation airport projects were completed supporting our rural communities efforts. Those communities are Washburn, Cando, Lakota, Kindred, Glen Ullin, and Edegey. A complete main runway reconstruction at Minot and a new terminal expansion at Jamestown are due in part to the agency's networking at the DC level. The Federal Airport Improvement Program (AIP) is a great gauge on how the agency is facilitating the Federal funds to the airports in the system. In FY-02 the State received a record \$20.8 million in Federal funds.

GOVERNOR  
Jol. Hoeven  
State North Dakota

STAFF  
Gary R. Ness  
Director

Roger L. Pfeiffer  
Assistant Director

Mark J. Holzer  
Senior Planner

COMMISSIONERS  
Robert J. Miller  
Chairman, Casselton

Jay B. Lindquist  
Vice Chair, Hettinger

Maurice E. Cook  
Bismarck

Dianne L. Herr  
Turtle Lake

Cindy K. Schreiber-Beck  
Wahpeton

P.O. Box 5020 • Bismarck, ND 58502 • (2301 University Drive • Bldg. 1652-22) • Tel: 701.328.9650 • Fax: 701.328.9656  
E-mail: ndaero@state.nd.us • Website: www.state.nd.us/ndaero

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*Dianne Herr*  
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10/30/03  
Date



Aeronautics Commission  
State of North Dakota

Gary R. Ness  
Director

**MEMO** January 29, 2003

**To:** Chairman Ron Carlisle,  
Government Operations Division  
House Appropriations Committee

**From:** Gary R. Ness, Director  
ND Aeronautics Commission

**Subject:** HB - 1006 - General Funds

The General Funds of \$522,500.00 in the Commission Budget are found in the Grant Line. These funds are granted to the Air Carrier Airports across the State to help in the match of Federal Funds related to the FAA- Airport Improvement Program (AIP).

The FAA-AIP is a 90% Federal, 10% Local. These State General Funds, when allocated, help leverage approximately \$10 million of airport improvements, at the 8 air carrier airports located at Grand Forks, Dickinson, Minot, Bismarck, Devils Lake, Williston, Fargo and Jamestown.

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*Dennis J. Willard*  
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10/30/03  
Date

# HB 1006

## North Dakota Aeronautics Commission - 412.0

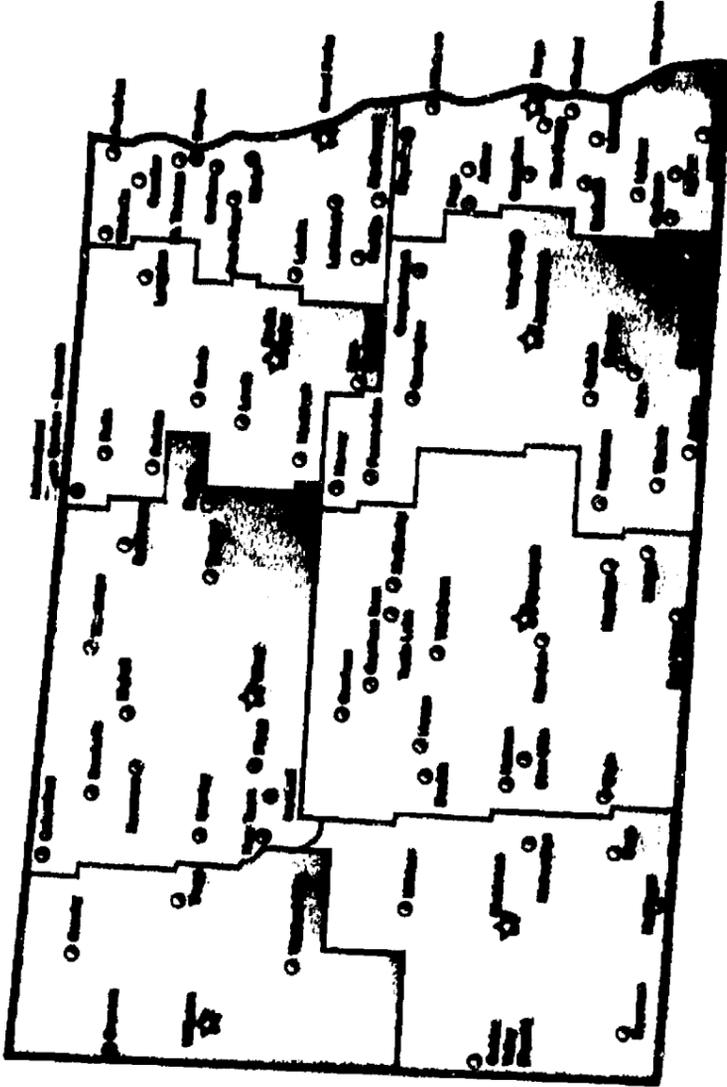
January 17, 2003

House Appropriations - Government Operations Division - House Conference Room  
Ron Carlisle, Chairman  
Al Carlson, V. Chairman

### Greetings:

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

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



Legend: ☆ Government Services Support    ○ General Aviation Funding

Operator's Signature Deanna G. Hall

Date 10/30/03

- **Agency Mission**

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

- **Agency Vision**

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

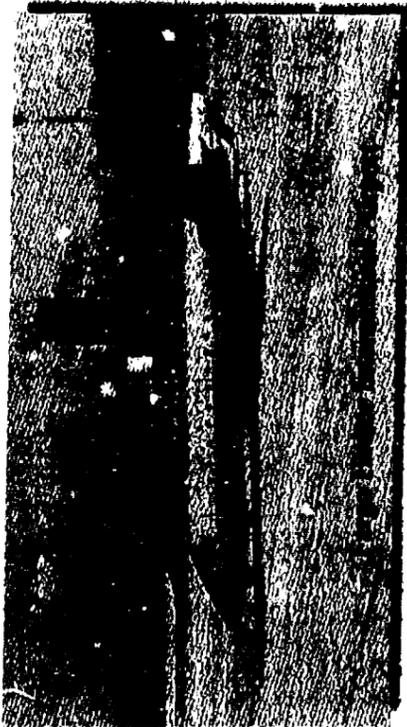
- **Agency Philosophy**

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

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

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





## Critical Issues Facing Aviation

### “Never Before in History was the Aviation System Shut Down”

**September 11, 2001.** This date will live on in history. This date has affected all of us in one way or another. However, aviation will continue to be the industry that has the most affects from this event. Not only was the industry grounded for 3 days, it has been continually hounded by regulators and law enforcement as it evolves back to the strength of the past.

The state's aviation industry responded to all requests from our Commission. Governor Hoeven was requested by the White House to provide an inventory, employment record and security plan from all aerial applicators in the state. Also, 84 general aviation airports and 214 private airfields were requested to provide a security plan.

The Commission published the State's Aviation Security Plan on October 19, 2001. It included security plans from all the aerial applicators, general aviation airports, and private airfields in North Dakota. (See summary plan in information packet).

We continue to communicate with all factions of the industry. The Commission has established a mandatory annual safety/security briefing as a requirement for licensure of aerial application.

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*Dennis G. Halls*  
Operator's Signature

10/30/03  
Date

## Critical Issues Facing Aviation – (cont.)

In an effort to keep communications open, we facilitate a weekly airport management telecon with all eight air carrier airports in the state. These telecons started as a quick and efficient method of communication between the airports and the Adjutant General's office when the President of the U.S. and the Governor of N.D. ordered National Guard troops into the airport terminals on September 27, 2001.

This weekly telecon has given the Adjutant General, Federal Aviation Administration, Homeland Security Coordinator, State Highway Patrol, Health Department, Transportation Security Administration, and Governor's Chief of Staff a formal connection to the airport managers in the eight air service cities of the state.

The manager's telecon allows for the lowering of anxiety and heightens the knowledge by sharing problems and solutions. With most of the changeover of passenger security to the Transportation Security Administration (TSA) taken place, we now will reduce our telecon to monthly meetings.



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Operator's Signature

*Dennis Gullerud*

Date

10/30/03

# Critical Issues Facing Aviation -- (cont.)

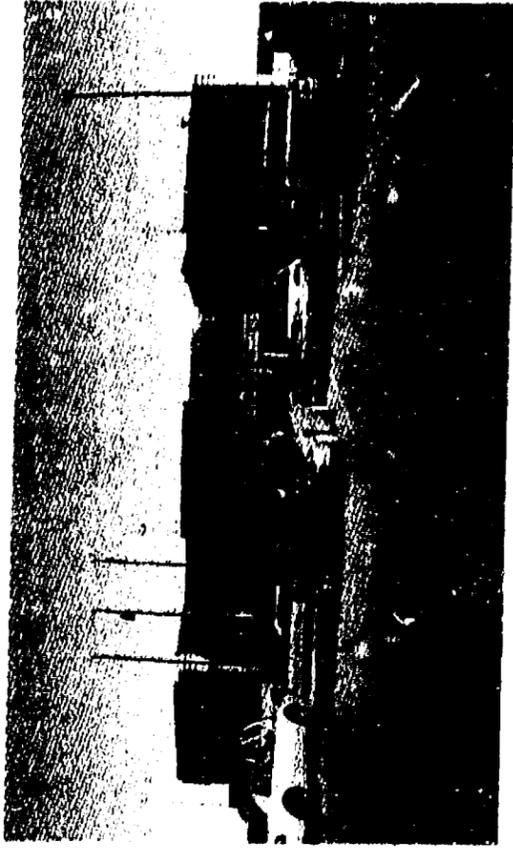
The Commission has facilitated two studies to support the National Security focus.

## ❖ *Threat Assessment*

## ❖ *Bomb Blast Analysis*

The Threat Assessment was completed for the four major air carrier airports of Grand Forks, Minot, Bismarck and Fargo. The Threat Assessment was a close look at the community by city, state, and federal law enforcement entities.

These assessments gave each airport and community a very close look at any threats to the airport activity of any sort. (See information packet for format of assessment).



The Bomb Blast Analysis was done on the terminals of the four air carrier airports of Bismarck, Fargo, Grand Forks, and Minot. This study cost was \$ 62,000 which was covered by the Federal Aviation Administration under the Security Program. This analysis gave guidance to protecting people from the effects of blast, debris and fragments generated in an explosive attack on the airport terminals.

This total statewide effort of security issues will continue to be with us in the foreseeable future.

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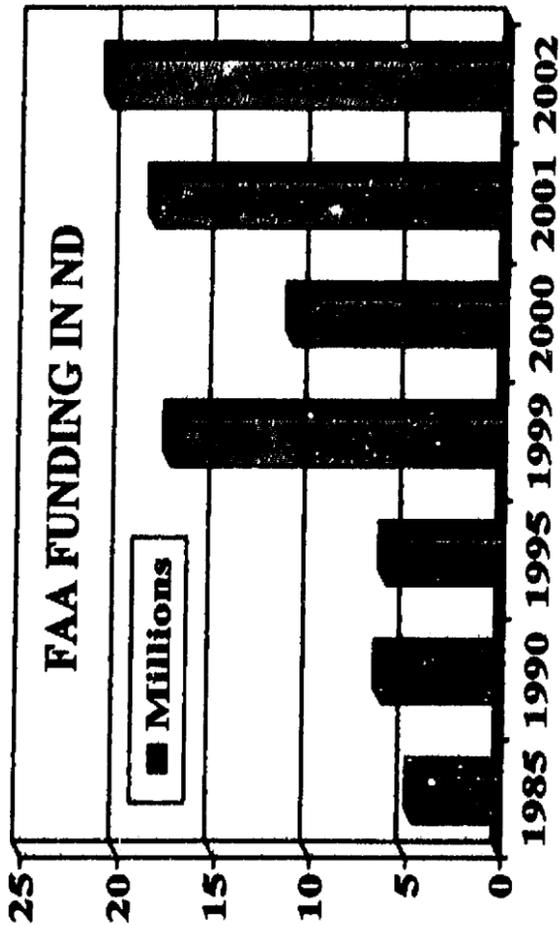
*Dennis G. Sullivan*  
Operator's Signature

10/30/03  
Date

## Critical Issues Facing Aviation (cont.)

Other critical issues facing aviation are:

- The aging of our pilot population and the declining populations in the small communities leads us to continually review the support available for certain types of airports and aviation facilities. Regional medical facilities have put flying doctors into the smaller communities. This increases the need for improved airport access to these smaller communities. The Commission continues to evaluate the repair, maintenance and improvement of the airport facilities to continue to serve the community's needs.
- Federal funding is always a critical issue. The changes in the way the federal government does business will affect the airports on funding issues. The larger air carrier airports have a broader source of income to rely on whereas the smaller general aviation airports do not have this luxury per say. Thus, any changes in the participation on the federal level could affect the planning of our smaller community's efforts in providing adequate access for their business endeavors.

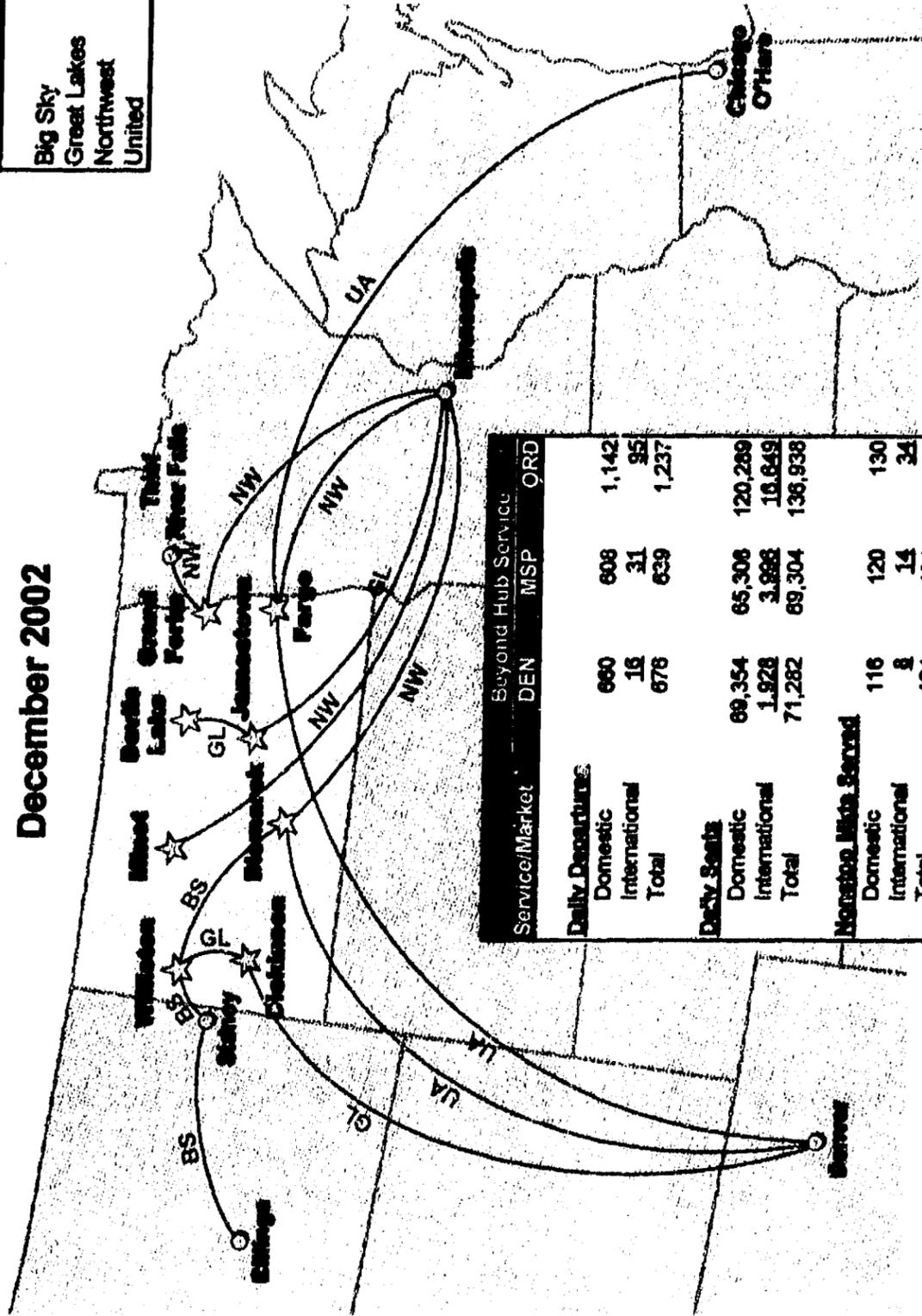


# Current North Dakota Air Service Pattern

The Commission continues to work closely with the community's on air service issues to insure that we receive quality service not only for our state, but for those who want to do business with our state.

Carrier	Code
Big Sky	BS
Great Lakes	GL
Northwest	NW
United	UA

December 2002



Service/Market	Beyond Hub Service		
	DEN	MSP	ORD
<b>Daily Departures</b>			
Domestic	660	608	1,142
International	18	31	95
<b>Total</b>	<b>678</b>	<b>639</b>	<b>1,237</b>
<b>Daily Seats</b>			
Domestic	69,354	65,308	120,289
International	1,928	3,988	18,649
<b>Total</b>	<b>71,282</b>	<b>69,304</b>	<b>136,938</b>
<b>Nonstop, Mid-Service</b>			
Domestic	116	120	130
International	8	14	34
<b>Total</b>	<b>124</b>	<b>134</b>	<b>164</b>

Source: OAG Schedule Tapes

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*Dennis G. Hill*  
Operator's Signature

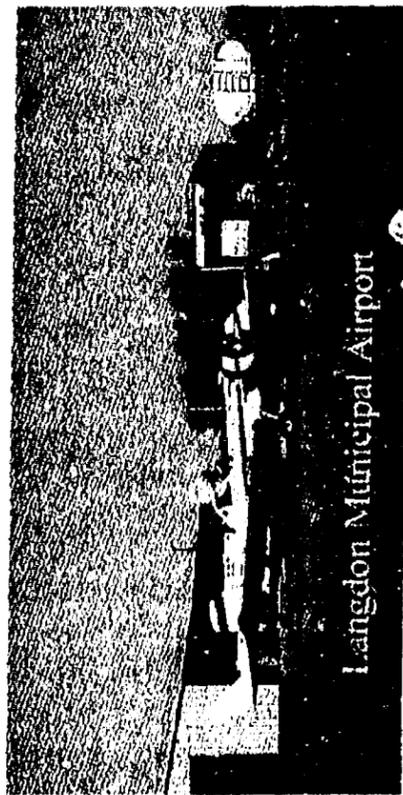
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## 2003 - 2005 Budget Proposal

The agency budget proposed to the Executive Budget was with the 5% reduction requirement. An adjusted amount was requested in the agency's optional package.

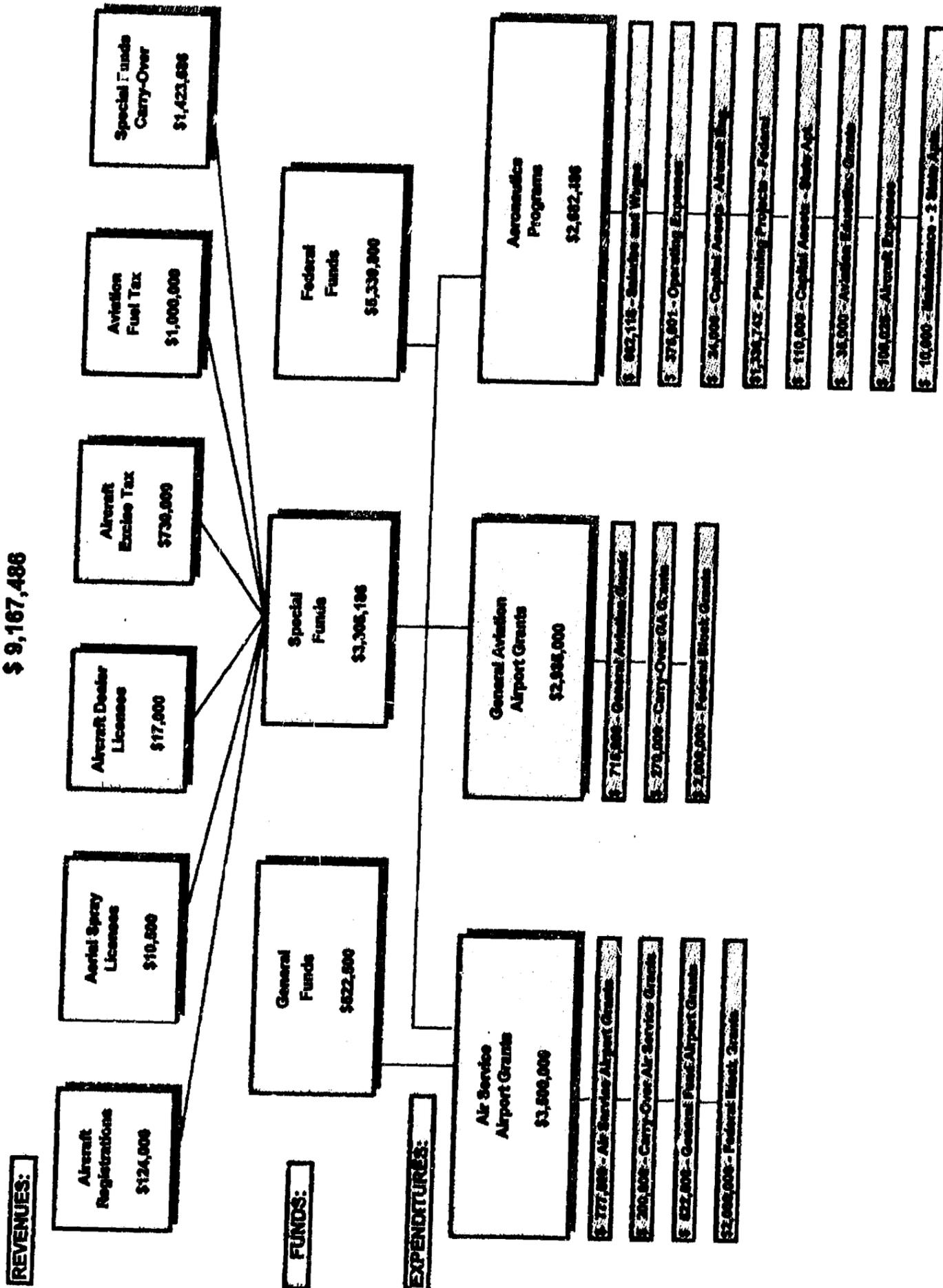
The Executive Budget recommended an additional \$ 27,500 special fund appropriation for discretionary airport improvement grant funds, that are at this time, primarily earmarked for scheduled air service airports.

The Executive Budget recommended an additional \$115,000 of special funds to supplement the Federal Aviation Administration's increase to the general aviation airports entitlement program. These additional funds will help us do more for the general aviation airports than we have had a chance to do in the past.



The diagram on the following page gives you a visual picture of how the funds flow within the agency's programs.

**NORTH DAKOTA AERONAUTICS COMMISSION - 412.0**  
**2003 - 2005 PROPOSED BUDGET**



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 Operator's Signature

10/30/03  
 Date

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

	2001 - 2003 Budget	2003 - 2005 Budget	Increase/Decrease
Salaries and Wages	\$ 638,235	662,959	\$ 24,724 increase \$ 24,724 - increase recommended to legislature by the Executive Budget for salaries and benefits.
Operating Expenses	\$1,876,767	\$1,831,368	\$ 45,399 decrease \$ 41,924 - decrease resulting in required 5% cut made in professional services. \$ 27,500 - increase in moving equipment under \$ 5,000 to this line item. \$ 10,975 - 5% required decrease in aircraft expenses \$ 40,000 - 5% required decrease in state owned apt. Maintenance \$ 20,000 - increase in Weatherization Equipment Replacement
Capital Assets	\$ 171,500	\$ 134,000	\$ 37,500 -- decrease \$ 27,500 - decrease resulting in equipment amounts under \$5,000 moved to operating line item. \$ 10,000 - 5% required decrease in equipment.
Grants	\$ 12,437,225	\$ 6,520,000	\$ 5,917,225 - decrease \$ 27,500 - decrease in general funds for airports \$ 27,500 - increase in special funds for airports \$ 115,000 - increase in General Aviation grant funding \$6,600,000 - decrease in federal airport block funding
Totals	\$ 15,123,727	\$ 9,167,486	

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The salaries and wages line item requests \$682,118. The Operating Expenses line item requests \$1,831,368. Professional services comprise \$1,336,742 of this line item.

Upcoming Professional service projects include:

**Bowman Airport Inspection**

❖ **Pavement Condition Study** – This study is required by the FAA to evaluate the needs of the 73 paved airports across the state.

❖ **FAA Airport Inspection Program** –

This program provides funding for an ongoing safety inspections of 85 airports in the state to insure safety and compliancy.

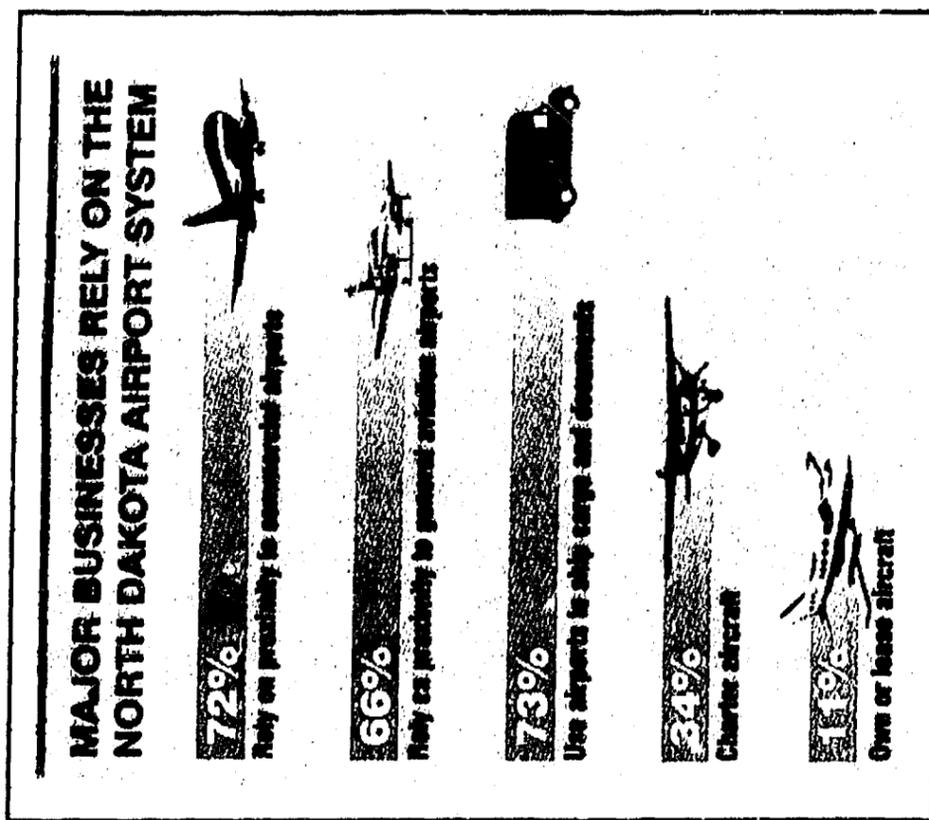
❖ **US DOT Air Service Program** – This program is commonly known as the Small Community Air Service. This study will help the state along with the US DOT evaluate a better way of moving people in the small market communities.

❖ **Statewide Weather Reporting System** – This is two part program:

- ❖ Studies the needs for local airport weather reporting at selected sites.
- ❖ Implementation of site preparation and equipment purchase



❖ **State Aviation System Plan** is continuously updated to achieve a strategic cost effective construction program for the state's airport system. The chart below shows the major businesses that rely on the North Dakota Airport System.



- ❖ **State GA Security Plan** - This is a continuation for the future. The Transportation Security Administration (TSA) is slowly getting around to GA airports and we are anticipating this action.
- ❖ Consultant Services are used to assist the airports with their **Airport Layout Plans (ALP)** and master planning functions. Our agency can bundle airports as a consortium and bid the project out as a group, allowing us to administrate the process cheaper and with more efficiency. The next page shows the four airports completing master plans.

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Operator's Signature

10/30/03  
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# State Sponsored Master Plans - 2001 - 2002



## Devils Lake

- Flooding diversion of runway
- New terminal site location plan
- Redesign runway approach safety
- Future runway extension proposed



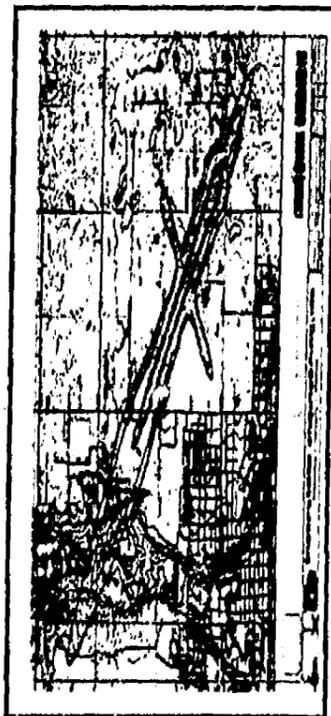
## Williston

- Northwest runway end correction of obstructions
- Terminal needs study
- Redesign runway to restore 1000'
- Utilize x-wind runway for temporary solution to main runway closure



## Dickinson

- Terminal added to planning forecasts
- Locate business development sites on airport projects
- Update airspace and land use maps
- Relocate aerial spray sites



## Jamestown

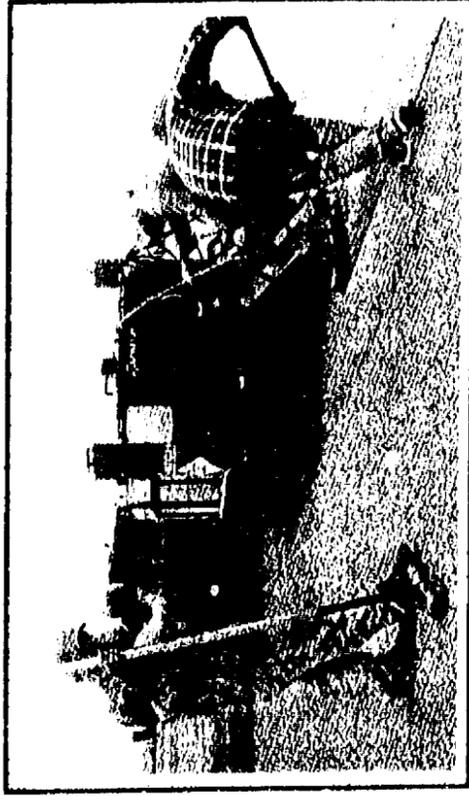
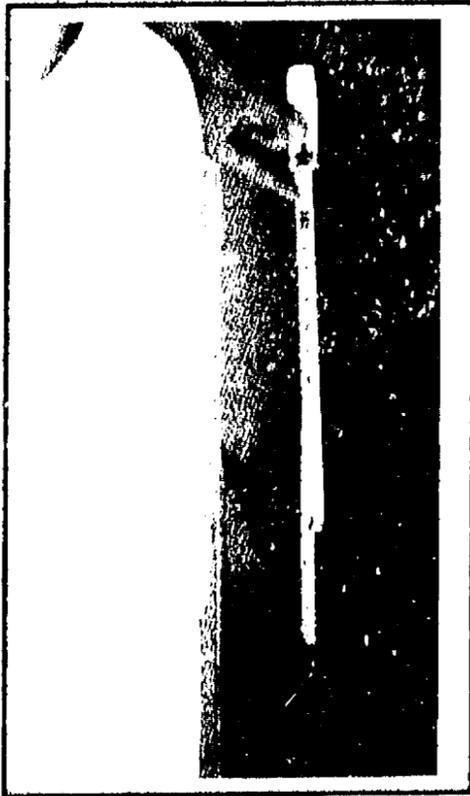
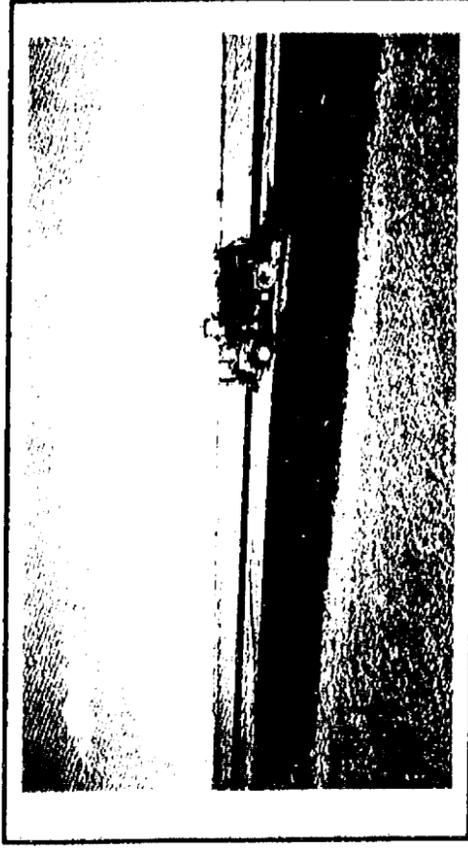
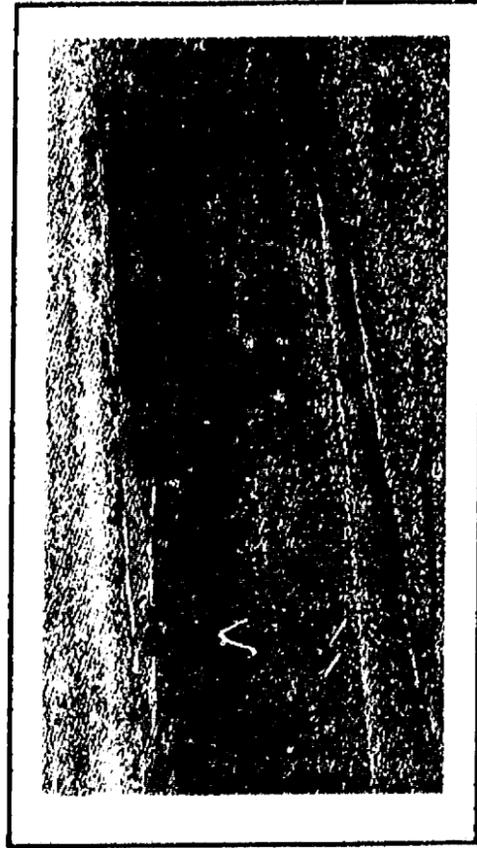
- Incorporate land use and noise contours with city/county zoning
- Terminal extended for TSA screening and offices
- New capital plan to reconstruct \$5 million main runway in 2004
- Pavement rehabilitation plan created for all surfaces

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*Deanna Williams*  
Operator's Signature

10/30/03  
Date

❖ Last biennium, we facilitated a **Pavement Rehabilitation** at 10 airports; Carrington, Ellendale, Garrison, Grafton, Gwinner, Hazen, Hettinger, Mohall, Mott and Oakes. This rehabilitation project gave new life to tired and worn black tops on these airports. It provided 5-7 years of additional useful life and saved 20% in rehabilitation costs.



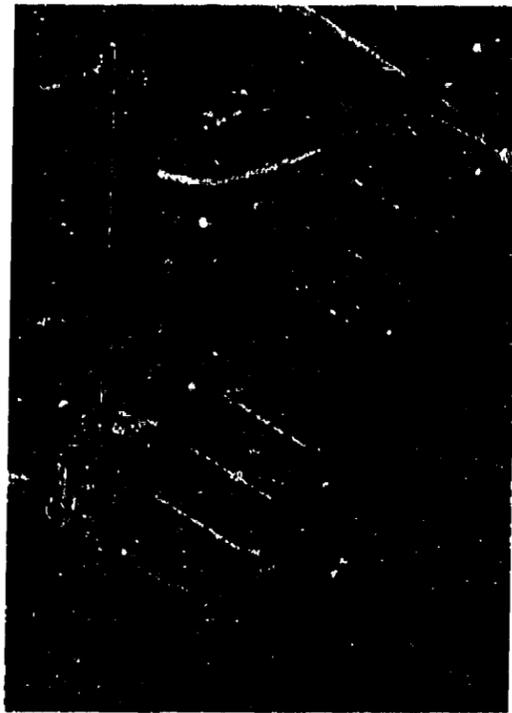
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*Deanna Galt*  
Operator's Signature

10/30/03  
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The remaining operating expenses are operational in nature. \$10,000 is budgeted in operating expenses for maintaining the two state-owned airport facilities in the state. They are the International Peace Garden Airport located at Dunseith, ND and the Garrison Dam Recreational Airport located between the cities of Riverdale and Pick City, south of the Garrison Dam face.

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



Garrison Dam Airport -  
Riverdale



International Peace Garden Airport -  
Dunseith

*Dennis G. Hall*  
Operator's Signature

10/30/03  
Date

The Capital Assets Line Item requests \$ 134,000. There is a \$110,000 budgetary contingency should there be an actual need for an airport expansion project at the International Peace Garden at Dunseith, North Dakota. In the past, economic development planning inquiries have come to the Commission on the airport's capabilities to support some development in the area. This contingency would only take care of minimal improvements. The remaining \$24,000 requested is for replacing the engine in the agency's aircraft, a 1980 Cessna.



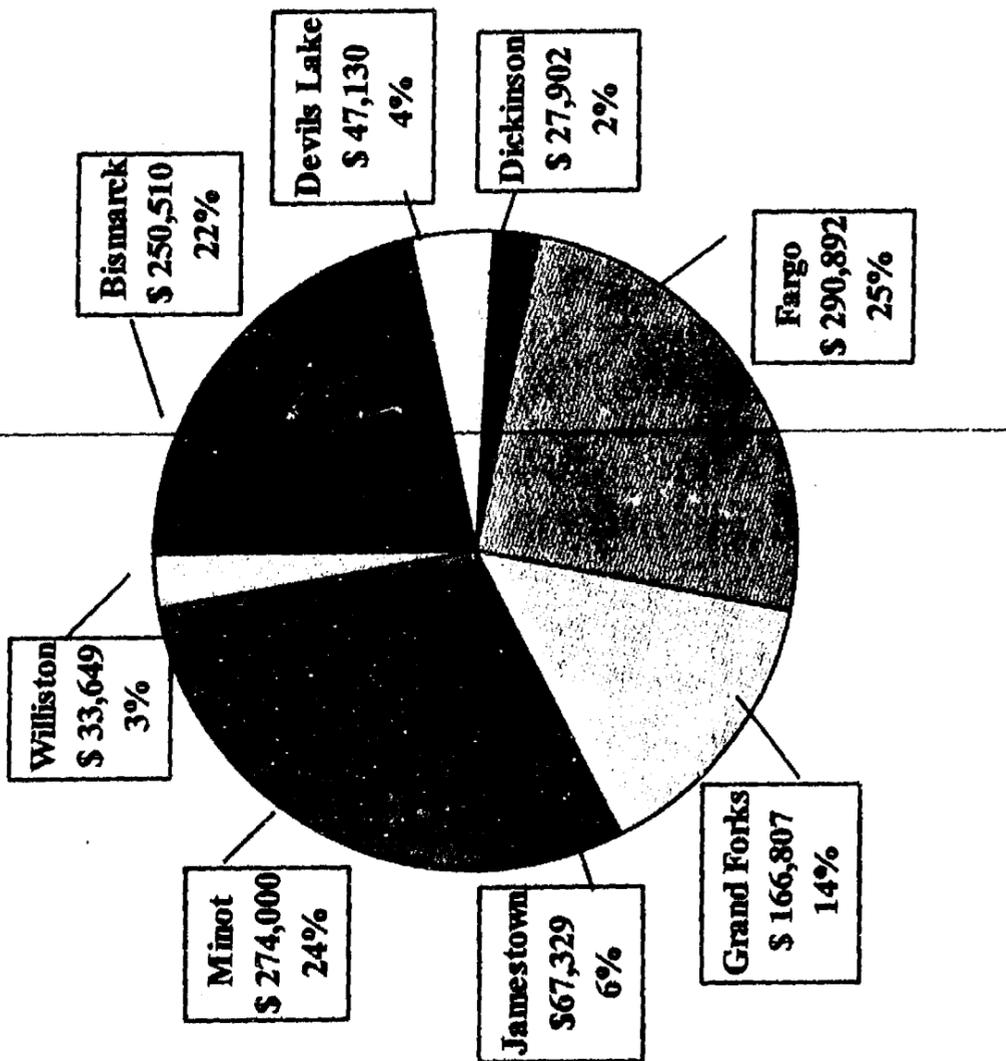
The Grants Line Item's request is for \$ 6,520,000. This request is broken down as:

- \$ 522,500 - General Funds for air carrier airport construction grants.
- \$ 777,500 - Aircraft excise tax funds for airport construction grants.
- \$ 715,000 - Aviation fuel tax funds for general aviation airport construction grants.
- \$ 470,000 - Appropriation to cover grant balance carry-overs.
- \$4,000,000 - Pass through federal funds appropriated should the federal government require the states to administer the Federal Airport Block Grant Program.
- \$ 35,000 - Aviation Educational Grant Funding

To explain the grant line item further, I would like to address each requested amount. First, the \$522,500 and the \$ 777,500 for the air carrier airport construction grants. The following page shows the funds granted to the air carrier airports during the 2001-2003 biennium.

**Air Service Airport Grants  
2001 - 2003 Biennium  
\$ 1,158,219 Awarded**

- Bismarek
- Devils Lake
- Dickinson
- ▨ Fargo
- Grand Forks
- Jamestown
- Minot
- Williston



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Operator's Signature

10/30/03  
Date

**General Aviation Airports** were granted \$ 715,596 from the aviation fuel taxes during the 2001 - 2003 biennium. Of 84 general aviation airports, 50 airports received grants. These grants funded projects ranging from rubber crack filling to runway seal rejuvenations to airport reconstructions. This grant program is the backbone of the airport system as it supports an ever growing need to maintaining our airport's safety to insure our connection with the national transportation system.

1.	Ashley	\$ 2,300
2.	Beach	4,641
3.	Beulah	15,234
4.	Botineau	3,600
5.	Bowman	19,260
6.	Cando	44,860
7.	Carrington	2,100
8.	Casselton	8,310
9.	Cavalier	4,275
10.	Crosby	3,452
11.	Drayton	9,000
12.	Edgeley	20,218
13.	Ellendale	1,500
14.	Enderlin	17,923
15.	Garrison	2,000
16.	Glen Ullin	94,218
17.	Grafton	3,000
18.	Gwinner	4,807
19.	Hazen	2,900
20.	Hettinger	22,847
21.	Hillsboro	3,435
22.	Kindred	84,625
23.	Kulm	10,000
24.	Lakota	69,469
25.	Langdon	4,278

26.	Leeds	\$ 3,862
27.	Lisbon	3,000
28.	Mandan	13,355
29.	Mayville	5,842
30.	Minto	10,000
31.	Mohall	1,400
32.	Mott	1,400
33.	Napoleon	5,460
34.	New Rockford	3,650
35.	Northwood	10,000
36.	Oakes	10,486
37.	Parshall	1,020
38.	Rolette	1,000
39.	Rolla	875
40.	Rugby	6,150
41.	St. Thomas	5,995
42.	Stanley	1,085
43.	Tioga	10,762
44.	Turtle Lake	1,000
45.	Valley City	9,876
46.	Wahpeton	12,205
47.	Washburn	65,859
48.	Watford City	9,979
49.	West Fargo	10,000
50.	Westhope	39,148

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10/30/03

# NEW "FRONT DOOR" - AIRPORTS RECONSTRUCTED



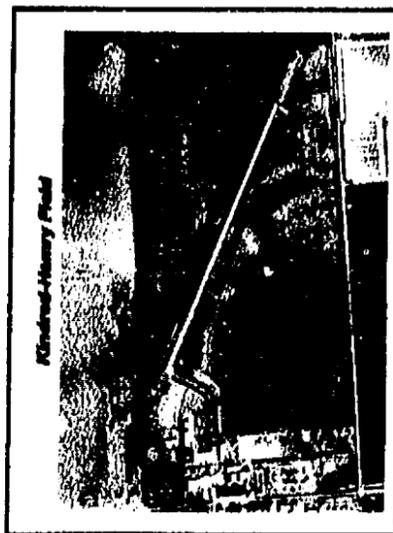
**Glen Ullin Regional Airport**

- 3800' x 60' new runway
- Total Project - \$ 1.8 mil
- State dollars - \$ 94,218



**Lakota Municipal Airport**

- 3500' x 60' new runway
- Total Project - \$ 1.4 mil
- State dollars - \$ 69,469



**Kindred - Hamry Field**

- 3300' x 60' new concrete rwy and lights
- Total Project - \$ 1.9 mil
- State dollars - \$ 84,625



**Cando Municipal Airport**

- 3500' x 60' new runway and lights
- Total Project - \$ 1.3 mil
- State dollars - \$ 44,860



**Washburn Municipal Airport**

- 3700' x 60' new concrete runway
- Total Project - \$ 1.3 mil
- State dollars - \$ 65,869



**Edgeley Municipal Airport**

- 3600' x 60' new runway and lights
- Total Project - \$ 1.5 mil
- State dollars - \$ 20,218

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*Dennis G. Gullerud*  
Operator's Signature

10/30/03  
Date



**FY 2002  
Federal Dollars into North Dakota Airports**

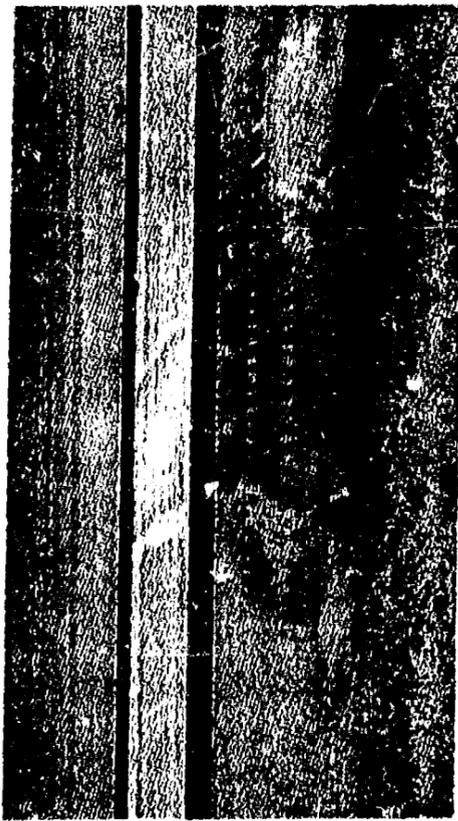
Airport	Service Level	AP Federal Funds	Brief Description of Work
Barnes County Municipal	GA	\$91,085.00	Construct Snow Removal Equipment Building
Bismarck Municipal	P	\$128,950.00	Security Enhancements
Bismarck Municipal	P	\$2,500,000.00	Construct Terminal Building; Construct terminal building - Phase 1
Bismarck Municipal	P	\$72,982.00	Security Enhancements
Bismarck Municipal	P	\$474,612.00	Construct Terminal Building
Bismarck Municipal	P	\$3,197,000.00	Construct Terminal Building; Phase 3
Cando Municipal	GA	\$150,000.00	Install Runway Vertical/Visual Guidance System, install Runway Lighting, Modify Access Road, Rehabilitate Airport Beacon, Install Miscellaneous NAVAIDS
Casselton Regional	GA	\$97,929.00	Rehabilitate Apron, Expand Access Road
Crosby Municipal	GA	\$62,136.00	Improve Airport Drainage, Rehabilitate Runway, crack sealing
Devils Lake Municipal	CS	\$369,877.00	Remove Obstructions
Dickinson Municipal	CS	\$224,135.00	Construct Apron
Edgeley Municipal	GA	\$122,496.00	Acquire Snow Removal Equipment, Expand Apron
Glen Ullin Municipal	GA	\$1,222,000.00	Construct Runway, Construct Runway 11/29 (Phase 2), Rehabilitate Apron, Rehabilitate Taxiway
Grand Forks International	P	\$41,310.00	Security Enhancements
Grand Forks International	P	\$901,490.00	Conduct Airport Master Plan Study, Install Perimeter Fencing, Conduct Environmental Study, Acquire Land For Approaches, Acquire land for RPZ
Hamry Field	GA	\$156,967.00	Install Runway Lighting, Acquire Easement For Approaches, Construct Taxiway
Harry Stern	GA	\$62,524.00	Conduct Environmental Study, Rehabilitate Access Road, Install Runway Vertical/Visual Guidance System
Hector International	P	\$30,606.00	Security Enhancements
Hector International	P	\$67,850.00	Security Enhancements
Heitinger Municipal	GA	\$380,072.00	Construct Taxiway, Rehabilitate Taxiway Lighting
Hillsboro Municipal	GA	\$61,828.00	Acquire Snow Removal Equipment
Jamesstown Municipal	CS	\$263,992.00	Security Enhancements
Jamesstown Municipal	CS	\$70,201.00	Acquire Snow Removal Equipment
Lakota Municipal	GA	\$1,100,453.00	Construct Runway, Construction of Runway 13/33 will involve removing a portion of the existing runway, and extending the opposite end approximately 1550'
Mandan Municipal	GA	\$26,667.00	Rehabilitate Apron, Rehabilitate Taxiway
Minnot International	P	\$6,836,909.00	Rehabilitate Runway; Runway is being reconstructed and shift to the southeast, Rehabilitate Taxiway; Rehabilitate taxiways where they intersect runway
Minnot International	P	\$290,739.00	13/31, Rehabilitate Runway Lighting, Install Instrument Approach Aid; Relocation of FAA owned Gfde
Minnot International	P	\$332,488.00	Rehabilitate Runway
Oakes Municipal	GA	\$68,148.00	Construct Taxiway; Connector taxiway associated with the Runway 13/31 reconstruction and shifting, Improve Airport Drainage
Stoulin Field International	CS	\$235,799.00	Construct Taxiway
State of North Dakota	GA	\$61,212.00	Rehabilitate Apron
Toga Municipal	GA	\$25,000.00	Conduct State System Plan Study
Washburn Municipal	GA	\$1,041,275.00	Conduct Airport Master Plan Study
Watford City Municipal	GA	\$79,590.00	Construct Apron, Construct Runway, Construct Taxiway
			Acquire Snow Removal Equipment, Rehabilitate Runway Lighting, Rehabilitate Runway
<b>Total</b>		<b>\$20,868,322.00</b>	

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Operator's Signature: Deanna Galt Date: 10/30/03

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

Every four to five years, we contract out for pavement evaluations of our airport's hard surfaces. The Exhibit below illustrates the Jamestown Airport to show the need for Capital Improvement Plans and Pavement Management studies. This illustration gives us a colored version of the pavement showing the good and bad areas. The Commission anticipates completing Pavement Condition Indexes (PCIs) for 73 airports in the upcoming biennium with 90% federal funding.



The following pages show the Capital Improvement Plans for the state's airports. Exhibits A and B show the plan for the 8 air carrier airports for 2003-2005. Exhibit C depicts the CIP for the 55 general aviation airports eligible for federal funding. Exhibit D is the 2001-2003 CIP noting which projects were completed in the last biennium. These exhibits present the plan that demonstrates the local/state/federal coordinated efforts.

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Operator's Signature

*Dennis J. Hill*

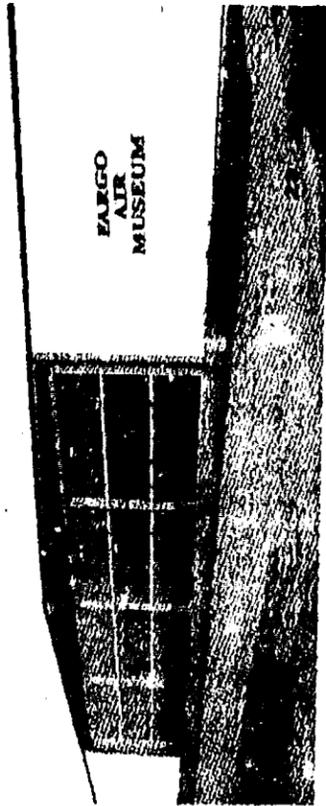
Date

10/30/03

Another segment of the grants line item is the **Aviation Education Grant Program**. The request for aviation educational funds remains at \$35,000. A very valuable program stimulated with these funds is the "WannaBe Program". This program brings individuals forward in hopes of sparking their interest in the recreational aviation. The following programs have benefited from these aviation educational funds over the past two years.

- ❖ **North Dakota Aviation Council** for the purpose of facilitating educational speakers for the annual aviation convention.
- ❖ **Airport Association of North Dakota** for the sponsorship of a Concrete Airport Conference for the benefit of educating airport personnel and engineering staff on concrete issues.
- ❖ **Airport Association of North Dakota** to conduct an Airport Management Seminar at the annual convention. This grant facilitated the state's first IVN Network program with 42 people representing 24 airports at 7 sites across the state.
- ❖ **Regional Service Airports** for use in the promotion of air service through the use of a billboard "Fly Local" campaign.
- ❖ **Fargo Air Museum** for the purpose of producing a DVD program to be used as a template for future developments of capturing and preserving the experiences and significant contributions of local and regional pilots with the passing of time as early aviators continue to pass on.

Other programs in past years have been the North Dakota Pilot's Association for facilitating safety seminars, Women of the National Agricultural Aviation association for educational purposes, and the North Dakota Aviation Council in the creation of the North Dakota Aviation Hall of Fame.



**EXHIBIT A**

**2003-2005 CIP - NPIAS PLANNING REPORT**

**FAA PRIMARY AIRPORT PROGRAM**

Note: Entitlements are funds FAA may provide if annual airport program is approved at \$3.2 Bil nationwide. Discretionary dollars range from \$5-\$15 million competing nationally. Dollars in CIP are FAA 90% share in thousands.

E - Entitlements - \$5,736,947  
 D - Discretionary \$5-15 million  
 Total \$ 5-20 Mil Range  
 N - NPIAS Planning

Prepared by: NDAC July 4, 2002

D - Discretionary (competes nationally)  
 RTA - Runway / Taxiway / Apron  
 → - Carryover / multiyear

AIRPORT	BASED AIRCRAFT	ENTL \$	PROJECT	PCI	FAA Priority	2003			2004			2005			
						E	D	N	E	D	N	E	D	N	
1 Bismarck	82	1,490,377	Const. Terminal bldg. including access roads, apron, parking Const. Terminal Phase II (Multi-year 2003-2004 Entitlement) Rehab Txy C Rehab apron (Phase I - Specs)	-	49	1,480	11,000		1,490	1,069					
2 Fargo	167	2,013,617	Rehab Rwy 17/35 (Phase 1 - eng.) Rehab museum apron, by G2, G3, G4, Txy B, Rwy 13/31 Threshold Construct Rwy 17/35, edge lights, centerfield lights, txy, eng., (multi-year 2004-2005- Entiti.)	76	70	2,084		2,013	13,830			2,013			
3 Grand Forks	72	1,200,836	Const. Rwy 8R/28L (3,200' x 75') and parallel bty., (multi-year 2003-2004 Entiti.) Install security fence Purchase ARFF Rehab t-hgr. Txy. Reconst Apron A Wetland Mitigation	-	63	1,201	3,216		1,201						
4 Minot	69	1,032,117	Reconst Rwy 13/31 nw end & extend SE (multi-year 2003-2004) Purchase SRE Reconst west terminal apron	54	70	1,032		1,032							
				39	60									216	816

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*Deanna G. Hall*  
 Operator's Signature

10/30/03  
 Date

**EXHIBIT B**

**2003-2005 CIP - NPIAS PLANNING REPORT**

**FAA State General Aviation / Commercial Service Program**

Note: Entitlements are funds FAA may provide if annual airport program is approved at \$3.2 Bill nationwide. State Apportionment is based on the state's population and geographic area. Dollars in CIP are FAA 87% share in thousands.

A - Apportionment - \$3,251,698  
 E - Entitlements - \$5,254,947  
 Total - \$8,506,645  
 N - NPIAS Planning

Prepared by: NDAC May 2, 2002  
 D - Discretionary (compares regionally)  
 RTA - Runway / Taxiway / Apron  
 → - Carryover

AIRPORT	BASED AIRCRAFT	ENTL \$	PROJECT	PCI	FAA Priority	2003			2004			2005				
						E	A	N	E	A	N	E	A	N		
1 Jamestown	42	150,000	SRE	-	45	95										
			Security Fence	-	80											
			Rehab west GA apron / Ag pad / hwy	55	58				608D							
			Rehab apron concrete/cracks	64	58				300							
2 Williston	40	150,000	Rehab Rwy 13/31 (mill overlay)	83	68	55	22			150						
			Obst. Removal perlines Rwy 11	-	90											
			Rehab GA apron south by t-hyrs.	43	58	53					150					
			Rehab terminal apron (conc)	36	58											
3 Devils Lake	57	150,000	SRE	-	45	97										
			Rehab RTA	78	52											
			Rehab concrete apron	75	60											
			Construct terminal building	-	45											
4 Dickinson	22	150,000	Construct terminal access / pkg.	-	22											
			Remove obstruction Rwy 31	-	93	150	175									
			Security Fence	-	83											
			ARFF Truck	-	95											
4 Dickinson	22	150,000	Construct Txy D Connector	-	59	150	17									
			Rehab Rwy 14/32 & Rwy 7/25	-	70											
			Ag Pad	-	59											
			Construct by for hangars	-	57											
4 Dickinson	22	150,000	Rehab GA auto lot	-	17											
			Snow Removal Equipment	-	45											
			Perimeter Fencing	-	40											
			Part 139 - Fire Truck / bldg.	-	93											

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Operator's Signature *Donna G. Ball*

Date 10/30/03

**EXHIBIT C**

**FAA STATE GENERAL AVIATION / COMMERCIAL SERVICE PROGRAM**

Prepared by: NDAC May 2, 2002  
 D - Discretionary (compares regionally)  
 RTA - Runway / Taxiway / Apron  
 → - Carryover

Note: Entitlements are funds FAA may provide  
 If airport program is approved at \$3.2 BIF  
 nationwide. State Apportionment is based on  
 the state's population and geographic area.  
 Dollars in CIP are FAA 90% share in thousands.

A - Apportionment - \$3,251,698  
 E - Entitlements - \$5,254,847  
 Total - \$8,506,545  
 N - NPIAS Planning

AIRPORT	BASED AIRCRAFT	ENTL \$	PROJECT	PCI	FAA Priority	2003		2004		2005	
						E	A	E	A	E	A
5 Kindred	24	150,000	SRE / Bldg Construct Apron expansion (2005)	-	47	150		150			
6 Cando	10	150,000	AWOS Apron Expansion (2005) SRE - Bldg. / Access Road	-	44		500N	150		150	
7 Lakota	10	150,000	Const ag-apron / Access Road SRE - Bldg. / Access Road Install lights, PAPI / Beacon	18	56	150		150		150	
8 Edgeley	10	100,057	Construct Apron (2004) / Access Rd. AWOS	-	42	100		100		100	
9 Glen Ullin	10	150,000	SRE / Bldg. - Access Road Install lights, beacon / PAPI Construct crosswind	-	47	150		150			
10 Washburn	10	150,000	Construct Apron SRE / Bldg. / Access Road Install lights, beacon / PAPI	-	53	150		150		150	
11 Bowman	15	150,000	Extend runway grading, design (2005)	-	51	150		100N		150	
12 Wahpeton	38	150,000	Access Road Phase 1 & 2 Const Rwy Ext 700' SE, lights, by Const bays	67	21	150		300N		150	
					57			200N		150	

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*Deanna G. Schultz*  
 Operator's Signature

10/30/03  
 Date

**EXHIBIT C**

**2003-2005 NPIAS PLANNING REPORT**

**FAA State General Aviation / Commercial Service Program**

Prepared by: NDAC May 2, 2002  
 D - Discretionary (compares regionally)  
 RTA - Runway / Taxiway / Apron  
 → - Carryover

A - Apportionment - \$3,251,698  
 E - Entitlements - \$5,254,847  
 Total \$8,506,545  
 N - NPIAS Planning

Note: Entitlements are funds FAA may provide if annual airport program is approved at \$1.2 BIL nationwide. State Apportionment is based on the state's population and geographic area. Dollars in CIP are FAA 80% share in thousands.

AIRPORT	BASED AIRCRAFT	ENTL \$	PROJECT	PCI	FAA Priority	2003			2004			2005					
						E	A	N	E	A	N	E	A	N			
13 Valley City	45	150,000	Rehab RTA Const. Rwy 5/23 Const. parallel bwy / lights (2005)	-	81	150	→	1400N 752N 700N	150	→	300	150	→	300			
14 Becht	10	150,000	AWOS - Access Road - SRE PAPI - MRL - AWOS Rehab Rwy, lights / PAPI Extend Rwy 12,450'	73	42	150		1000N 500N	150		100	150		150			
15 Watford City	12	93,704	AWOS SRE Bldg. Rehab apron & bwy (2005)	-	42	93		300N	93								
16 Rugby	13	150,000	SRE Bldg. Rehab RTA Const. Ag-apron	56	47	110		600N	150	→		150	→	300			
17 Bottineau	13	93,333	Rehab RTA (leveling course) (2005) AWOS Installation	65	68	93	→	1300N 100N	93	→		93		1200			
18 Crosby	12	83,482	Const. Rwy 3/21 AWOS SRE / Bldg. Rehab Txy	81	53	83		600N	83								
19 Casselton	52	150,000	Rwy. Ext. 500' SRE / Bldg. Rehab bwy (sealants) Rehab aprons (sealants/patching)	70	53	150		500N				75		150		350	

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Operator's Signature Deanna Hall Date 10/30/03

**EXHIBIT C**

2003-2005 NPIAS REPORT

**FAA State General Aviation / Commercial Service Program**

A - Apportionment - \$3,251,698  
 E - Entitlements - \$5,254,847  
**Total** - \$8,506,545  
 N - NPIAS Planning

Note: Entitlements are funds FAA may provide if annual airport program is approved at \$3.2 Bn nationwide. State Apportionment is based on the state's population and geographic area. Dollars in CIP are FAA 90% share in thousands.

Prepared by: NDAC May 2, 2002  
 D - Discretionary (competes regionally)  
 RTA - Runway / Taxiway / Apron  
 → - Carryover

AIRPORT	BASED AIRCRAFT	ENTL \$	PROJECT	PCI	FAA Priority	2003		2004		2005	
						E	N	E	N	E	N
20 Mandan	30	150,000	SRE Bldg. (Phase III) Reconst Access Road Rehab apron (original site) (2005)	-	47	40	800N	150 →			
21 Michell	5	60,939	SRE / Bldg. - Access Road Rehab RTA (seal - cracks)	61	86	60	200N	60			
22 Mott	6	100,000	Rehab Rwy M/R SRE / Bldg. Rehab RTA (seal - cracks)	-	66	100	300N	100			
23 Hettinger	23	150,000	SRE - Access Road Rehab by / apron Rehab RTA, lights, signs	48	64	150	500N	150			
24 Oakes	17	150,000	Rehab RTA (2005) Runway Extension land acq. (2005)	77	66	150 →	400N 400N	150 →	100 300		
25 State 5010	1500	-	Airport 5010 Inspection Program	-	64		32			35	40
26 State MP	161	-	Master Plans (DIK-DVL-JMS-WIL) Update ALP CIP, EA, safety zoning	-	64						400N
27 State PCI	1400	-	PCI Surveys (53 Airports in NPIAS)	-	56		300N			300	
28 Carrington	7	150,000	Apron Rehab Const. Access Road / by AWCS Installation	-	42	150	300N	70 → 80	80N		150

ND Aeronautics Commissioner

Page 4

2/21/2003

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*Deanna G. Galt*  
 Operator's Signature

10/30/03  
 Date

**EXHIBIT C**

2003-2005 PLANING REPORT

**FAA State General Aviation / Commercial Service Program**

Note: Entitlements are funds FAA may provide if annual airport program is approved at \$12.8B nationwide. State Apportionment is based on the state's population and geographic area. Dollars in CP are FAA 90% share in thousands.

A - Apportionment - \$3,251,698  
 E - Entitlements - \$5,254,847  
 Total - \$8,506,545  
 N - NPIAS Planning

Prepared by: NDAC May 2, 2002  
 D - Discretionary (competes regionally)  
 RTA - Runway / Taxiway / Apron  
 - Carryover

AIRPORT	BASED AIRCRAFT	ENTL \$	PROJECT	PCI	FAA Priority	2003			2004			2005		
						E	A	N	E	A	N	E	A	N
29 Langdon	12	143,333	Rehab RTA Rehab Apron SRE / Bldg. Access Road (2005) AWOS Installation	66 61 - -	66 56 47 42	143	360	500N	53 90			143		
30 New Town	3	-	ALP / EA Rehab rwy & extend lights, msc.	- 69	64 66			100N			1000N			
31 State Av-Impact		-	Aviation Impact Update	-	66			200N						
32 State System Plan Update	611	-	Update 2001 Study with recommended air service changes	-	64			300N						300
33 Gwinner	8	57,778	Const. Txy SRE Rehab RTA	- - 80	57 47 66	57		500N	57			57		
34 Hazen	3	42,222	Rehab RTA SRE AWOS	79 - -	66 47 42	42		400N	42			42		
35 Grafton	18	127,778	Rehab RTA Access Road Rehab lights - AWOS	80 - -	66 47 42	127		1000N				127		461
36 Pembina	15	31,111	Rehab RTA SRE SRE Bldg	63 - -	66 47 47	31		300N	31					31

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Operator's Signature *Dean G. Hall*

Date 10/30/03

**EXHIBIT C**

**FAA State General Aviation / Commercial Service Program**

Prepared by: NIDAC May 2, 2002  
 D - Discretionary (competes regionally)  
 RTA - Runway / Taxiway / Apron  
 → - Carryover

A - Apportionment - \$3,251,688  
 E - Entitlements - \$5,254,847  
 Total \$8,506,545  
 N - NPIAS Planning

Note: Entitlements are funds FAA may provide if annual airport program is approved at \$3.2 Bill nationwide. State Apportionment is based on the state's population and geographic area. Dollars in CIP are FAA 95% share in thousands.

AIRPORT	BASED AIRCRAFT	ENTL \$	PROJECT	PCI	FAA Priority	2003		2004		2005	
						E	N	E	N	E	N
37 Rolla	10	38,889	Rehab RTA SRE SRE Bldg.	-	66 47 47	38	400N	38			
38 Tloca	23	41,111	Rehab RTA Extend Runway AWOS (2005) Purchase SRE	77	66 56 42 47	41	400N 300N	41	320 300	41	80N
39 Cavaller	13	113,333	Rehab RTA Const. Access Road / drainage SRE Bldg.	76	66 47 47	61 50	400N	113		113	
40 Cooperstown	12	150,000	Rehab RTA SRE - Bldg. AWOS / PAPI / Light Rehab	50	66 47 42	150	500N	150		150	
41 Ellendale	4	30,000	Rehab RTA SRE	-	66 47	30	400N	30	→	30	
42 Ft. Yates	0	150,000	Rehab RTA (Phase 1 - cracks) Rehab RTA (Phase 2 - overlay) - 2005 Install rwy lights / security fence	49 49	66 66 45	60 90	500N 150N	150	→	150	
43 Garrison	11	40,000	Rehab RTA SRE SRE Bldg.	77	66 47 47	40	400N	40		40	
44 Harvey	10	31,111	Rehab RTA AWOS (2004)	86	66 42	31	400N	31	→	31	

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*Deanna Ballarbo*  
 Operator's Signature

10/30/03  
 Date

**EXHIBIT C**

**FAA State General Aviation / Commercial Service Program**

Note: Entitlements are funds FAA may provide if annual airport program is approved at \$3.2 Bill nationwide. State Apportionment is based on the state's population and geographic area. Dollars in CAP are FAA 80% share in thousands.

A - Apportionment - \$3,251,698  
 E - Entitlements - \$5,254,847  
 Total - \$8,506,545  
 N - NPIAS Planning

Prepared by: NDAC May 2, 2002  
 D - Discretionary (competes regionally)  
 RTA - Runway / Taxiway / Apron  
 - Carryover

AIRPORT	BASED AIRCRAFT	ENTL \$	PROJECT	PCI	FAA Priority	2003		2004		2005	
						E	N	E	N	E	N
45 Hillsboro	16	56,667	Rehab RTA Land acquisition for apron Apron / Txy Ext.	-	66 58 58	56	700N 165N	56	213		
46 Kenmare	15	65,555	Rehab RTA Install PAPI's SRE	83	66 45 47	65	400N	65			65
47 Lillmoore	10	54,444	Rehab Lights (2004) Clear Obstruction (2005)	-	45 93	54	150N 200N	54			54
48 Linton	14	150,300	Rehab RTA Extend Rwy (2005)	-	66 56	50 100	500N	150			150
49 Northwood	12	96,967	Rehab RTA SRE - Bldg. - Access Road Install lights	-	66 47 45		200N 120N	96			96
50 Park River	8	50,000	Rehab RTA SRE - Bldg.	76	66 47	50	400N	50			50
51 Stanley	11	40,000	Rehab RTA SRE - Bldg. AWOS	81	66 47 42	40	400N				40
52 Weathalla	9	63,333	Rehab RTA SRE Reconstruct Txy	-	66 47 56	63	300N				63

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*Deanna Hall*  
 Operator's Signature

10/30/03  
 Date

**EXHIBIT C**

**FAA State General Aviation / Commercial Service Program**

Note: Entitlements are funds FAA may provide if annual airport program is approved at \$3.2 Bill nationwide. State Apportionment is based on the state's population and geographic area. Dollars in CIP are FAA 95% share in thousands.

A - Apportionment - \$3,251,688  
 E - Entitlements - \$5,254,847  
 Total - \$8,506,545  
 N - NPIAS Planning

Prepared by: NDAC May 2, 2002  
 D - Discretionary (compares regionally)  
 RTA - Runway / Taxiway / Apron  
 → - Carryover

AIRPORT	BASED AIRCRAFT	ENTL \$	PROJECT	PCI	FAA Priority	2003			2004			2005			
						E	A	N	E	A	N	E	A	N	
53	Dunsmuir - IPG	150,000	Rehab RTA Rehab Access Road / Fencing AWOS Land acquisition - Rwy 28/ALP	64	68 21 42 93	150		400N 150N							
54	Parshall	150,000	Rehab RTA SRE - Bldg. Const. Access Road / Fencing	84	96 47 47	150		400N			150 →				
55	Medora	0	Airport Site / Feasibility Plan EA / ALP Const. RTA	-	62		60						200		

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Operator's Signature *Deanna Ballarado*

Date 10/30/03

# 2001 - 2003 Capital Improvement Plan Summary

## EXHIBIT D

### FAA State General Aviation / Commercial Service Program

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

A - Apportionment - \$3,939,634  
 E - Entitlements - \$2,333,999  
 Total \$6,273,533

D - Discretionary  
 RTA - Runway / Taxiway / Apron  
 \$ Shown in Thousands

AIRPORT	BASED AIRCRAFT	ENTL \$	PROJECT	PCI	FAA Priority	2001		2002			
						E	A	E	A		
1 Jamestown	52	150	Rehab by E (concrete)	25	64	150	50			- Completed in 2001	
			Rehab by B North	52	64		284				- Completed in 2001
			Construct GA terminal apron (conc.)	-	52		424				- Planned in 2003
			Construct apron south (new)	-	52		332				- Completed in 2001
			Rehab west GA apron	55	58			150	210		- Planned in 2004
			Rehab Rwy 4/22 (seal)	-	68				100		- Completed in 2001
			Rehab apron concrete/cracks	64	58				133		- Completed in 2001
Rehab Rwy 13/31 (mill overlay)	83	68							- Planned in 2005		
2 Williston	40	150	Rehab by north GA to x-wind rwy	75	64	150	57			- Completed in 2001	
			Rehab GA apron south by t-hgns.	43	58			150	31		- Completed in 2001
			Rehab terminal apron (conc)	36	58						- Planned in 2003
3 Devils Lake	45	150	Construct GA apron	-	52	150				- Completed in 2000	
			Rehab concrete apron	75	58		100			- Planned in 2003	
			Construct terminal building	-	45						- Planned in 2003
			Construct terminal access / pkg	-	21						- Planned in 2003
4 Dickinson	20	150	Construct access road / pkg / fence	-	21	150				- Completed in 2000	
			Construct by D connection	-	57		82			- Planned in 2003	
			Rehab GA apron (Phase III)	26	58		180				- Completed in 2000
			Rehab Rwy 4/22 (seal)	-	68				120		- Completed in 2001
			Construct by for hangars	-	57				80		- Planned in 2003
			Rehab GA auto lot	-	17				70		- Planned in 2004
			Snow Removal Equipment	-	45						
Perimeter Fencing	-	40							- Planned in 2005		
Part 137 - Fire Truck / equipment	-	93							- Planned in 2005		

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*Dennis G. Walcott*  
 Operator's Signature

10/30/03  
 Date

# 2001 - 2003 Capital Improvement Plan Summary

## EXHIBIT D

### FAA State General Aviation / Commercial Service Program

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

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

D - Discretionary  
 RTA - Runway / Taxiway / Apron  
 \$ Shown in Thousands

AIRPORT	BASED AIRCRAFT	ENTL	PROJECT	PCI	FAA Priority	2001		2002		
						E	A	E	A	
5 Kindred	24	150	Construct RTA 13/31 Install lights / PAPI / Beacon Construct Apron expansion	69	61 47 44	150	850		150	- Completed in 2001 - Completed in 2002 - Completed in 2002
6 Cando	10	150	Construct RTA 15/33 Install lights / PAPI / Beacon (Carryover)	-	59 45	150	800		150	- Completed in 2001 - Completed in 2002
7 Lakota	10	150	Reconstruct Rwy 15/33, land, misc. Install lights, PAPI / Beacon	18	68 45	↑			300	- Completed in 2002 - Planned in 2003
8 Edgeley	10	150	Carry-over 3 years - \$ 450 Total)	-		↑			↑	- Completed in 2002
9 Glen Ullin	10	150	Purchase land, easement, eng. Reconst rwy, bty, apron, eng., mkg. Install lights, beacon / PAPI	18	41 66 45	150			150	- Completed in 2001 - Completed in 2002 - Planned in 2003
10 Washburn	10	144	Reconstruct RTA, land, eng Install lights, beacon / PAPI	-	68 45	↑			288	- Completed in 2002 - Planned in 2003
11 Bowman	15	134	Relocate obstructions, Enviro-Asses. Extend rwy / bty grading, design	-	44 51	134			↑	- Completed in 2002 - Planned in 2004
12 Wahpeton	38	111	ALP Update and Enviro-Asses. Land acq., plans/spec, appraisal Const Rwy Ext 950' SE, lights, eng.	67	64 42 53	111			111	- Completed in 2002 - Planned in 2003 - Planned in 2003

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Operator's Signature

*Demetrius Williams*

10/30/03

Date

# 2001 - 2003 Capital Improvement Plan Summary

## EXHIBIT D

### FAA State General Aviation / Commercial Service Program

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

**A - Apportionment - \$3,939,534**  
**E - Entitlements - \$2,333,989**  
**Total \$6,273,523**

D - Discretionary  
 RTA - Runway / Taxiway / Apron  
 ↑  
 \$ Shown in Thousands

AIRPORT	BASED AIRCRAFT	ENTL \$	PROJECT	PCI	FAA Priority	2001		2002		
						E	A	E	A	
13 Valley City	45	89	Const. partial parallel by - Rwy 30	-	57	↑		↑		- Planned in 2004
14 Beach	5	84	Land acq., legal, Enviro-Asses, eng. Rehab RTA & extend Rwy 12.450'	73	41 68	↑		↑	84	- Completed in 2002 - Planned in 2003
15 Watford City	12	82	Rehab apron & boys	-	56	↑		↑		- Planned in 2004
16 Rugby	13	80	Reconstruct hangar boys Rehab apron	27 56	62 56		80	↑		- Completed in 2001 - Planned in 2005
17 Bottineau	13	67	Rehab RTA (leveling course) AWOS installation	65	66 42	↑		↑	134	- Planned in 2004 - Planned in 2007
18 Crosby	12	57	Rehab apron	81	56	↑		↑		- Planned in 2006
19 Casselton	52	44	Purchase snow equip. tractor/mower Rehab by (sealants) Rehab aprons (sealants/patching)	- 66 42	47 66 60		44		44	- Completed in 2001 - Completed in 2001 - Completed in 2002
20 Mandan	30	27	Rehab apron (original site)	57	58	↑		↑		- Planned in 2004
21 Mohall	5	24	Rehab RTA (seal - cracks)	61	66	↑		↑		- Completed in 2001
22 Mott	6	23	Rehab RTA (seal - cracks)	-	66	↑		↑		- Completed in 2001
23 Hettinger	23	18	Rehab by / apron Lighting upgrade R/T/A	46	64 44	↑		↑	36	- Planned in 2003 - Planned in 2007

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 Operator's Signature

10/30/03  
 Date

# 2001 - 2003 Capital Improvement Plan Summary

**EXHIBIT D**

## FAA State General Aviation / Commercial Service Program

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

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

**D - Discretionary**  
**RTA - Runway / Taxiway / Apron**  
**\$ Shown in Thousands**

AIRPORT	BASED AIRCRAFT	ENTL \$	PROJECT	PCI	FAA Priority	2001		2002		
						E	A	E	A	
24 Oakes	17		Construct by / markings / reflectors		56		80			- Completed in 2002
25 State PM2			Pavement Maintenance (seal crack) 7 @ Grafton, Carrington, Garrison, Gwinner, Ellendale, Oakes, Hazen		66		300			- Completed in 2001
26 State MP			Master Plans (DIK-DVL-JMS-WIL) Update ALP, CIP, EA, safety, zoning		64		320			- Completed in 2002
27 State PCI			PCI Surveys (53 Airports in NPIAS)		56				315	- Planned in 2004
28 Carrington	7		AWOS Installation		42					- Planned in 2004
29 Langdon	12		AWOS Installation		42					- Planned in 2006
30 New Town	3		Rehab rwy & extend lights, misc	69	66					- Planned in 2006
31 State PM2			Pavement Maintenance (seal crack) 7 @ Langdon, Park River, Walthalla, Rolla, Linton, Cavalier, Cooperstown		66				320	- Planned in 2003
32 State System Plan Update			Update 1995 Study with recommended air service changes				100			- Completed in 2002
						Entitlement				
						Apportionment		3939		3939
						Discretionary				

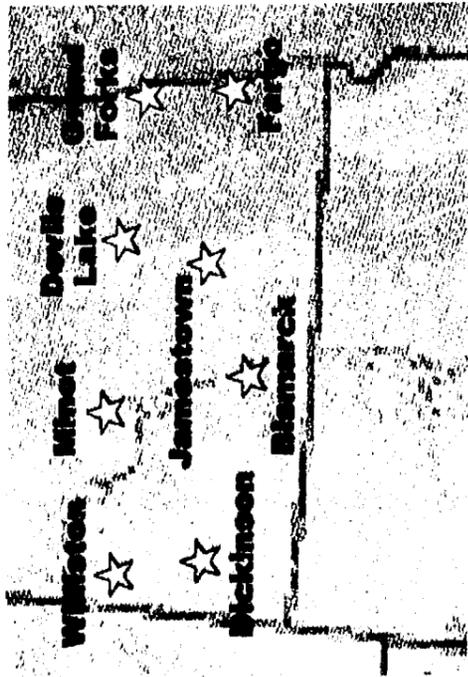
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*Dennis G. Ball*  
 Operator's Signature

10/30/03  
 Date

**SH&E** International Air Transport Consultancy

# North Dakota and U.S Air Service Trends



Prepared for:

**North Dakota Aeronautics Commission**

December 2002 Schedules

The micrographic images on this film are accurate reproductions of record delivered to Modern Information Systems for microfilming and were filmed in the regular course of business. The photographic process meets standards of the American National Standards Institute (ANSI) for archival microfilm. NOTICE: If the filmed image above is less legible than this Notice, it is due to the quality of the document being filmed.

*Dennis G. Ball*  
Operator's Signature

10/30/03  
Date

# Change in Daily Seat Capacity From Prior Year For the Central Region Airports

Change in Daily  
Seat Capacity  
December 2001  
vs. December  
2002

Seat Rank	Airport	Code	State	Daily Seats		Change
				Dec. 01	Dec. 02	
1	Minneapolis	MSP	MN	59,676	69,304	16.1%
2	St Louis	STL	MO	63,562	54,129	-14.8%
3	Kansas City	MCI	MO	27,578	25,181	-8.7%
4	Omaha	OMA	NE	7,775	8,283	6.5%
5	Des Moines	DSM	IA	3,820	4,087	7.0%
6	Wichita	ICT	KS	2,841	3,287	15.7%
7	Cedar Rapids	CID	IA	2,632	2,166	-17.7%
8	Sioux Falls	FSD	SD	1,145	1,439	25.7%
9	Springfield	SGF	MO	1,647	1,416	-14.0%
10	Fargo	FAR	ND	962	1,289	34.0%
11	Rapid City	RAP	SD	688	918	33.4%
12	Lincoln	LNK	NE	1,094	896	-18.1%
13	Rochester	RST	MN	830	816	-1.7%
14	Duluth	DLH	MN	700	704	0.6%
15	Bismarck	BIS	ND	528	675	27.5%
16	Grand Forks	GFK	ND	468	545	16.5%
17	Minot	MOT	ND	300	300	0.0%
18	Aberdeen	ABR	SD	231	297	28.6%
19	Sioux City	SUX	IA	401	287	-28.4%
20	Dubuque	DBQ	IA	243	237	-2.5%
21	Saint Cloud	STC	MN	198	231	16.7%
22	Waterloo	ALO	IA	298	227	-23.8%
23	Mason City	MCW	IA	198	188	0.0%
24	Bemidji	BJI	MN	207	174	-15.9%
25	Fibbing/Chisholm	HIB	MN	66	165	150.0%
26	Joplin	JLN	MO	153	145	-5.2%
27	Columbia	COU	MO	116	145	25.0%
28	Manhattan	MHK	KS	114	133	16.7%
29	Watertown	ATY	SD	89	132	33.3%
30	Brainerd	BRD	MN	132	132	0.0%

Source: OAG Schedule Tapes

The micrographic images on this film are accurate reproductions of records delivered to Modern Information Systems for microfilming and were filmed in the regular course of business. The photographic process meets standards of the American National Standards Institute (ANSI) for archival microfilm. NOTICE: If the filmed image above is less legible than this Notice, it is due to the quality of the document being filmed.

*Deanna G. Hall*  
Operator's Signature

10/30/03  
Date

# Change in Daily Seat Capacity From Prior Year For the Central Region Airports, cont'd

Seat Rank	Airport	Code	State	Daily Seat Capacity		Change
				Dec 01	Dec 02	
31	Dickinson	DKK	ND	76	120	57.9%
32	Jamestown	JMS	ND	114	114	0.0%
33	Garden City	GCK	KS	114	114	0.0%
34	Pierre	PIR	SD	104	104	0.0%
35	Fort Dodge	FOD	IA	99	99	0.0%
36	Inernational Falls	INL	MN	99	99	0.0%
37	North Platte	LBF	NE	95	95	0.0%
38	Dodge City	DDC	KS	95	95	0.0%
39	McCook	MCK	NE	95	95	0.0%
40	Liberal	LBL	KS	95	95	0.0%
41	Williston	ISN	ND	70	92	31.4%
42	Brookings	BKX	SD	76	76	0.0%
43	Kearney	EAR	NE	95	76	-20.0%
44	Hays	HYS	KS	76	76	0.0%
45	Alliance	AIA	NE	57	76	33.3%
46	Grand Rapids	GPZ	MIN	66	66	0.0%
47	Thief River Falls	TVF	MIN	66	66	0.0%
48	Topeka	FOE	KS	76	57	-25.0%
49	Chadron	CDR	NE	57	57	0.0%
50	Devils Lake	DVL	ND	57	57	0.0%
51	Grand Island	GRi	NE	76	57	-25.0%
52	Scottsbluff	BFF	NE	57	57	0.0%
53	Great Bend	GBD	KS	57	57	0.0%
54	Cape Girardeau	CGI	MO	54	54	0.0%
55	Burlington	BRL	IA	72	54	-25.0%
56	Norfolk	OFK	NE	38	38	0.0%
57	Salina	SLN	KS	57	38	-33.3%
58	Huron	HON	SD	38	38	0.0%
59	Kirkville	IRK	MO	36	36	0.0%
60	Fort Leonard Wood	TBN	MO	54	0	-100.0%

Change In Daily  
Seat Capacity  
December 2001  
vs. December  
2002

Source: OAG Schedule Tapes

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*Deanna Williams*  
Operator's Signature

10/30/03  
Date

# Yearly Boardings Comparison of Commercial Service Airports

Prepared by: N.D. Aeronautics Commission  
24-Feb-03



	CY 2002	CY 2001	CY 2000	CY 1999	CY 1998	CY 1997	CY 1996	CY 1995	CY 1994	CY 1993	Difference 2002/2001	% Change
Bismarck	139,343	121,246	134,483	127,812	121,972	122,435	137,515	140,196	131,641	135,759	8,097	6.17%
Devils Lake	2,129	2,390	2,396	2,833	3,123	1,887	3,811	3,722	3,812	4,055	(201)	-10.92%
Dickinson - 1/	2,911	3,366	3,921	3,529	3,883	3,607	4,323	3,457	3,568	929	(455)	-13.52%
Fargo	230,406	217,979	230,969	221,368	192,732	203,105	216,333	222,645	212,663	212,577	12,427	5.70%
Grand Forks	86,573	82,054	86,868	85,589	84,086	93,431	92,583	93,419	100,569	96,182	4,519	5.51%
Jamestown	2,166	2,507	2,600	2,874	3,475	2,016	2,581	2,790	3,219	3,450	(341)	-13.60%
Minot	70,571	68,255	72,330	71,547	69,223	74,137	75,603	77,096	81,765	84,864	2,316	3.39%
Williston	4,163	4,333	4,718	5,441	6,191	6,273	8,800	7,302	7,006	5,081	(170)	-3.92%
<b>TOTALS</b>	<b>538,262</b>	<b>512,130</b>	<b>538,285</b>	<b>520,993</b>	<b>484,685</b>	<b>506,891</b>	<b>541,549</b>	<b>550,627</b>	<b>544,243</b>	<b>542,897</b>	<b>26,132</b>	<b>5.10%</b>

1/ Service Inaugurated September 8, 1993

Commercial (BIS- FAR-GFK-MOT)	526,893	499,534	524,650	506,316	468,013	493,108	522,034	533,356	526,638	529,382	27,359	5.48%
Regional (DVK-DIK- JMS-WIL)	11,369	12,596	13,635	14,677	16,672	13,783	19,515	17,271	17,605	13,515	(1,227)	-9.74%

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*Deanna Ball...*  
Operator's Signature

10/30/03  
Date

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

---

**Robert J. Miller, Chairman, Casselton, ND** - After 30 years of airline service, Bob retired as Captain with Northwest Airlines. He is a real estate business owner, 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 35+ years and has served on the Commission since 1985.

**Jay B. Lindquist, Vice Chairman, Hettinger, ND** - President of Air Dakota Flite, a full service fixed base operator (FBO). J.B. has a strong aerial applicator background. He has been a Certified Flight Instructor for 40 years and has served as the manager of the Hettinger Airport for many years. His other interests are in banking, retail and farming. He has been flying 45+ years and has been a member of the Commission since 1993.

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

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

**Diane L. Herr, Member, Turtle Lake, ND** - This US Postmaster is an active private pilot. She has served as President of the ND Chapter of the 99's, is a member of the North Dakota Pilot's Association and EAA. Diane is very active in community affairs, participates in the Young Eagle program and organizes a very well attended fly-in at the Turtle Lake Airport each year. Diane has served on the Commission since 1998.

**AGENCY VISION:**

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

**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 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 aviation associations, congressional offices, Federal Aviation Administration and other national aviation associations is necessary. Continuing to consult with the state aviation community through the North Dakota Aviation Council and its affiliated members is of the utmost importance. These lines of communication will remain and strengthen the positive direction and effort of the Aeronautics Commission into the future.

The Aeronautics Commission celebrated its 50th birthday in July 1997. In 1947, the state had 59 municipal airports and 121 grass strips. Today, we have 59 municipal airports and 220+ registered grass strips. The goal set by the agency in the middle 50's was to have a minimum of one hard surfaced airport in every county. There are only ten counties without a paved airport. Out of that, only five counties do not have a public airport facility.

- 200+ airports in the state
- 200+ paved grass airfields
- 6 turbine engines in North Dakota: Mesa, United Express-Atlantic Coast, United Express, Northwest Airlink, Mesa, and Big Sky
- 97 spray businesses operate in North Dakota utilizing and helicopters
- 80,000 tons of air freight are flown annually into North Dakota commercial airports

For assistance in your aviation projects please contact:

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



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*Dennis J. Galt*  
 Operator's Signature 10/30/03  
Date

Presentation on HB1006

January 17, 2003

Dear Chairman and members of the committee. I am Rick Ennen, representing Kadmas, Lee & Jackson. We provide airport planning, design and construction management services, and over the years have served many of the airports in North Dakota's aviation system.

Federal grants for the state have grown significantly in recent years, and we expect for 2003 that as much as \$8.5 million in entitlement and apportionment funds will be made available by Congress for distribution to general aviation airports in North Dakota. This money is vital to helping communities maintain and improve their runways. The Aeronautics Commission plays an important role in the allocation of those monies to where they are most needed.

Maintenance of existing pavement surfaces is the highest priority objective for grant funding. Each year, maintenance related expenditures consume the bulk of available grant funding. On a typical asphalt runway, total maintenance costs over the life of the runway can equal one-third or more of the original cost of the runway. Even though maintenance is expensive, delaying it results in pavements that fail years before their potential life spans should expire.

Two years ago we helped the Aeronautics Commission carry out a multiple airport maintenance project for ten general aviation airports. The project involved the application of a pavement rejuvenator. A rejuvenator is a coal-tar based product that is applied to the surface of the pavement that softens the existing asphalt and helps bind the fine aggregates to the surface. The cost of the rejuvenator was approximately 1/8<sup>th</sup> of the cost of a pavement overlay, and it will extend the life of the runways. Also, the cost efficiency of combining these airports into one project saved approximately 20 percent as compared to doing each airport as an individual project.

This past year we helped the Aeronautics Commission complete 20-year master plans for commercial service airports in Williston, Devils Lake and Dickinson. The pavement testing we conducted as part of this project showed that the pavements are performing very well. Our work also found solutions to the issues of providing future runway extensions, improving poor weather navigation capability, complying with upgraded runway safety requirements, and meeting security rules for the public terminals.

The leadership the Aeronautics Commission provides is critical to the preservation of our public airports that are so vital to the welfare and prosperity of our communities. We support the appropriations bill at hand.

Thank you for your time and attention this morning.

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Deanna Ball  
Operator's Signature

10/30/03  
Date

## Airfield Pavement Rejuvenators

### Introduction

The purpose of this article is to provide information on our experiences with pavement rejuvenators. This technique has been used in the upper Midwest for the past 10 years. What is a pavement rejuvenator? It is a coal-tar based product that is applied to the surface of the pavement to help soften up or rejuvenate the existing asphalt and to help hold the finer aggregate from raveling out of the surface.

### Surface Preparation

Depending on the surface condition, the pavement may need to be cracked sealed, have major cracks (tire thumpers) repaired, or have spot areas patched before the rejuvenator is applied. Cracks should be sealed each year when they open up to prevent water from entering and damaging the base. Estimated costs (per lineal foot) for surface preparation are as follows:

- Crack sealing—\$0.45-\$0.60
- Hot pour repair—\$3.50-\$6.00
- Major crack repair—\$7.00-\$9.50

Pictured is a view of a hot pour pavement repair performed on a recent project. The material is made of a commercial mixture of aggregate smaller than one-quarter inch in diameter and a modified asphalt

binder. Note that the material is placed over the crack and leveled with a squeegee.

Hot pour pavement repair and major crack repairs are performed on cracks that have opened significantly and are causing the "tire thumpers". The crack is repaired to reduce the bump feeling as a plane crosses over it.

Pictured below is a view of a major crack repair performed in 2001. The existing crack, which was approximately four inches wide, was removed through the entire pavement depth.



At this point, the gravel base has been recompact and the contractor is applying tack oil to the pavement edges just prior to placing the new hot mix asphalt.

### Surface Rehabilitation

Now that the cracks have been sealed and/or repaired, the pavement surface can be rehabilitated. During the design phase, the action taken to rehabilitate the pavement surface will have to be determined. Below are estimated costs (per square yard) for a rejuvenator or overlay.

- Coal tar sealer/rejuvenator— \$0.70-\$0.95
- 3" bituminous overlay—\$5.50-\$7.00

A rejuvenator is approximately 1/8 the cost of a bituminous overlay. This is a significant cost savings. Although it doesn't level the paved surface or improve the ride of the pavement,

(continued on back)



What is applied with paint to make pavement markings more reflective during low light periods?

- a. A clear coat
- b. Glass beads
- c. Plastic
- d. Diamonds

(Answer on back)

## Contact Information

May we feature your airport and its financial accomplishments in this newsletter?

Contact:

Mr. Rick Ennen, or  
Mr. Niles Hushka

**1.800.213.3860**

email:  
rennen@kljeng.com  
web: www.kljeng.com

This publication is produced monthly by Kadmas, Lee & Jackson for the benefit of Airport Management—  
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3237 E. Broadway  
P.O. Box 1157  
Bismarck, North Dakota 58502-1157



# VISION AIR

financial

## NEWSLETTER

### Airfield Pavement Rejuvenators, (continued)

#### Surface Rehabilitation

the rejuvenator does reseal the surface, provide fuel resistance and extend the time when a bituminous overlay will be needed.

Based on our experience, rejuvenators do hold up well in our environment. Here is a picture of the Williston Airport pavement rejuvenator, which was applied in 1997. Note the wear on the surface caused by the plowing of snow. In areas where the plow did not scrape the rejuvenator off the surface, the aggregate is still fully covered and is in good condition.



- Notify itinerant aircraft of the construction, and
- Notify local tenants of the construction activity.

A side benefit of a rejuvenating project is that the airport will be closed for only a short time.

A FAA requirement is that surface friction must be measured before and after the pavement rejuvenator has been applied, if the application is on the runway surface. At this point, the FAA does not require friction testing with the other methods of pavement rehabilitation.

#### Conclusions

Individual projects will vary and rehabilitation projects should be assessed based on the existing pavement conditions at each airport. Typically, a pavement is ready for a rejuvenator when the surface is oxidized and some of the fines are being lost from the pavement.

Please consult with your local State and FAA agencies and Kadrmass, Lee & Jackson to see if your airport pavements would benefit from a rejuvenator application.

#### Benefits

Some keys to a successful project are:

- Have an informative pre-construction meeting to discuss the project schedule, responsibilities, and concerns from all involved parties
- Establish the application rate that suites your airport pavement
- Have on-site engineering staff observe the construction and monitor weather conditions so that rain or storms will not impact the curing process
- Issue proper NOTAMs during the process

*Note: Some information contained in this article was written with the assistance of North Dakota Aeronautics Commission and the FAA—Bismarck ADO.*



*This article was submitted by Tom Neigum. If you have questions or comments, please contact him at 1-800-213-3860 or email at [rneigum@kljeng.com](mailto:rneigum@kljeng.com).*

Answer to front page 'On the Fly' quiz: b. Glass beads

See You Next Month!

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*Deanna Williams*  
Operator's Signature

10/30/03  
Date

Exhibit 3

W:\AAW\work\docs\house bill 1006-1

SENATE APPROPRIATIONS COMMITTEE

SENATOR: RAY HOLMBERG, CHAIRMAN

BILL L. BOWMAN AND TONY S. GRINDBERG  
VICE CHAIRMAN

REF: HB #1006 - ND AERONAUTICS COMMISSION BUDGET

Mr. Chairman, Members of the Committee;

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

The Bismarck Municipal Airport has undertaken several sizable runway renovation projects in the last several years and is now in the midst of a 24 million dollar terminal development project. Our funding needs for those projects have far exceeded our entitlements from the FAA, but with the help of Gary and his staff, we have been successful at filling the gap with additional FAA Discretionary Funds. The ND Aeronautics Commission continues to assist us in coordinating with the local, regional and Washington levels of FAA to make these projects possible. They are key players in our success on achieving the federal funding necessary to accomplish these multi-million-dollar improvement projects at the state's airports every year, and this is especially true for the Bismarck Airport.

The grant funds we receive directly from the Aeronautics Commission help greatly to match the federal funding secured for these airport improvements. Plus, the 50/50 maintenance grants for crack sealing, seal coating, etc. go a long way towards keeping up and maintaining the infrastructure that is already in place at North Dakota's Airports.

Beyond all the funding support we receive, the NDAC also takes the lead role in:

- Aviation Security Matters, which has been at the forefront of the entire industry for the last year and a half.
- Airline Issues - keeping fares in check and adequate service in place, etc...
- Air Service Studies
- Economic Impact Studies
- Administering the Pavement Maintenance Programs -- which has now become a federal requirement
- Capital Improvement Planning and Prioritizing Federal Funding Airport Directories...and much more.

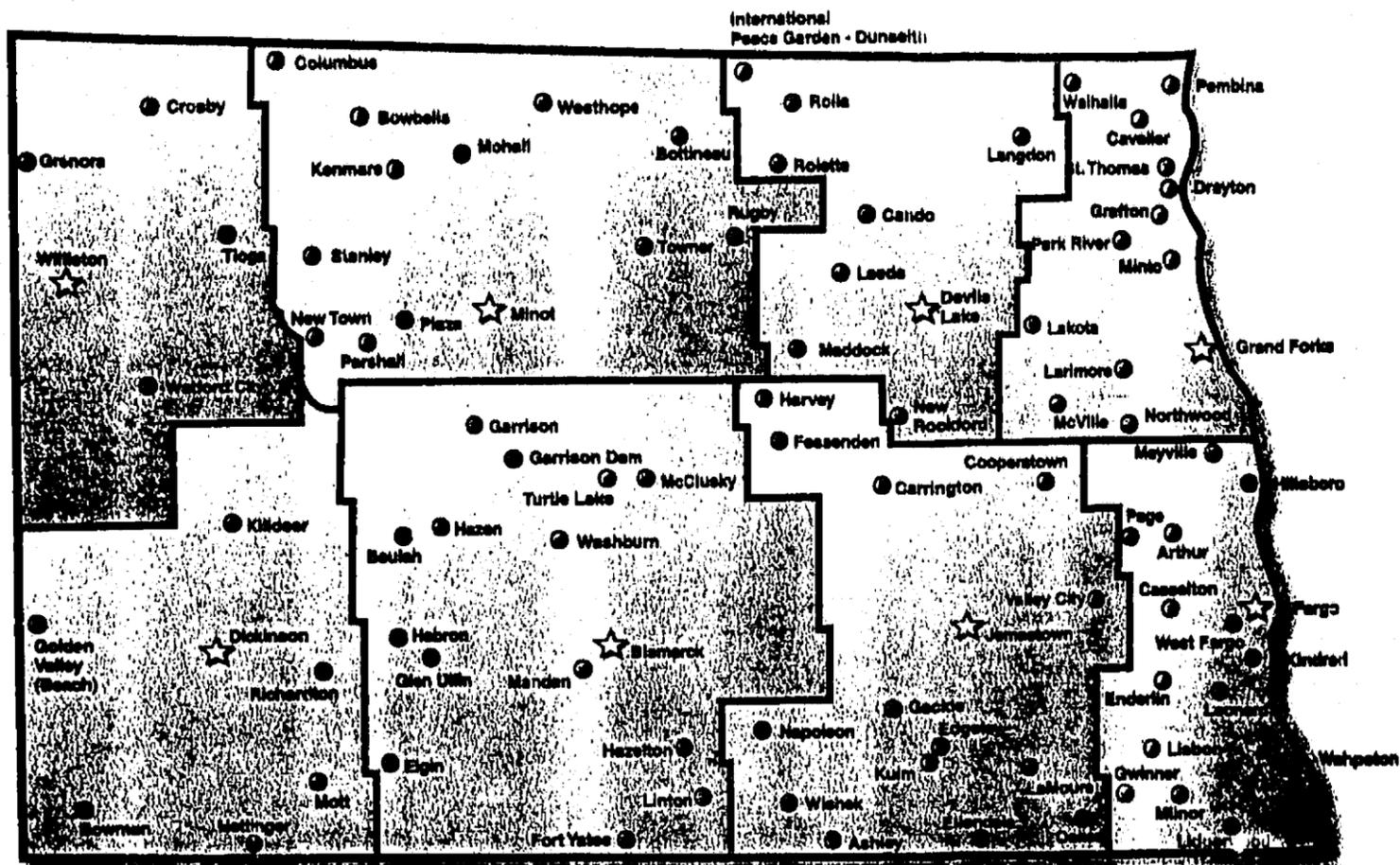
We are appreciative of their work and support their programs and encourage you to support passage of House Bill #1006. Thank you

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*Deanna Hall*  
Operator's Signature

10/30/03  
Date

# North Dakota Aviation Security Plan



92 TOTAL = ☆ Commercial Service Airport (8) ● General Aviation Facility (84)

## Public Airports in North Dakota



Prepared by:  
North Dakota Aeronautics Commission

October 19, 2001

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*Deanna Ball...*  
Operator's Signature

10/30/03  
Date

## North Dakota Aviation Security Plan

Prepared by  
North Dakota Aeronautics Commission  
Gary R. Ness, Director

---

### A. Purpose

To provide a reasonable, workable security plan for 436 airports and facets of the aviation industry within the State of North Dakota. To gain back public confidence in the safety of flight for all aviation segments such as airlines, air cargo, aerial sprayers, charter, flight instruction and other general aviation flying.

Breakdown of North Dakota Aviation:

1. **Primary Air Carrier Airports (4 airports)**
  - A. Fargo
  - B. Grand Forks
  - C. Minot
  - D. Bismarck
2. **Regional Commercial Service Airports (4 airports)**
  - A. Williston
  - B. Dickinson
  - C. Devils Lake
  - D. Jamestown
3. **General Aviation Airports (84 airports)**
4. **Aerial Agricultural Aviation (166 licensed operations in 2001)**
5. **Private airfields (344 - 1 Seaplane, 15 Heliports, 328 Private Airstrips)**

### B. Primary Air Carrier Airports

These operations already are part of FAA Part 107 Security Plans on file with the FAA and have the resources available to provide the security that those classification of airports require (see September 12, 2001 Emergency Amendment). Primary airports have full time screeners and screening check points. Random baggage search is occurring with North Dakota National Guard (NDNG) and local law enforcement available or on request. Parking at airports has been removed to at least 300' from passenger terminals.

effort will be difficult due to address changes from rural routes to 911 addresses. The Commission will follow up on returns and address changes to identify all the airfields possible for notification.

The Aeronautics Commission has requested each owner to submit a security plan and read the information from FAA Security Advisory that public airports follow this plan can be found in Appendix C of this document.

#### G. Closure

##### GA Airports

The Airport Association of North Dakota (AAND) has an established phone tree developed for fast action on aviation issues in the legislature. This phone tree is developed using the Chairman, the 5 members of the Board of Directors and the airports in the five districts of the State. After the Chairman activates the Board members, they call four airport members in their Districts and those four members will call 3 to 4 additional airport managers or the responsible person selected at each airport. With this scenario, all airports within the State should have notice to close the facility within hours of activation. All airports have the information on how to correctly close the facility. This information can be found in Appendix D of this document.

##### Private Airfields

The North Dakota Wing of the Civil Air Patrol has taken on the task of being the closure coordinators of these airfields. Using the 7 squadrons statewide, they will assign their "boiler room" phone network. This information will be found in Appendix E of this document.

#### H. Funding Elements

Appendix G is FAA guidance assisting airports in funding security and safety measures. The North Dakota Aeronautics Commission will be reviewing for up to 50% local cost share for these grants. The Bismarck FAA Airports District Office (ph. 701-323-7380) has staff available to program these future grants and work with airport managers on federal safety and security measures.



TO: Aerial Applicators in North Dakota

FROM: Gary R. Ness, Director

DATE: October 1, 2001

Please bear with me. The Governor has been asked by the White House to provide information for several difficult pieces of information.

One of these pertains to aerial applicator aircraft and security of these aircraft. Following you will find a questionnaire related to that request. Please fill out this questionnaire and return to the Aeronautics Commission in the enclosed envelope as soon as possible.

GOVERNOR  
John Hoeven  
Governor of North Dakota

STAFF  
Gary R. Ness  
Director

Roger L. Pfeiffer  
Assistant Director

Mark J. Holzer  
Planner

MISSIONERS  
Robert J. Miller  
Chairman, Cassin

Jay B. Lindquist  
Vice Chair, Hewinger

Maurice E. Cook  
Bismarck

Dianne L. Herr  
Turtle Lake

Cindy K. Schreiber-Beck  
Webster

Business Name \_\_\_\_\_

Operators Name/Address: \_\_\_\_\_

E-mail address: \_\_\_\_\_

Phone No.: \_\_\_\_\_ Cell Phone: \_\_\_\_\_

Aircraft in inventory:

N- \_\_\_\_\_ N- \_\_\_\_\_ N- \_\_\_\_\_

N- \_\_\_\_\_ N- \_\_\_\_\_ N- \_\_\_\_\_

N- \_\_\_\_\_ N- \_\_\_\_\_ N- \_\_\_\_\_

Your security plan to prevent theft of these aircraft:

- Stored locked hangar
- Disabled Propellor
- Disabled electrical starter system
- Other

\_\_\_\_\_  
\_\_\_\_\_

P.O. Box 5020 • Bismarck, ND 58502 (2301 University Drive • Bldg. 1652-22) • Tel: 701.328.9650 • Fax: 701.328.9656  
E-mail: ndaero@state.nd.us • Website: www.state.nd.us/ndaero

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Deanna Ball...  
Operator's Signature

10/30/03  
Date



## AIRFIELD AND AIRCRAFT SECURITY IN THE WAKE OF THE TERRORIST ATTACKS

Following the September 11, 2001, multiple terrorist attacks against U.S. civil air carriers, involving the World Trade Center and the Pentagon, the FAA is advising of the potential for follow-on terrorist attacks.

As we have done on several occasions in the past, the FAA is seeking your cooperation in helping to safeguard the air transportation system. We are raising the security posture at all Part 107 airports throughout the United States. We believe that it is prudent to inform airport and airfield operators of our concern. Accordingly, to help keep public and private airfields safe and secure during the foreseeable future, we need your help.

### IF YOU ARE THE OWNER OR OPERATOR OF AN AIRFIELD PLEASE:

1. Distribute this circular to all organizations, which have a regular presence on the airfield.
2. Contact your local law enforcement agency and verify the procedures you would use to report any suspicious activity at your airfield.
3. Promptly report information indicating possible criminal activity to your local law enforcement agency.

### PERSONS INVOLVED IN OPERATING, SERVICING OR RENTING SMALL AIRCRAFT SHOULD BE ON THE LOOK-OUT FOR:

- Aircraft with unusual or unauthorized modifications;
- Persons loitering for extended periods in the vicinity of parked aircraft or in air operations areas;
- Pilots who appear to be under the control of other persons;
- Persons wishing to obtain aircraft without presenting proper credentials or persons who present apparently valid credentials but do not have a corresponding level of aviation knowledge; or
- Anything that doesn't look right! (i.e. events or circumstances which do not fit the pattern of lawful normal activity at your airport.)

**REMEMBER:** If you see something highly dangerous, such as weapons or explosives, being loaded on an aircraft; or if you have other reason to believe that a serious crime or some sort of attack is about to occur, immediately call local law enforcement authorities!

**AND CALL YOUR NEAREST FBI OFFICE**

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Deanna G. Ballantyne  
Operator's signature

10/30/03  
Date



**TO:** Private Airport Owners / Operators  
**FROM:** Gary R. Ness, Director  
**DATE:** October 3, 2001

Please bear with me. The Governor has been asked by the White House to provide information for several difficult pieces of information.

**\*At this time, this is only a preparation measure.\***

**GOVERNOR**  
 John Hoeven  
 State of North Dakota

**STAFF**  
 Gary R. Ness  
 Director

Roger L. Pfeiffer  
 Assistant Director

Mark J. Holzer  
 Planner

**MISSIONERS**

J. Miller  
 Chairman, Casselton

Jay E. Lindquist  
 Vice Chair, Hettinger

Maurice E. Cook  
 Bismarck

Dianna L. Herz  
 Turtle Lake

Cindy K. Schreiber-Beck  
 Wahpeton

**Question #1:** How could the state close all privately owned airports in a timely fashion?

**Answer:** After notification of request for closure by federal or state authorities, issue NOTAM to FAA Flight Service (1-800-992-7433) and place yellow crosses (painted plywood) at runway end thresholds over painted numerals if asphalt. Turn off runway lights, lighted windsock and beacon. Notify airport tenants by phone call.

**Question #2:** What is the aircraft security plan for the privately owned airports?

**Answer:** This is a tough question to answer because of 225 years of personal freedoms and 98 years of aviation freedoms. Please remember that national security people are the controlling factor and information. Positive actions will help us maintain the freedoms we enjoy today. All publicly owned airports and aerial applicators have been asked for a similar security plan.

I'm attaching a sample airfield and aircraft security plan for your review. Please return an approved plan for your airport in the enclosed envelope.

I would like your returned action to our office by October 10, 2001.

Please call Gary Ness or Mark Holzer at the Aeronautics Commission office at (701) 328-9650 if you have any questions. Thank you for your cooperation.

P.O. Box 5020 • Bismarck, ND 58502 • (2501 University Drive • Bldg. 1652-22) • Tel: 701.328.9650 • Fax: 701.328.9656  
 E-mail: ndaero@state.nd.us • Website: www.state.nd.us/ndaero

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*Deanna Ball...*  
 Operator's Signature

10/30/03  
 Date

## North Dakota Privately Owned Airfield and Aircraft Security Plan

1. Develop signage for notification of "No Unauthorized Access"
2. All hangers required to have door locks or padlocked entries and secured windows.
3. All aircraft not secured in a hangar are required to have:
  - a. Disabled electrical starter system
  - b. Disabled propellor
  - c. Other Actions

---

These actions to be immediately communicated to local airfield tenants and hangar owners.

4. Develop communications between the airport management and local law enforcement to verify the procedures that will be used to report suspicious activity.
5. As part of this document, the FAA informational attachment related to this September 11<sup>th</sup> terrorist action shall be incorporated into this plan.

Airport Name: \_\_\_\_\_ Owner: \_\_\_\_\_

Address: \_\_\_\_\_

Phone No.: \_\_\_\_\_ Cell Phone No.: \_\_\_\_\_

E-mail address: \_\_\_\_\_

Signature of Owner / Operator: \_\_\_\_\_

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Deanna Ballarath  
Operator's signature

10/30/03  
Date

Revised 10-28-2002

## **General Aviation Airports Closure Procedures**

The general aviation airports closure procedure will be operated through the State Radio Notification System. The County Sheriff's have law enforcement jurisdiction in several communities. The local Police Chief's have the same across the State. A list is attached of those Sheriff offices and Police Departments that are the first contact on a "General Aviation Airport Closure Order". The local law enforcement responsibility is to secure the airport and then notify the local airport management of the "ORDER", thus turning the "Closure" procedure over to the management to perform the plan in place at the local airport level. All Sheriff Dept/ Police Dept/Airport Management have been notified, by mail, of this change and instructed on the procedure for the future.  
(See attached copies of a sample of the contact letters)

### **Alert Notification Procedure**

#### **State Radio**

(See attached Procedure)

#### **Sheriff's Office or Police Department**

#### **Local Airport Management/ Airport Authority Members**

All Sheriff Departments have received Airport Authority Member lists for airports within the Departments jurisdictions.

All Police Departments have received Airport Authority Member list for their local airport.

A strong suggestion to all involved is to have a face-to-face meeting to plan out their actions if a "Closure" is called.

This procedure is for "Closure" only. The day-to-day - month-to-month informational contact will continue as today. The Sheriff and Police involvement will only be needed on the "Closure" request from the federal government.

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*Deanna Ballarath*  
Operator's signature

10/30/03  
Date

***State Radio Alert Procedure***

**General Aviation Airport Facility Closure Request**

Request will Come from one or both of the these Federal agencies:

**Transportation Security Administration (TSA)  
or the Federal Aviation Administration (FAA)**

**Request:**

***"Please close all General Aviation Airports in the State of North Dakota"***

**State Radio: *Broadcast alert to state-wide law enforcement***

**Type of alert: *Law-enforcement All Points Alert Broadcast***

**"This is a General Aviation Airport Facility Closure request.  
Please secure the airport/s in your jurisdiction and notify airport  
management to activate the local; Facility Closure Plan"**

**This Alert to Broadcasted:**

**Three times @ hour X Three hours  
Plus**

**Teletype alert to all Law enforcement facilities**

**Verification/ Follow-up: Aeronautics Commission will perform  
this function with-in 48 hours of ALERT**

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Operator's signature

**10/30/03**  
Date

## Private Airfields Closure Procedures

The private airfield closure procedures will be operated by the notification of the North Dakota Wing of the Civil Air Patrol.

ND Wing Civil Air Patrol participants will cite script (Exhibit 1)

### Chain of Command

Emergency Management Duty Officer



Command Headquarters  
ND Civil Air Patrol



Dickinson Squadron	Williston Squadron	Bismarck Squadron	Minot Squadron	Grand Forks Squadron	Fargo Squadron
8 counties	6 counties	10 counties	9 counties	12 counties	8 counties
↓	↓	↓	↓	↓	↓
27 airfields	29 airfields	51 airfields	49 airfields	72 airfields	84 airfields

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EXHIBIT 1

## STATE HOMELAND SECURITY NOTICE

This is \_\_\_\_\_ from the \_\_\_\_\_

Airport. This is to notify you that the North Dakota Wing of the Civil Air Patrol for the State's Homeland Defense is activating your "Airport Closure" notification due to emergency declaration. This is ("NOT" or "IS") a test. This is serious!

Do the following:

- Issue NOTAM to AFSS at 1-800-992-7433
- Place yellow crosses at Runway ends.
- Notify airport tenants like aerial sprayers to "Cease Flying Now"
- Call AFSS with N-Number if any planes depart or land until further notice.

My phone number is \_\_\_\_\_ if you have any questions.

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## *Continued Action Plan*

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Operator's Signature

*10/30/03*  
Date

Appendix J

Air Carrier Airports / Commercial Service

1. Weekly telecon (Thursday's - 3:00 p.m.) To discuss actions, failures and victories.
2. Continued contact with national organizations such as AAAE, NATA, NBAA, and FAA.
3. Facilitation of security costs with proper agencies.

Appendix K

General Aviation Airports Follow-On Action

1. Dry run of "phone tree" on October 18<sup>th</sup>.
2. Action letter to all airports reporting on the dry run effort.
3. Action letter developed and sent to all airports on a bi-monthly basis. Provide models of other airport security programs for comparisons.
4. Facilitate any communication for security costs to the FAA for AIP reimbursement.
5. Provide a security educational program at the next statewide aviation symposium. Contract has already been developed to provide this effort at Bismarck for March 2-4, 2002.

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Appendix L

Private Airfields Follow-On Action

1. Provide positive response to the informational collection action.
2. Develop action letter to communicate best of Security Plans.
3. Provide Civil Air Patrol with a more accurate list and phone numbers for the "boiler room" squadron notification effort.

Appendix M

Aerial Applicators Follow-On Action

1. Develop action letter to aerial applicators reporting the Security Plan and Inventory Reporting request.
2. Facilitate the development of an action plan with NDAAA, NAAA, USDA, State Agricultural Department, and FAA to provide a method to facilitate continued aerial application operations during any disruption in the future.
3. Provide security briefing from the FBI at the next statewide aviation symposium.
4. Provide the conduit between the aerial applicators and the regulatory agencies of the state and federal.

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## General Follow-On Action

- A. Facilitate public informational events. (News conferences, public meetings.
- B. Investigate additional methods of communications with the general aviation airports, aerial applicators and private airfields
  - 1. Informational Technology Department (ITD) has been contacted to investigate an automatic telephone dial up feature to be developed at the Commission office for activation of Homeland Security Airport Closure or other informational communication.
- C. Continue communications with other state and federal agencies.

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10/30/03  
Date

Airport Threat Assessment For The  
\_\_\_\_\_  
\_\_\_\_\_, North Dakota

1. **PURPOSE:** To determine real and potential threats against the  
\_\_\_\_\_  
\_\_\_\_\_, North Dakota.

2. **SUGGESTED PARTICIPANTS:**

- Airport Management
- Airport Security
- Airport Engineer
- City Administration
- City Police Department
- County Sheriff Department
- State Highway Patrol / State Bureau of Criminal Investigation
- National Guard / Emergency Management
- Federal Bureau of Investigation
- Federal Aviation Administration
- Other Identified Participants

3. **PROPOSED ITEMS FOR REVIEW:**

(Each item should be assessed in relationship to subversive or terrorist groups).

- Known or suspected organizations
- Known or suspected ethnic groups
- Known or suspected armed militia groups
  - a. Overt
  - b. Covert
- Known or suspected family units
- Known or suspected other radical groups which have shown anti-social behavior in the area
- Known or suspected individuals which have shown anti-social behavior in the area
- Known or suspected employee or past employee

---

*Airport Threat Assessment*

1

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4. **REVIEW RECENT HISTORY (12 to 24 mths) OF IDENTIFIED GROUPS / INDIVIDUALS IN RELATION TO:**

- Real / fake explosive devices reported.
- Usage of Ammonium Nitrate / fuel oil (ANFO) for blasting purposes.
- Reported loss of explosive material.
- Reported manufacturing of explosive devices.
- Reported bomb scares
- Reported or suspected shooting incidences involving commercial or private aviation
- Reported theft of aircraft
- Reported theft from military armories

5. **REVIEW OF POTENTIAL TYPES OF THREAT AND METHODS**  
(Base this section on Items 3 & 4)

- |                              |                        |
|------------------------------|------------------------|
| - Cargo Vehicle (4,000 lbs.) | - Aircraft Stolen      |
| - Truck (1,000 lbs)          | - Bio/Chem Weapons     |
| - Car (400 lbs.)             | - Small Arms           |
| - Suitcase (50 lbs.)         | - Other Considerations |
| - Pipe or Satchel (5 lbs.)   |                        |

6. **DEVELOP A CONSENSUS OF REASONABLE THREAT POTENTIAL AT THE AIRPORT USING THE FOLLOWING:**

**Identify the Threat:**

- Potential Aggressors
- Devices; Weapon or tool
- Tactics or methods

**Define the Threat:**

- Existence      - Targets
- Intentions     - History
- Capability

7. **DETERMINE THREAT LEVEL (MATRIX) ANALYSIS PROBABILITY FACTORS**

Threat Definition Categories:

- VH - Very High likelihood of occurrence
- H - High likelihood of occurrence
- M - Medium likelihood of occurrence
- L - Low likelihood of occurrence
- VL - Very low likelihood of occurrence

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Date

**\*Matrix Analysis Threat Identification**

5. VH					
4. H					
3. M					
2. L					
1. VL					
	Existence	Intentions	Capability	Target	History

\*See Instruction Sheet

**8. PRODUCE A WRITTEN DOCUMENT**

- Describe this threat analysis process, outlining sources, methodology and analysis, describing the resultant creditable threats or lack of threats. Highlight any real or suspected threats that leaves airport vulnerable and report the degree of assessment providing conclusion and waiver request.
- Bomb Blast Analysis to be included in this packet.

**9. COORDINATE PRODUCT WITH ATTENDEES AND SUBMIT FINAL DOCUMENT TO:**

- FAA / CASFO
- US-DOT / TSA FOR COMMENT AND APPROVAL.
- Homeland Security State Coordinator / NDAC

**10. THE FINAL DOCUMENT SHALL BE APPROVED BY:**

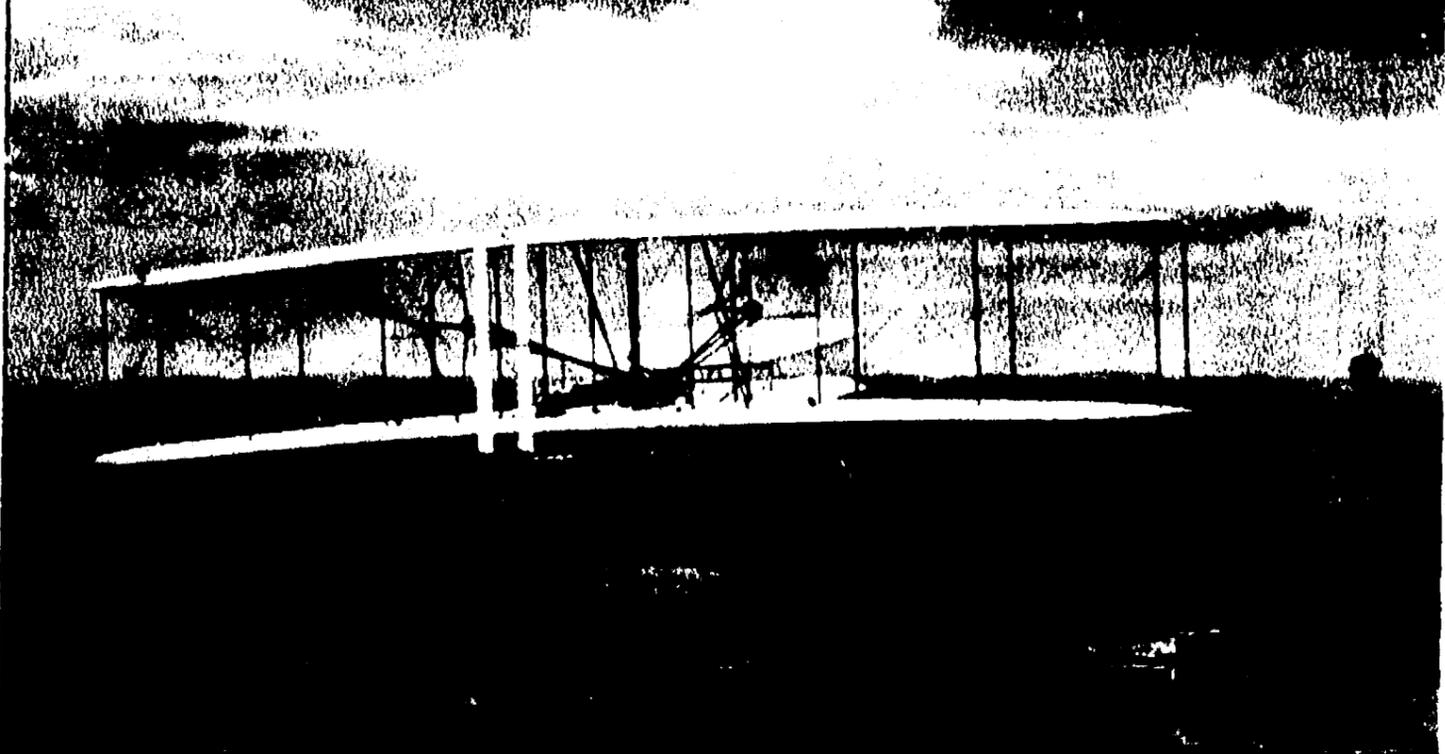
- Airport Management
- County / City Police Department
- State Law Enforcement

Warning: This document contains sensitive security information that is controlled under the provisions of 14 CFR Part 191. The information may not be released in any form without the express prior written consent of the administrator or associate administrator for civil aviation security ACS-1. In accordance with 49 U.S.C. 40119, this information is exempt by statute from disclosure under the FOIA. Under the provisions of 14 CFR Part 191.5(D), violators are subject to civil penalty or other action by the FAA.

*Deanna Ball...*  
Operator's Signature

10/30/03  
Date

# NORTH DAKOTA AERONAUTICS COMMISSION 2002-2003



## A CENTURY OF FLIGHT

1903-1911 - 1911-1917 - 1917-1921 - 1921-1927 - 1927-1933 - 1933-1939 - 1939-1945 - 1945-1951 - 1951-1957 - 1957-1963 - 1963-1969 - 1969-1975 - 1975-1981 - 1981-1987 - 1987-1993 - 1993-1999 - 1999-2005

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\* Big Fold out Map  
→ Contact Aeronautics Commission for copy of this brochure

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