

2013 SENATE APPROPRIATIONS

SB 2006

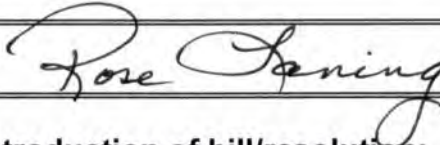
2013 SENATE STANDING COMMITTEE MINUTES

Senate Appropriations Committee Harvest Room, State Capitol

SB 2006
January 17, 2013
Job # 17382

☐ Conference Committee

Committee Clerk Signature



Explanation or reason for introduction of bill/resolution:

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

Minutes:

Adam Mathiak - Legislative Council
Sheila Peterson - OMB

Testimony attached # 1 - 9

Chairman Holmberg called the committee to order on SB 2006 to hear the budget on the Aeronautics Commission.

Sub-committee members will be: **Senators Krebsbach, Grinberg and O'Connell.**

(15:55) **V.Chairman Grinberg:** How does the new airplane fly? Answer - great.

(16:15) **Senator Warner:** Williston is kind of land-locked. I'm more familiar with Minot and because of the new 55th street bypass, that there has been a huge area of undeveloped land adjacent to the airport which has been annexed into Minot. Do you anticipate that you would need a runway expansion or a second runway that would require acquiring part of that land?

Larry Taborsky: As far as I know right now, the Minot is good as far as the runway length. The big issue is going to be the terminal aspects - taxi ways, parking areas.

Senator Warner: Relative to the airport terminal then, have you done studies or looked at square footages? It looks to me that the Minot Airport would be half again at least as big as the Bismarck Airport if done as planned.

Chairman Holmberg: We're going to hear it. Is there not a discussion of a new airport in Williston?

Larry Taborsky: Yes there is. There in the phase now where they are researching the possibilities - and relocating is certainly one of them.

Chairman Holmberg: Do they own the land that they might be looking at?

Larry Taborsky: At this point they don't know. They're researching the good spots and the environmental process is going on. The land they are presently on is valuable.

Chairman Holmberg: They don't have oil wells on it, do they? Answer: Yes, they do.

Riaz A. Aziz, Air Service Planning Center

Testified in favor of SB 2006

Testimony attached # 4 - Riaz A. Aziz, Upper Great Plains Transportation Institute

Testimony attached # 5 - A case for why public investment is critical needed NOW for Airports in North Dakota. (brochure)

Tim Thorsen, President, Airport Association of North Dakota (AAND)

Testified in favor of SB 2006.

Testimony attached # 6 - Notes to Testify for Senate Bill 2006 011713

Testimony attached # 7 - Investing in North Dakota's Aviation Future brochure.

(31:05) **Chairman Holmberg** (questioning brochure): Because you talked about \$9.45, and you say in the handout that the legislative call for action, the \$60M which is in the land department budget which this committee has already heard. Is there a bill that adds an additional \$9.45 or what is this that you're talking about?

Tim Thoreson: We're proposing that rather than the \$550,000 that is in the current governor's budget, that it be increased by \$9.45 to a total of \$10M. That's what we're asking to clarify.

Chairman Holmberg: So there isn't a bill, it's just your suggestion? Answer: Yes.

(34:24) Patrick Dame, Executive Director, Grand Forks Regional Airport Authority

Testified in favor of SB 2006.

Testimony attached # 8

Testimony attached # 9 GFK - Grand Forks Regional Airport Authority

V.Chairman Grinberg began chairing the meeting.

(40:12) Andy Solsvig, Airport Director, Minot International Airport

Testified in favor of SB 2006

No written testimony, but transcribed as follows:

In regard to the Minot terminal or Minot Airport itself, the runways are fine. The length is fine. The width is fine. Really, what we're talking about is the terminal building and the area surrounding the new terminal building itself. We're projected to construct a building 110,000 square feet. Keep in mind that when we do these projections, it's for twenty years out so we are looking at the long term future and the ability to expand beyond that. The difference between Minot and Bismarck's terminal right now is we have a smaller terminal that we just cannot expand on. Bismarck, as they grow, they have the ability to expand. We're just trying to do this next project the right way. I'm here to also mention that the City of Minot mayor provided testimony to SB 2013 last week in great support of the \$60M. I also want to provide that support. It's much needed for oil impacted airports. The money that we're hoping to receive for that, we're going to go to terminal related projects only. That's why I get to this SB 2006. The Aeronautics Commission budget is vital to all airports statewide. We have other projects that include general aviation, ramp, crack sealing and other projects that are not included in our terminal project that we rely on matching funds

from the Aeronautics Commission. You must also consider that match for all general aviation and commercial airports statewide, and that's why we support, not only the bill, but to request increase of those funds.

(42:16) **V.Chairman Bowman:** You go to a terminal to get on an airplane or to pick someone up, is there any fee in the ticket purchasing that would stay with the airport to help cover part of that cost? Is that how it currently works?

Andy Solsvig: Each airport, through an application process, can be approved for what is called a passenger facility charge, or PFC. That is a tax that's placed on a ticket. We do rely on PFC money to help support local projects.

V.Chairman Bowman: The reason I asked is that, as we see this increased traffic, that has to generate quite a few new dollars, doesn't it? Answer: Absolutely.

V.Chairman Grinberg closed the hearing on SB 2006.

2013 SENATE STANDING COMMITTEE MINUTES

Senate Appropriations Committee Harvest Room, State Capitol

SB 2006 Subcommittee
02-01-2013
Job #18133

☐ Conference Committee

Committee Clerk Signature



Explanation or reason for introduction of bill/resolution:

A subcommittee hearing in reference the Aeronautics Commission

Minutes:

See attached testimony

Madam Chairman Krebsbach called the subcommittee to order on Friday, February 01, 2013 at 9:00. Let the record show that all committee members were present. They are Senator Krebsbach, Senator Gindberg, and Senator O'Connell. Adam Mathiak from Legislative Council and Joe Morrisette from OMB were also present.

Discussion

Larry Taborsky - He states the budget estimated is what the Governor has proposed for the Aeronautics Commission. He said they have many needs and will make use of what they have gotten.

Senator Krebsbach - Says, you have 5 FTE no change in that and you have funding for the salary increase which we are not handling that at this time.

Senator O'Connell - Asks what is going to be done at the Peace Garden.

Taborsky - Replies that they will be evaluating based on pavement condition study that is coming up and then will make decisions based on that. He explains some other projects that they are considering.

Kyle Wanner - Airport Planner - He adds they are looking at a rejuvenator or seal coat of pavements so they last longer.

Senator Krebsbach asks for any proposed amendments

Shane Goettle - Airport Association of ND - He relates a request they are making of the committee for grants to airports. Those funds have been directed to the commercial airports. That figure has been flat lined for decades. He explains how the match from the Feds is starting to decrease. He continues to say that airports across the state are going to have an increasing harder time matching the federal funds. He explains the Strategic

Investment Improvements Fund that the Legislature created two years ago. It is restricted and only the balance can be spent. They are requesting 9.5 million to provide grants to airports across the State. He says investing in the infrastructure of our airports is a good thing to do now especially with the declining federal match dollars. He goes on to say that unmet needs are about 76 million but they are asking to just get a start on it.

Tim Thorson - President, Airport Association ND

He explains needs and what he feels is coming up. He explains the Pavement Maintenance Index Study which he said helps the State Airports by laying out a common way of looking at all the needs across the State. One concern he would like to emphasize is that you like to maintain what you have. One example being crack sealing. If it isn't kept up now overtime it will be more expensive. He said the State does not normally fund parking lots but in Bismarck it is an expansion problem.

Senator Krebsbach - She says one thing is increasing the line of spending, we are looking a lot at one time spending and there has been no increase from the \$550 since 1987, with fed dollars coming in it assisted in this but now we might be facing a different story. She asks if he can anticipate the next biennium request for this.

Thorson - Mentions a study that talked about a recommendation for funding that was for \$50 million over a long period to address this need. He would like to see those funds handled by the Aeronautics Commission because they are best situated to help local government to package projects.

Wanner - He explains the needs for the state, document testimony # 2 from first hearing. Our priority is maintaining what we have and the cost will continue to go up.

Patrick Damen - Executive Director of GF Airport - Said they are awaiting the pavement study. He speaks of some of the catastrophic pavement conditions they have and that a lot of their surfaces are over 20 years old. He said one of things they are seeking from the FFA is a determination whether or not they are going to fund the aprons that UND uses. He said they have been told for four years that the FFA is going to find them ineligible. He says those costs are going to fall back on the airport authority. He said in 5 to 10 years GFK is looking at 32 million in needs, in years 10 to 11 they are looking at an additional 15 million in needs. He said they are only talking about maintaining what they have and no new growth.

Vice Chairman Grindberg - Asks what they would do immediately if they got the money.

Damen - States they would immediately start working on aprons, also looking at another fuel tax fund for improving fuel on the airport, taxi ways.

Vice Chairman Grindberg - Asks the same question of Kyle Wanner.

Wanner - States that it would go into the grant fund they have and each airport can apply. He says they do have a priority list and actually put a number for a project, runways are the highest priority. We also realize because their funding is limited, Minot is facing that right now. There is a piece we can also add on to those projects, like those runways, aprons.

Vice Chairman Grindberg - States we are in unique time, what will we do, wants versus needs, we got a pitch to replace fed funds. He goes on to say they like match funds.

Senator O'Connell - Asks why 3 airports that did not qualify for Federal funds.

Wanner - Replies that we have 89 airports and 32 do not receive Federal funding, they are not in the system of Federal airports. Their support is solely State and local. He said they also like matching with local dollars.

Senator O'Connell - Asks if they allow jets on the aprons.

Damen - Relates that one of Snow Angel jets taxied onto an apron that sits in front of customs and they sent a letter talking about the condition of the apron. He said they are looking at moving their customs facility to get them off the apron rather than spending the money rehabbing all the aprons that are in front of that facility. So in response to Senator O'Connell's question yes they do have jets on the aprons.

Senator Krebsbach calls a recess

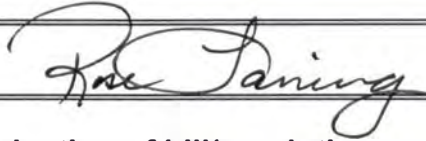
2013 SENATE STANDING COMMITTEE MINUTES

Senate Appropriations Committee Harvest Room, State Capitol

SB 2006
02-19-2013
Job # 19147

☐ Conference Committee

Committee Clerk Signature



Explanation or reason for introduction of bill/resolution:

A BILL regarding the Aeronautics Commission (DO PASS AS AMENDED)

Minutes:

You may make reference to "attached testimony."

Chairman Holmberg called the committee to order on Tuesday, February 19, 2013 in regards to SB 2006. All committee members were present.

Brady Larson -Legislative Council
Tammy R. Dolan -OMB

Senator Krebsbach: The only change in the bill from when we heard it is the fact that there was a study done by the Upper Great Plains Transportation that was not completed until January of 2013 and it was recognized at that time that there was more money needed for more projects. The only change is that we added \$6M, they requested \$9.5M but reviewing it with all the parties have come to the terms that \$6M will take care of a lot of what they need.

Senator Krebsbach moved the amendment # 13.8156.01001 (attached) 2nd by Senator O'Connell.

Chairman Holmberg: If we pass this amendment the legislative council is keeping tract as obviously as we are making changes the SIF fund changes as does the general fund. All in favor of amendment say aye. It carried.

Senator Krebsbach moved a do pass as amended. 2nd by Senator O'Connell.

A Roll Call vote was taken. Yea: 13; Nay: 0; Absent: 0.

Senator Krebsbach will carry the bill. The hearing was closed on SB 2006.

Handwritten:
JF
2-19-13
1 of 1

PROPOSED AMENDMENTS TO SENATE BILL NO. 2006

Page 1, replace line 12 with:

"Salaries and wages	\$1,005,639	\$150,770	\$1,156,409"
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Page 1, replace lines 16 and 17 with:

"Total all funds	\$13,083,688	(\$60,230)	\$13,023,458
Less estimated income	<u>12,533,688</u>	<u>(60,230)</u>	<u>12,473,458"</u>

Page 1, after line 24, insert:

"SECTION 3. APPROPRIATION. There is appropriated out of any moneys in the strategic investment and improvements fund in the state treasury, not otherwise appropriated, the sum of \$6,000,000, or so much of the sum as may be necessary, to the North Dakota aeronautics commission for the purpose of awarding grants under section 2-05-06.5, for the biennium beginning July 1, 2013, and ending June 30, 2015."

Renumber accordingly

STATEMENT OF PURPOSE OF AMENDMENT:

Senate Bill No. 2006 - Aeronautics Commission - Senate Action

	Executive Budget	Senate Changes	Senate Version
Salaries and wages	\$1,150,090	\$6,319	\$1,156,409
Operating expenses	1,977,049		1,977,049
Capital assets	390,000		390,000
Grants	9,500,000		9,500,000
Additional airport grants		6,000,000	6,000,000
Total all funds	\$13,017,139	\$6,006,319	\$19,023,458
Less estimated income	12,467,139	6,006,319	18,473,458
General fund	\$550,000	\$0	\$550,000
FTE	6.00	0.00	6.00

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

	Corrects Executive Compensation Package ¹	Adds Funding for Airport Grants ²	Total Senate Changes
Salaries and wages	\$6,319		\$6,319
Operating expenses			
Capital assets			
Grants			
Additional airport grants		6,000,000	6,000,000
Total all funds	\$6,319	\$6,000,000	\$6,006,319
Less estimated income	6,319	6,000,000	6,006,319
General fund	\$0	\$0	\$0
FTE	0.00	0.00	0.00

¹Funding is added due to a calculation error in the executive compensation package.

2 of 2

²This amendment adds a new section appropriating \$6 million from the strategic investment and improvements fund for awarding grants to airports served by at least one airline which is certified by the Federal Aviation Administration.

Date: 2-19-13

Roll Call Vote # 1

2013 SENATE STANDING COMMITTEE
ROLL CALL VOTES

BILL/RESOLUTION NO. 2006

Senate Appropriations Committee

☐ Check here for Conference Committee

Legislative Council Amendment Number 13.8156.01001

Action Taken _____

Motion Made By Krebsbach Seconded By O'Connell

Senators	Yes	No	Senator	Yes	No
Chairman Ray Holmberg			Senator Tim Mathern		
Co-Vice Chairman Bill Bowman			Senator David O'Connell		
Co-Vice Chair Tony Grindberg			Senator Larry Robinson		
Senator Ralph Kilzer			Senator John Warner		
Senator Karen Krebsbach					
Senator Robert Erbele					
Senator Terry Wanzek					
Senator Ron Carlisle					
Senator Gary Lee					

Total (Yes) _____ No _____

Absent _____

Floor Assignment _____

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

*Voice Vote
Carried*

Date: 2-19-13Roll Call Vote # 2

**2013 SENATE STANDING COMMITTEE
ROLL CALL VOTES**

BILL/RESOLUTION NO. 2006Senate Appropriations Committee☐ Check here for Conference Committee

Legislative Council Amendment Number _____

Action Taken Do Pass as AmendedMotion Made By Krebsbach Seconded By O'Connell

Senators	Yes	No	Senator	Yes	No
Chairman Ray Holmberg	✓		Senator Tim Mathern	✓	
Co-Vice Chairman Bill Bowman	✓		Senator David O'Connell	✓	
Co-Vice Chair Tony Grindberg	✓		Senator Larry Robinson	✓	
Senator Ralph Kilzer	✓		Senator John Warner	✓	
Senator Karen Krebsbach	✓				
Senator Robert Erbele	✓				
Senator Terry Wanzek	✓				
Senator Ron Carlisle	✓				
Senator Gary Lee	✓				

Total (Yes) 13 No _____

Absent _____

Floor Assignment Krebsbach

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

REPORT OF STANDING COMMITTEE

SB 2006: Appropriations Committee (Sen. Holmberg, Chairman) recommends **AMENDMENTS AS FOLLOWS** and when so amended, recommends **DO PASS** (13 YEAS, 0 NAYS, 0 ABSENT AND NOT VOTING). SB 2006 was placed on the Sixth order on the calendar.

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General fund	\$550,000	\$0	\$550,000
FTE	6.00	0.00	6.00

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

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Operating expenses			
Capital assets			
Grants			
Additional airport grants		6,000,000	6,000,000
Total all funds	\$6,319	\$6,000,000	\$6,006,319
Less estimated income	<u>6,319</u>	<u>6,000,000</u>	<u>6,006,319</u>
General fund	\$0	\$0	\$0
FTE	0.00	0.00	0.00

¹Funding is added due to a calculation error in the executive compensation package.

²This amendment adds a new section appropriating \$6 million from the strategic investment and improvements fund for awarding grants to airports served by at least one airline which is certified by the Federal Aviation Administration.

2013 HOUSE APPROPRIATIONS

SB 2006

2013 HOUSE STANDING COMMITTEE MINUTES

House Appropriations Government Operations Division
Medora Room, State Capitol

SB2006
March 8, 2013
Job 19627

☐ Conference Committee

Committee Clerk Signature



Explanation or reason for introduction of bill/resolution:

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

Minutes:

Testimony 1, 2, 4, 6, 7, 8, 9, Attachment 3, 5, 10

Chairman Thoreson: Opened the hearing on SB2006.

00:56 Larry Taborsky, Director, ND Aeronautics Commission: See testimony attachments 1 and 2.

Chairman Thoreson: How does one get in to be one of those fifty airports?

Larry Taborsky: The FA has a checklist process.

Chairman Thoreson: What do you do at the air museums?

Larry Taborsky: Funding and provide support.

Chairman Thoreson: Is that statewide or due to what's going on in western North Dakota?

08:37 Larry Taborsky: Statewide.

Larry Taborsky continued with his testimony.

18:14 Representative Kempenich: Going back to the pie chart, how much of this is FAA shares?

Larry Taborsky: This is the upper Great Plains estimates.

19:34 Representative Kempenich: Where did they get the FAA number? What do you have so far from FAA?

Larry Taborsky: When the state and the FAA sit down together they have an estimate of what funds are available.

Representative Kempenich: When does that usually show up?

20:21 Kyle Wanner, Airport Planner, ND Aeronautics Commission: Throughout the year as funds become available.

Representative Kempenich: Do the matching requirements need to be in place beforehand or as the funds show up?

21:19 Kyle Wanner: The FAA has a grant meeting every spring.

22:30 Vice Chairman Brandenburg: Has something in the distribution changed?

23:00 Kyle Wanner: Kulm could be a concern. See attachment 3.

23:58 Representative Kempenich: Do you have a list of the high priority projects and what they're costing?

24:07 Kyle Wanner: Yes.

26:07 Representative Sanford: If somebody is in a low priority and there is a funding gap, how long would it take to move up to where you've received higher consideration? When there are priority levels what is the nature of those that are lower priority?

26:55 Larry Taborsky: It's the reason that the aeronautics commission has a separate priority system from the FAA one.

Representative Sanford: What are the factors that go into high priority?

28:19 Larry Taborsky: The safety things come first and then what provides more accessibility, navigational aids, etc.

29:16 Kyle Wanner: Testimony, see attachment 4.

30:33 Vice Chairman Brandenburg: What makes you a FAA?

Kyle Wanner: No. Two requirements are needed.

31:45 Chairman Thoreson: What's the dollar amount to get it up to that level?

31:47: Kyle Wanner: It depends on the airport.

Chairman Thoreson: I see this was just reviewed and approved about two months ago. When you review this, do certain items move between categories at any time?

32:55 Kyle Wanner: Very rarely.

Representative Glassheim: Could you say a little about federal air space requirements and if there is competition for military and drone usage of the skies.

34:23 Larry Taborsky: Is it competition between the drones and military or air space in general?

Representative Glassheim: Are there different federal and military requirements? What are the impediments of air space?

Larry Taborsky: It's the challenges of getting unmanned aircraft into the air space.

37:09 Shane Goettie, from the **Airport Association of North Dakota:** See attachment 5.

40:43 Tim Thorsen, President, from the **Airport Association of North Dakota:** See testimony attachment 6.

47:04 Representative Glassheim: Will the extra money go for projects or operating expenses?

Tim Thorsen: No.

Representative Glassheim: Will this go to small or large airports in the non-oil counties?

48:04 Tim Thorsen: The way the current law reads, the general contribution to the aeronautics commission is limited to eight commercial service airports.

49:22 Patrick Dame, Executive Director, from the **Grand Forks Regional Airport Authority:** Testimony, see attachments 7 and 8.

56:34 ReAzza Zeez, from the **Upper Great Plains Transportation Institute on Campus of NDSU:** Testimony, see attachment 9.

1:05:30 Handout, see attachment 10.

Chairman Thoreson: Closed the hearing.

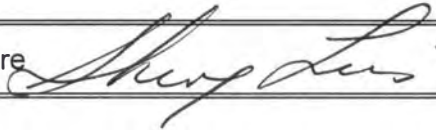
2013 HOUSE STANDING COMMITTEE MINUTES

House Appropriations Government Operations Division
Medora Room, State Capitol

SB2006
March 18, 2013
Recording Job# 20081

☐ Conference Committee

Committee Clerk Signature



Explanation or reason for introduction of bill/resolution:

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

Minutes:

Chairman Thoreson: Opened the discussion on SB2006.

Larry Taborsky, Director, ND Aeronautics Commission: Went through the green sheet.

2:04

Vice Chairman Brandenburg: So that's all taken care of now?

Larry Taborsky: We received \$4,500.00 from the general fund. We're in good shape now.

Vice Chairman Brandenburg: Didn't you put some kind of flare on the cables?

Larry Taborsky: The cables had shroud markers and there were balls on the upper cables; they were painted alternate red and white.

3:48

Vice Chairman Brandenburg: You got rid of one plane or upgraded? What did you do there?

Larry Taborsky: We replaced our Sky Master; an 1980 twin engine airplane with a 2008 Cessna 206 with one engine.

5:00

Representative Glassheim: What are the sources of the \$800,000.00 and the \$1.5 million?

Larry Taborsky: The two biggest sources of our special fund are aircraft excise taxes; which will be around \$2 million this year and the aviation fuel fund. We're predicting that to be about \$3.2 million. Smaller amounts are from airport inspections, aircraft dealers, aerial applicator licenses and aircraft registrations.

Representative Glassheim: So both those come from earnings that you have?

Larry Taborsky: Most of our budget is from aviation users for aviation.

6:19

Representative Kempenich: On number 4, that's pretty much federal funds; the \$2.4 million to the \$4 million increase of \$1.5 million?

Larry Taborsky: That's all special funds. We use as many special funds to handle as many of the airport projects as we can.

Representative Kempenich: Do you have a breakdown of your special funds?

Larry Taborsky: Referenced testimony from March 8, 2013.

Representative Kempenich: Is this

Larry Taborsky: Went on to explain chart from March 8, 2013.

09:18

Representative Kempenich: Where's that \$60 million fit in to place? You brought up in your testimony about approximately \$150 million of federal funds might be available also?

Larry Taborsky: The money here reflects what we have to work with.

Representative Kempenich: It would flow in the same general direction?

Larry Taborsky: It would be in the air service/airport grants and the general aviation airport grants. We've come up with a new category for oil impacted airports for oil related projects.

Representative Kempenich: As that federal money shows up, how would that be matched?

Larry Taborsky: Referenced testimony from March 8, 2013. Of that \$60 million, almost all of it is federal projects that have been proposed.

15:20

Representative Glassheim: Your distribution of the \$60 million wouldn't be involved with any kind of formula? It's involved with looking at places that have airports and their actual needs? A lot of other stuff is being distributed by formula. Your list takes into account the needs of those airports in those counties and it's prioritized?

Larry Taborsky: It's the needs of the airport based on the priority system that we have. The FAA will contribute to some of them and that would increase their priority.

Representative Glassheim: Some of your formula has to do with passengers?

Larry Taborsky: Not really. It's basically the needs.

Representative Glassheim: You have \$9.5 million in the budget as it came from the governor for nonoil needs and there's another \$6 million put in by the Senate. So there's \$15.5 million for nonoil airports?

Larry Taborsky: For our normal operating budget. That doesn't have the restriction of oil or nonoil; that's going to be the highest priority projects.

17:48

Representative Kempenich: Some of these aren't 90/10 matches with the federal funding. The hard part is that money hasn't shown up yet has it?

Larry Taborsky: That's correct.

Representative Kempenich: What was the Senate's science on the \$6 million?

Larry Taborsky: \$10 million was a realistic number for what the needs were beyond what we have regularly. They wanted to go above and beyond what was cost of living increases since 1987.

Representative Kempenich: Is the ADS-B navigational system all installed?

Larry Taborsky: It is all installed. It was proposed that we would need more navigational antennas for the navigational systems of the future and the state would have to pay for them. The FAA did them all themselves through a contract. North Dakota is all covered.

Larry Taborsky continued with his explanation of the green sheet.

21:36

Representative Kempenich: When was that rebuilt?

Larry Taborsky: Eight years ago. That number was talking about the cost effectiveness of having a statewide program for the same kind of process.

Larry Taborsky continued with the green sheet.

28:12

Representative Glassheim: Is there any money in HB1358 for airports?

Representative Kempenich: No. I had bills drafted to split them out. The governor's proposal for the distribution money is where the language was on that \$214 million. The Senate got rid of that bill; so the only vehicle left for the distribution is HB1358.

34:57

Representative Glassheim: When will you know about federal money? When do you estimate that you might have a more realistic figure on that?

Larry Taborsky: We're hoping to have a good estimate by the end of this month. The funds have been pro-grant but not released.

Representative Kempenich: Is that on a continuing resolution?

Larry Taborsky: Sometimes that's the way it happens.

Representative Sanford: On the bill itself, when we talk about the \$6 million, \$60 million and the \$150 million does that all go on the grants line?

Representative Kempenich: Section 2.

Larry Taborsky: It would go back into the grants section.

38:46

Representative Sanford: On the federal funds, is it necessary to have a dollar figure on this bill when we carry it forward?

Representative Kempenich: Yes, you'd need federal spending authority even if it didn't show up.

Representative Sanford: So you're saying that when we get ready to bring this forward; if \$150 million is our best guess, that's the number that's going to go in there. When we decide on this \$60 million, that's the number that's going to go in there?

Kyle Wanner, Airport Planner, ND Aeronautics Commission: We only need spending authority for federal dollars that are attributed to state projects. If the project is at Bismarck or Grand Forks, they allocate the federal directly to those airports; so the aeronautics commission doesn't need spending money for them. A lot of times we allocate state dollars as a matching grant for an upcoming project that has federal dollars. The dollars are allocated; but they're not disbursed until the federal funds are received for the project.

42:23

Representative Kempenich: Are there 4 airports that are federal; that are directly appropriated?

Kyle Wanner: I believe that there are 54 airports in our state that are federally funded.


Representative Kempenich: But do they get direct appropriations from the FAA?

Kyle Wanner: Yes. Historically, the state as a five year average has received about \$28 million in federal funds a year; last year it was \$51 million.

50:10

Representative Sanford: In your granting process, when you apply for a grant, there's no guarantee that you'll get it.

Kyle Wanner: That's correct.



Representative Sanford: You don't really want to commit yourself that this is going to happen in the next two years.

Kyle Wanner: That's correct.

Chairman Thoreson: Closed the discussion.

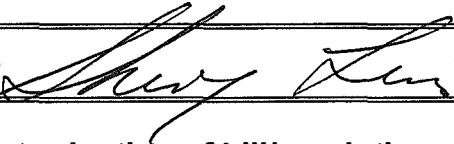
2013 HOUSE STANDING COMMITTEE MINUTES

House Appropriations Government Operations Division
Medora Room, State Capitol

SB2006
April 1, 2013
Recording Job# 20711

☐ Conference Committee

Committee Clerk Signature



Explanation or reason for introduction of bill/resolution:

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

Minutes:

Chairman Thoreson: Opened the discussion on SB2006.

Shane Goettel, Airport Association of North Dakota: SB2278 which was just signed by the governor late last week; that bill takes what has been the aeronautics commission traditional granting authority, which was limited in the past, to those airports in which they had an airline certified by the FAA. There were 8 commercial airports that qualified under the grant making authority of the aeronautics commission. That has been changed by SB2278; the grant making authority for the aeronautics commission extends to all airports, both commercial and general aviation. In footnote 2 of your green sheet you have some language that was correct at the time. The \$6 million that was put in there by the Senate would have been under the laws we've looked at in the past; but, limited those commercial airports. That has now been changed. The intention was that that \$6 million was approved, that it would be applied across the state to all general aviation airports.

Representative Kempenich: There's been additional state dollars. They wanted to tie it to federal money. A lot of those airports that are in SB2278, do they get federal money?

Shane Goettel: Yes they do. The push is to tie it to federal money. The match has gone from 95% to 90%; so the communities that are in line to get this federal funding, have to double the amount they have to come up with locally. This would be a way to fill the 5% gap.

Representative Kempenich: I don't know if we should do that as an amendment or get some statement. That was brought up by Chairman Delzer. I don't want to get it tied to specific projects; but, there would be some federal funds associated with this.

Adam Mathiak, Intern, ND Legislative Council: I understand that you want the \$6 million to have wording that links it with federal funding?

Representative Kempenich: Yes.

Representative Hawken: Are you agreeing with Mr. Goettel that they could use that as that extra \$5 million?

Representative Kempenich: Yes.

Shane Goettel: That is the rationale and the argument we made. I think it might be useful for the committee to hear from Commissioner Taborsky on how the commission would handle this if they had these dollars also.

Larry Taborsky, Director, ND Aeronautics Commission: We have quite a few federal airports; but, we also have 36 airports that are non-federal.

Representative Glassheim: When the Senate put in the \$6 million, was it intended for the 8 major airports or was it intended for the 36 non-major airports?

Larry Taborsky: The intent was for all the airports.

Representative Glassheim: It says that the Senate put in \$6 million for awarding grants to airports served by at least one airline which is certified by the FAA. Does that mean the 8 majors?

Larry Taborsky: At the time, prior to this session, that's the way it stood; that the general funds that we have at the aeronautics commission was going just to those 8 airports. SB2278 recognized that there are quite a few other airports that have a need.

Representative Glassheim: Did they put money in SB2278?

Larry Taborsky: There's no money associated with SB2278.

Representative Glassheim: Is there \$60 million somewhere else for all the airports?

Larry Taborsky: The governor's budget specified \$60 million to come from the land office for oil counties. So the rest of the state is still sitting with the \$550,000.00 from the past. The amendment to our budget was to address the rest of the state.

Representative Glassheim: The \$9 million in grants that's in this budget; would that be for all the airports?

Larry Taborsky: That would be a typical budget for the aeronautics commission. That would be all the airports based on our priority system.

Representative Glassheim: The \$6 million was added by the Senate for the 8 major airports; because the \$9 million would be available to all airports?

Representative Kempenich: There are 89 total airports in the state. There are 36 non-federal airports; which means they are county. To access this federal money, does it lose its identity when it comes in? Does it have to be a specific project that the federal money

goes to? I'm assuming you're going to use some of the \$6 million on the 36 non-federal airports.

Larry Taborsky: That would be our intent.

Representative Kempenich: Is it just \$5.5 million that we're adding; and then you have your normal \$550,000.00 that we've done for years. Is the \$6 million on top of the \$550,000.00?

Larry Taborsky: It would be \$6 million plus.

Representative Kempenich: So it would be \$6.5 million. The \$6 million is used to match whatever federal money comes in. Does the federal money need to be matched to specific projects?

Larry Taborsky: There are federal airports and within the federal airport there are federal projects; and there are non-federal projects at that airport.

Representative Kempenich: Out of the 89 total; we have 53 that would fall into this definition. I'm trying to figure out how to word this so we have the maximum flexibility and we don't have a big argument in the full committee. I'm trying to figure out how this \$6 million would be used and if it's going to match something greater than just the state dollars. Would it hinder your ability if a person put some wording in that it would be used to match federal money? The statement that's here is limiting to airports that are federally certified. If we just put match federal money, we could eliminate the certified.

Larry Taborsky: I believe the language in our priority list and in the land office budget says that the federal projects will be given the highest priority.

Representative Sanford: If I'm doing the math correctly, are we talking another \$7.5 million of local match on those; that 5%? So the \$6 million wouldn't make up the extra 5% of match. It doesn't mean it has to distributed to 53 places; it could distributed to 8 places depending upon the priorities you have established.

Larry Taborsky: I think that's a fair assumption. The federal funds aren't always available for those projects across the board.

Representative Sanford: The \$550,000.00 that we have of existing; that's useable across the board?

Larry Taborsky: As of SB2278's approval, that's correct.

Representative Sanford: So what we're talking about is \$150 million of federal, \$6 million that would be used to match the 5% increase, the 5% matching, and the \$550,000.00 that would be traditional and totally flexible.

Representative Kempenich: The \$60 million can be used also. The \$60 million is aimed more at the western part of the state.

Representative Glassheim: As I read SB2278, they specifically added that each public airport may be provided assistance within the limits of legislative appropriations from the state general fund. Now that's the \$550,000.00; the \$6 million is not from the general fund it's from strategic investment. So that \$6 million, as I understand the Senate's intention, is not to be covered by this bill. Secondly on the match, we have a local share of \$84 million; so I don't know whether that's considered match or the state has to put in the match.

Shane Goettel: I believe there was some confusion about the impact of the existing law and what SB2278 would do. I think you're right to suggest that it changes only the general fund and SIIF; but, I don't think that was appreciated in full by the Senate at the time. That clarification came a little later in the process. I think they were just intending to mirror what they thought was the grant making authority of the aeronautics commission when that language went into the footnote.

Larry Taborsky: I went to the attorney general's office to ensure the funding would be applied the same as the appropriations in the past. They said that they would be.

Representative Glassheim: The language in the bill in SB2006 is for purposes of awarding grants under 2-05-06.5; we'd have to go back to that and see if that includes everything or not.

Representative Kempenich: Maybe we should get the attorney general to come down and get a record of how this is going to be rolled out.

Representative Glassheim: Maybe there's no argument. If the projects that are in line to get the \$6 million are mostly for the 8 majors; then we don't have to fight about it. If that \$6 million is going to be disbursed to 25 other places I'd like to know.

Larry Taborsky: The major airports get proportionally more than their share of the funds we generally have available. They get federal funds on their own, locally, the aeronautics commission gives them what's needed based on the priority system and there are times when the smaller airports are going to be the highest priority.

Chairman Thoreson: Closed the discussion.

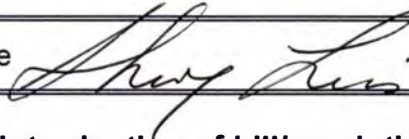
2013 HOUSE STANDING COMMITTEE MINUTES

House Appropriations Government Operations Division
Medora Room, State Capitol

SB2006
April 1, 2013
Recording Job# 20735

☐ Conference Committee

Committee Clerk Signature



Explanation or reason for introduction of bill/resolution:

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

Minutes:

Chairman Thoreson: Opened the discussion on SB2006.

Tom Trenbeath, Chief Deputy Attorney General, ND Office of the Attorney General: In looking at SB2278 now says clearly that they're talking about appropriations from the state's general fund. Section 3 of SB2006 clearly says the funds are appropriated out of the strategic investment improvement fund. These are two separate funds. If you're wanting to harmonize these two, would be to insert some language in section 3. See attachment 1.

Tom Trenbeath: Stated how the language should read if this would be made into an amendment.

2:34

Chairman Thoreson: Just by putting the reference into the rule; you're understanding is that we would then ok going forward with the intent of section 3 of the bill as it stands now would do?

Tom Trenbeath: That is my suggestion plus the minutes of this meeting may confirm that. We're adopting the methodology for distribution of funds; we're not adopting the limitation that it be general funds.

Representative Glassheim: Would it work to also work to transfer the strategic investment funds to the general fund and then appropriate the money from the general fund?

Vice Chairman Brandenburg: It didn't work very well with the special road fund.

Representative Kempenich: If you transfer general funds; about \$500,000.00 would have to be set aside for the budget stabilization fund. Right now we don't know the balance of the SIIF fund.

Representative Glassheim: The SIIF money will be spent no matter what.

Representative Kempenich: Yes. With language, we had a discussion with SB2013 also.

Chairman Thoreson: You'd mentioned that there was some language that was in SB2013 that maybe applicable here?

Shane Goettel: Referenced section 7 of SB2013.

Representative Kempenich: To get around this issue on the SIIF money, we could tighten it up a little more because this money would be a grant.

Representative Sanford: If we take the language that's been suggested by Tom and we apply it to the language supplied by Shane, we would then have \$6 million and \$60 million dispensed in the "normal" operational framework that the aeronautics commission has utilized. By doing the utilization of those two funds and the \$550,000.00 of normal; would all be utilizing the priority model that you have?

Chairman Thoreson: That's a correct statement?

Larry Taborsky: That's correct.

Representative Glassheim: Is there other language needed to target the \$60 million just to the western?

Representative Kempenich: In SB2013 there is to a certain amount. They have policies in place for the \$60 million; the money's still in SB2013. They already have a structure that they use; but, we could put in intent language that the land commission works with the aeronautics commission to get that \$60 million rolled out. The \$6 million would be the same way; it's basically coming out of that SIIF money which is in the land department. The way SB2006 is read though it's a direct appropriation out of the SIIF money.

Representative Glassheim: I wonder if we're going to have the \$60 million for airports in oil producing counties, if the \$6 million should have language that says it's not to be used for oil producing counties. Would appropriate the land board \$60 million to the aeronautics commission or just say they should work with them?

Representative Kempenich: I don't think we need to have specific language. The \$60 million is an appropriation; but, it's whatever is in that fund. If we overspend it, there might not be that exact number in there.

Representative Sanford: There was the concern of relating the \$6 million to federal. My understanding that going back to the priority model that the aeronautics commission has; that that does tie it to the federal appropriation.

Representative Kempenich: Unless they have some type of emergency, that's how it was stated this morning.

Representative Sanford: Then we don't need language then to tie that \$6 million directly to federal funds? If it's used within the model of the aeronautics commission that already is there?

Representative Kempenich: I think their priority model is in section 7 of SB2013 where it is referencing back to the aeronautics commission's rule making authority and what they have in place.

Vice Chairman Brandenburg: We've been listening to this discussion and I think we all know what we want to do and how to make it work. The question here is will it work?

Larry Taborsky: The \$60 million portion we have worked out between the land office and aeronautics commission. The aeronautics commission will provide our guidelines to making the best use of the funds.

Vice Chairman Brandenburg: How about the \$6 million?

Larry Taborsky: The \$6 million if it is allotted to the aeronautics commission for our normal priority system, we'd make good use of it there as well.

Lance Gaebe, Commissioner, ND Department of Trust Lands: We're talking about two different funds and 2 different processes. The energy infrastructure and impact office is the one who administers the oil and gas impact grant fund where the \$60 million is. The SIIF is also managed by the land board but is separate. That transfer that Larry just described; OMB would transfer that \$6 million from that fund to the grant fund. It wouldn't be a roll of the land board whatsoever.

Vice Chairman Brandenburg: But you have the \$60 million?

Lance Gaebe: That's correct.

Vice Chairman Brandenburg: But the \$6 million is a different issue.

Lance Gaebe: We have visited with the staff of the aeronautics commission and we would utilize them as an advisory board on using their priorities and rankings to figure out the best mechanisms. The money isn't in the fund yet; it will start to be collected at the beginning of the biennium as a portion of the gross production tax. We typically award grants; but, they don't get the money until after the projects or phases of the projects are done.

Vice Chairman Brandenburg: Do you see any problems with the language of these bills?

Lance Gaebe: From my prospective, the objective is to make sure we enhance the matching of federal dollars and to utilize the priority systems of the aeronautics commission which seems to work.

Representative Glassheim: The \$60 million isn't there yet; what is the likelihood of it not coming?

Lance Gaebe: The source of that \$60 million is 1% of 5% of the gross production tax. If the gross production tax generates the dollars that are forecast, that fund fills up to around \$70-\$80 million/month. We don't start collecting until July 1 and the money doesn't actually get into the fund until it's received by the tax commissioner; so it could be September before we actually get the dollars.

Representative Glassheim: The other \$150 million is not specifically appropriated; but, it's part of your granting process for other activities. Is that correct?

Lance Gaebe: That's correct.

Representative Glassheim: It's not specifically targeted in your bill?

Lance Gaebe: That's correct.

Representative Glassheim: So the \$60 million has priority?

Lance Gaebe: The SIIF is one time.

Representative Glassheim: Why wouldn't you just appropriate the money to the aeronautics or can't you?

Lance Gaebe: There are two reasons. One of the reasons is that the description of the direct oil and gas impacts is already codified under the description of the energy infrastructure impact office; so it would already be targeted towards those western counties. The other is if you have one fund, it works best to have one department managing the distribution, allocation of the awards.

Representative Kempenich: I'd like to see the language that Tom brought forward. I think that we should put that language in this budget so we clarify it.

Representative Glassheim: Is there any interest of putting language to make sure that the \$6 million not go to oil producing counties?

Representative Kempenich: I think the \$6 million is aimed at the rest of the state and whatever federal money can come along with that.

Vice Chairman Brandenburg: Closed the discussion.

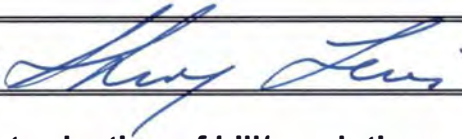
2013 HOUSE STANDING COMMITTEE MINUTES

House Appropriations Government Operations Division
Medora Room, State Capitol

SB2006
April 3, 2013
Recording Job# 20821

☐ Conference Committee

Committee Clerk Signature



Explanation or reason for introduction of bill/resolution:

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

Minutes:

Chairman Thoreson: Opened the discussion on SB2006.

Vice Chairman Brandenburg: See attachment 1.

Representative Hawken: On page 2 it has inserted "in accordance with the North Dakota aeronautics commission guidelines established." Is that what you're talking about?

Vice Chairman Brandenburg: Does that give you the proper language to award that?

(Inaudible)

Vice Chairman Brandenburg: For the \$60 million, you need the language in the land department budget to award that. Do you not?

Chairman Thoreson: It just deals with the \$6 million in this budget.

Representative Glassheim: Is that what the attorney general's office suggested?

Vice Chairman Brandenburg: Made a motion to adopt the amendment.

Representative Hawken: Seconded the motion.

Voice vote made and carried.

Representative Glassheim: I want to propose an amendment that of the \$6 million at least \$4 million would go to non-oil producing airports in non-oil producing counties.

Vice Chairman Brandenburg: We had that discussion and in the spirit of working with the western oil people, I'm probably going to oppose your amendment. I think we need to let those people work it out themselves.

Representative Glassheim: Made the motion.

Representative Guggisberg: Seconded the motion.

Representative Sanford: That makes a concern that that amendment says that \$2 million will go to the west. I'm comfortable that they will use their guidelines and apply them.

Representative Hawken: My only concern is that we had the discussion on the housing and there was legislative intent and it didn't follow through. I agree with Representative Glassheim that we want to do everything we can to get the west into the shape it needs to be in. But we shouldn't leave the rest of the state hanging.

Representative Glassheim: I would say at least \$4 million so it could be the whole \$6 million. It wouldn't be outside their guidelines; it would use their guidelines within non-oil producing counties.

Chairman Thoreson: You're saying a minimum of \$4 million?

Representative Glassheim: That's correct.

Chairman Thoreson: So there could be \$6 million. Just so everyone's clear.

A voice vote was made and failed.

Vice Chairman Brandenburg: Made a motion for a "Do Pass as Amended".

Representative Sanford: Seconded the motion.

A roll call vote was made. 6 Yeas 0 Nays 1 Absent.

Representative Kempenich: Carried the bill.

Chairman Thoreson: Closed the discussion.

2013 HOUSE STANDING COMMITTEE MINUTES

House Appropriations Committee Roughrider Room, State Capitol

SB 2006
4/8/13
20987

☐ Conference Committee

Committee Clerk Signature

Carmen Hart

Explanation or reason for introduction of bill/resolution:

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

Minutes:

You may make reference to "attached testimony."

Chairman Delzer called the committee to order and a quorum was declared. We'll start with SB 2006 which is the aeronautics commission budget.

Rep. Kempenich introduced the bill and went over amendment .02001.

03:56

Chairman Delzer: The \$6 million that is general fund money, what is that match on federal money?

Rep. Kempenich: It is a 90/10, but it varies. It is to match some federal funds, but it doesn't necessarily mean that the project per say where this money would be spent is actually all going to be federally matched monies. There are only certain things that can be used on the federally funded parts of it.

Chairman Delzer: What did you do with the \$60M in lands?

Rep. Kempenich: It's still in there. That is basically going to two airports.

Chairman Delzer: Is that tied up so it can only be used to match federal money?

Rep. Kempenich: It will match federal money, but it will be more than matched. You take an instance like Minot's terminal. That federal money does very little for terminal buildings and things like that. If they get \$150 million of federal funds, that theoretically would take about \$15 million, so 9/10 of that would be match money and the rest would be used for nonfederal projects.

Chairman Delzer: What kind of local match are we requiring with either this \$6 million or the \$60 million in the land budget?

Rep. Kempenich: The problem is that with the \$60 million, their need requirements were still short about \$38 million.

Chairman Delzer: Is that before they can start because of the federal requirements?

06:50

Rep. Kempenich: Some of it is, because they can't get any federal money until they get land purchased. If Williston is going to move the airport, they are going to have purchase the land before they even get on board that way. The 25 for Williston is basically getting the ball rolling.

Chairman Delzer: If one of those airports decided not to expand, would that money be used for that?

Rep. Kempenich: No, because it's a priority system.

Chairman Delzer: I can remember when we switched it to special funds; have there been any general funds since then?

Rep. Kempenich: No, the \$550,000 has been for the last 20 years what we have been doing, and that has been taking care of non federally funded issues. The last time we had a major buildup like this was four years ago in 2009. That was when Grand Forks and Jamestown terminals were expanded because of stimulus money that didn't have the identifiers that this federal aviation money does.

09:20

Rep. Skarphol: The \$6M from the SIF, will we run that through the general fund?

Chairman Delzer: I think we probably should.

Rep. Skarphol: Do we need an amendment to this bill to do that?

Chairman Delzer: We do not have it in front of us yet. Rep. Kempenich, anything further before you move the amendment?

Rep. Kempenich: Nothing further, it's just how you want to run the money. This is an issue across the board. If federal money shows up and we spend this, this will get nonoil areas fairly close to what they have identified as requests.

11:30

Chairman Delzer: Further discussion on the amendment?

Rep. Kempenich moved adoption of amendment .02001 and seconded by **Rep. Thoreson**. The motion carried by a voice vote.

Rep. Skarphol: It has been our practice in our subsection on dollars coming out of the SIF fund that they be run through the general fund.

Chairman Delzer: It has been the practice all the way through.

13:15

Rep. Hawken: That's the first I've heard of that practice. Why did we set up that fund? If we put it back in the general fund, we have to put more in the stabilization fund which takes more money out from our pretty good rainy day funds that we have all over creation, and we are not funding some of the things that a number of us would like to fund.

Chairman Delzer: That's an argument we can have. The last two sessions we've wanted to have everything go through the general fund. We did it last time with the perm oil.

Rep. Hawken: We didn't have this fund last time.

Chairman Delzer: If you read this fund, it was not to be spent until the money was there. The essence, again, is that you want everything in the general fund so the public can track it. We could track it the other way.

Rep. Hawken: As we are moving money from one fund to another, maybe if we are moving it, then we don't put any of that general fund money into the budget stabilization fund.

Chairman Delzer: The level of the budget stabilization fund will certainly be an argument towards the end of the session. On OMB is where that final level will be set.

Rep. Hawken: If we added up all the money that is going into the budget stabilization fund and we could put it on some of these other bills, then I might not have a problem with it. I just want it noted that is what we are doing.

Rep. Streyle moved that we change it to the general fund.

Rep. Brandenburg seconded.

The voice vote was uncertain so a roll call vote was taken resulting in 16-5, 1 absent. Motion carries.

17:45

Chairman Delzer: We can have it noted the last time we did this, we lowered the percentage from 10 to 9 ½ for some of these exact same reasons that we talked about. Further discussion on SB 2006?

Rep. Bellew: What is that \$6M going to be used for? Is it just to match federal dollars or two airports, six airports?

Chairman Delzer: This one is probably going to be used around the state at various small airports for smaller facilities.

Rep. Thoreson: That's correct.

Rep. Brandenburg: You have the \$60M going in there on a different bill. The money from federal funding is to beef up, and the aeronautics commission knows how to take care of the needs basis and all of the airports. That \$6 million will fit that gap. There are different categories of airports.

Chairman Delzer: In the past they've had enough with federal and special funds. To me it's an issue of whether or not we should put the \$6 million in there too.

Rep. Brandenburg: We know there are a lot of needs with Minot and Williston and that \$60 million is going to fill that gap, but there are a lot of other airports in the state that are not eligible for that money. This \$6 million is available so they can take care of those needs across the state and work through the aeronautics commission that deals with all those requests and all the needs.

Chairman Delzer: It's infrastructure funding.

Rep. Wieland: It makes reference to the fact that the \$6M will be used by awarding grants to airports served by at least one airline which is certified by the FAA. What does that mean in terms of what kind of an airline?

Rep. Brandenburg: There are airports in the state recognized as federal, and some are not.

Rep. Thoreson: SB 2278 changed airlines certified by the FAA. Are you looking at the green sheet?

Rep. Wieland: On the 02000 Senate version, their note #2 makes reference to the certified airlines.

Rep. Kempenich: That's the way the amendment was drafted. The airports that are not included in that statement are Dickinson, Williston, and Minot. The rest of them are Bismarck, Jamestown, Fargo, Grand Forks, and I think Devils Lake. The \$6 million is going to go to asphalt and pavement. After 2278 passed, it pretty much negated that statement.

Chairman Delzer: The FTEs are the same. Further discussion?

Rep. Kempenich moved a Do pass as amended.

Rep. Thoreson seconded.

A roll call vote was taken and resulted in **DO PASS AS AMENDED, 18-3, 1 ABSENT.**
Rep. Kempenich is the carrier.

VLC
4/10/13
182

PROPOSED AMENDMENTS TO ENGROSSED SENATE BILL NO. 2006

Page 1, replace line 12 with:

"Salaries and wages	\$1,005,639	\$114,597	\$1,120,236
Accrued leave payments	0	10,772	10,772"

Page 1, replace lines 15 through 18 with:

"Grants	<u>9,040,000</u>	<u>6,460,000</u>	<u>15,500,000</u>
Total all funds	\$13,083,688	\$5,914,369	\$18,998,057
Less estimated income	<u>12,533,688</u>	<u>(85,631)</u>	<u>12,448,057</u>
Total general fund	\$550,000	\$6,000,000	\$6,550,000"

Page 1, line 20, after "FUNDING" insert "- EFFECT ON BASE BUDGET - REPORT TO SIXTY-FOURTH LEGISLATIVE ASSEMBLY"

Page 1, line 21, after "biennium" insert "and the 2013-15 one-time funding items included in the appropriation in section 1 of this Act"

Page 1, replace lines 23 and 24 with:

"Anemometer tower database	\$4,500	\$0
Grants to airports	<u>0</u>	<u>6,000,000</u>
Total general fund	\$4,500	\$6,000,000"

Page 2, remove lines 1 through 5

Renumber accordingly

STATEMENT OF PURPOSE OF AMENDMENT:

Senate Bill No. 2006 - Aeronautics Commission - House Action

	Executive Budget	Senate Version	House Changes	House Version
Salaries and wages	\$1,150,090	\$1,156,409	(\$36,173)	\$1,120,236
Operating expenses	1,977,049	1,977,049		1,977,049
Capital assets	390,000	390,000		390,000
Grants	9,500,000	9,500,000	6,000,000	15,500,000
Additional airport grants		6,000,000	(6,000,000)	
Accrued leave payments			10,772	10,772
Total all funds	\$13,017,139	\$19,023,458	(\$25,401)	\$18,998,057
Less estimated income	<u>12,467,139</u>	<u>18,473,458</u>	<u>(6,025,401)</u>	<u>12,448,057</u>
General fund	\$550,000	\$550,000	\$6,000,000	\$6,550,000
FTE	6.00	6.00	0.00	6.00

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

	Adjusts State Employee Compensation and Benefits Package ¹	Provides Separate Line Item for Accrued Leave Payments ²	Changes Funding Source for Airport Grants ³	Total House Changes
Salaries and wages	(\$25,401)	(\$10,772)		(\$36,173)

Operating expenses				
Capital assets				
Grants			6,000,000	6,000,000
Additional airport grants			(6,000,000)	(6,000,000)
Accrued leave payments		10,772		10,772
Total all funds	(\$25,401)	\$0	\$0	(\$25,401)
Less estimated income	(25,401)	0	(6,000,000)	(6,025,401)
General fund	\$0	\$0	\$6,000,000	\$6,000,000
FTE	0.00	0.00	0.00	0.00

¹ This amendment adjusts the state employee compensation and benefits package as follows:

- Reduces the performance component from 3 to 5 percent per year to 2 to 4 percent per year.
- Reduces the market component from 2 to 4 percent per year for employees below the midpoint of their salary range to up to 2 percent for employees in the first quartile of their salary range for the first year of the biennium only.
- Removes funding for additional retirement contribution increases.

² A portion of salaries and wages funding from other funds (\$10,772) for permanent employees' compensation and benefits is reallocated to an accrued leave payments line item for paying annual leave and sick leave for eligible employees.

³ This amendment changes the funding source for airport grants from the strategic investment and improvements fund to the general fund. The Senate version added a section to provide a separate appropriation from the strategic investments and improvements fund for airport grants.

This amendment also removes a section added by the Senate relating to grants to airports and designates the \$6 million grants to airports as one-time funding.

Date: April 3, 2013
Roll Call Vote #: 1

2013 HOUSE STANDING COMMITTEE ROLL CALL VOTES
BILL/RESOLUTION NO. SB2006

House Appropriations - Government Operations Division Committee

☐ Check here for Conference Committee

Legislative Council Amendment Number 13.8156.02001

Action Taken Do Pass as Amended

Motion Made By Vice Chairman Brandenburg Seconded By Representative Sanford

Representatives	Yes	No	Representatives	Yes	No
Chairman Thoreson	x		Representative Glassheim	x	
Vice Chairman Brandenburg	x		Representative Guggisberg	x	
Representative Kempenich					
Representative Hawken	x				
Representative Sanford	x				

Total (Yes) 6 No 0

Absent 1

Floor Assignment Representative Kempenich

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

Date: 4/8/13
Roll Call Vote #: 1

2013 HOUSE STANDING COMMITTEE
ROLL CALL VOTES
BILL/RESOLUTION NO. 2006

House Appropriations Committee

☐ Check here for Conference Committee

Legislative Council Amendment Number .02001

Action Taken: ☐ Do Pass ☐ Do Not Pass ☐ Amended ☒ Adopt Amendment
☐ Rerefer to Appropriations ☐ Reconsider

Motion Made By Rep. Kempenich Seconded By Rep. Thoreson

Representatives	Yes	No	Representatives	Yes	No
Chairman Delzer			Rep. Streyle		
Vice Chairman Kempenich			Rep. Thoreson		
Rep. Bellew			Rep. Wieland		
Rep. Brandenburg					
Rep. Dosch					
Rep. Grande			Rep. Boe		
Rep. Hawken			Rep. Glasheim		
Rep. Kreidt			Rep. Guggisberg		
Rep. Martinson			Rep. Holman		
Rep. Monson			Rep. Williams		
Rep. Nelson					
Rep. Pollert					
Rep. Sanford					
Rep. Skarphol					

Total Yes _____ No _____

Absent _____

Floor Assignment _____

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

voice vote carries

Date: 4/8/13
Roll Call Vote #: 2

2013 HOUSE STANDING COMMITTEE
ROLL CALL VOTES
BILL/RESOLUTION NO. 2006

House Appropriations Committee

☐ Check here for Conference Committee

Legislative Council Amendment Number _____

Action Taken: ☐ Do Pass ☐ Do Not Pass ☐ Amended ☒ Adopt Amendment
☐ Rerefer to Appropriations ☐ Reconsider

Motion Made By Rep. Streyle Seconded By Rep. Brandenburg

Representatives	Yes	No	Representatives	Yes	No
Chairman Delzer	X		Rep. Streyle	X	
Vice Chairman Kempenich	X		Rep. Thoreson	X	
Rep. Bellew	X		Rep. Wieland	X	
Rep. Brandenburg	X				
Rep. Dosch	X				
Rep. Grande	X		Rep. Boe	X	
Rep. Hawken		X	Rep. Glassheim		X
Rep. Kreidt	X		Rep. Guggisberg		X
Rep. Martinson	X		Rep. Holman		X
Rep. Monson	X		Rep. Williams		X
Rep. Nelson	X				
Rep. Pollert					
Rep. Sanford	X				
Rep. Skarphol	X				

Total Yes 16 No 5

Absent 1

Floor Assignment _____

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

Change to general fund instead of SIF

voice vote uncertain

motion carries

Date: 4/8/13
Roll Call Vote #: 3

**2013 HOUSE STANDING COMMITTEE
ROLL CALL VOTES
BILL/RESOLUTION NO. 2006**

House Appropriations Committee

☐ Check here for Conference Committee

Legislative Council Amendment Number _____

Action Taken: ☒ Do Pass ☐ Do Not Pass ☒ Amended ☐ Adopt Amendment
☐ Rerefer to Appropriations ☐ Reconsider

Motion Made By Rep. Kempenich Seconded By Rep. Thoreson

Representatives	Yes	No	Representatives	Yes	No
Chairman Delzer		X	Rep. Streyle	X	
Vice Chairman Kempenich	X		Rep. Thoreson	X	
Rep. Bellew		X	Rep. Wieland	X	
Rep. Brandenburg	X				
Rep. Dosch		X			
Rep. Grande	X		Rep. Boe	X	
Rep. Hawken	X		Rep. Glassheim	X	
Rep. Kreidt	X		Rep. Guggisberg	X	
Rep. Martinson	X		Rep. Holman	X	
Rep. Monson	X		Rep. Williams	X	
Rep. Nelson	X				
Rep. Pollert					
Rep. Sanford	X				
Rep. Skarphol	X				

Total Yes 18 No 3

Absent 1

Floor Assignment Rep. Kempenich

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

REPORT OF STANDING COMMITTEE

SB 2006, as engrossed: Appropriations Committee (Rep. Delzer, Chairman) recommends **AMENDMENTS AS FOLLOWS** and when so amended, recommends **DO PASS** (18 YEAS, 3 NAYS, 1 ABSENT AND NOT VOTING). Engrossed SB 2006 was placed on the Sixth order on the calendar.

Page 1, replace line 12 with:

"Salaries and wages	\$1,005,639	\$114,597	\$1,120,236
Accrued leave payments	0	10,772	10,772"

Page 1, replace lines 15 through 18 with:

"Grants	<u>9,040,000</u>	<u>6,460,000</u>	<u>15,500,000</u>
Total all funds	\$13,083,688	\$5,914,369	\$18,998,057
Less estimated income	<u>12,533,688</u>	<u>(85,631)</u>	<u>12,448,057</u>
Total general fund	\$550,000	\$6,000,000	\$6,550,000"

Page 1, line 20, after "FUNDING" insert "- EFFECT ON BASE BUDGET - REPORT TO SIXTY-FOURTH LEGISLATIVE ASSEMBLY"

Page 1, line 21, after "biennium" insert "and the 2013-15 one-time funding items included in the appropriation in section 1 of this Act"

Page 1, replace lines 23 and 24 with:

"Anemometer tower database	\$4,500	\$0
Grants to airports	0	<u>6,000,000</u>
Total general fund	\$4,500	\$6,000,000"

Page 2, remove lines 1 through 5

Renumber accordingly

STATEMENT OF PURPOSE OF AMENDMENT:

Senate Bill No. 2006 - Aeronautics Commission - House Action

	Executive Budget	Senate Version	House Changes	House Version
Salaries and wages	\$1,150,090	\$1,156,409	(\$36,173)	\$1,120,236
Operating expenses	1,977,049	1,977,049		1,977,049
Capital assets	390,000	390,000		390,000
Grants	9,500,000	9,500,000	6,000,000	15,500,000
Additional airport grants		6,000,000	(6,000,000)	
Accrued leave payments			10,772	10,772
Total all funds	\$13,017,139	\$19,023,458	(\$25,401)	\$18,998,057
Less estimated income	<u>12,467,139</u>	<u>18,473,458</u>	<u>(6,025,401)</u>	<u>12,448,057</u>
General fund	\$550,000	\$550,000	\$6,000,000	\$6,550,000
FTE	6.00	6.00	0.00	6.00

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

	Adjusts State Employee Compensation and Benefits Package ¹	Provides Separate Line Item for Accrued Leave Payments ²	Changes Funding Source for Airport Grants ³	Total House Changes
Salaries and wages	(\$25,401)	(\$10,772)		(\$36,173)
Operating expenses				
Capital assets				
Grants			6,000,000	6,000,000
Additional airport grants			(6,000,000)	(6,000,000)
Accrued leave payments		10,772		10,772

Total all funds	(\$25,401)	\$0	\$0	(\$25,401)
Less estimated income	(25,401)	0	(6,000,000)	(6,025,401)
General fund	\$0	\$0	\$6,000,000	\$6,000,000
FTE	0.00	0.00	0.00	0.00

¹ This amendment adjusts the state employee compensation and benefits package as follows:

- Reduces the performance component from 3 to 5 percent per year to 2 to 4 percent per year.
- Reduces the market component from 2 to 4 percent per year for employees below the midpoint of their salary range to up to 2 percent for employees in the first quartile of their salary range for the first year of the biennium only.
- Removes funding for additional retirement contribution increases.

² A portion of salaries and wages funding from other funds (\$10,772) for permanent employees' compensation and benefits is reallocated to an accrued leave payments line item for paying annual leave and sick leave for eligible employees.

³ This amendment changes the funding source for airport grants from the strategic investment and improvements fund to the general fund. The Senate version added a section to provide a separate appropriation from the strategic investments and improvements fund for airport grants.

This amendment also removes a section added by the Senate relating to grants to airports and designates the \$6 million grants to airports as one-time funding.

2013 CONFERENCE COMMITTEE

SB 2006

2013 SENATE STANDING COMMITTEE MINUTES

Senate Appropriations Committee Harvest Room, State Capitol

SB 2006 conference committee
April 17, 2013
Job #21200

☒ Conference Committee

Rose Loring

Explanation or reason for introduction of bill/resolution:

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

Minutes:

No attachments

Legislative Council - Adam Mathiak
OMB -

Senator Krebsbach opened the conference committee hearing on SB 2006. Roll call was taken. **Senators Grindberg** and **O'Connell** were present as well as **Representatives Kempenich, Sanford and Glassheim**.

Senator Krebsbach asked the House to explain the amendments they put on the bill and the reason they did so.

Representative Kempenich: We reduced the performance component from 5% to 3% per year and then from 4% to 2%. We also reduced the market component by 2%. We took the rollup dollars as far as compensation and annual leave and rolled them up into a number that was accessible but it basically was toward the end of the biennium and they could access it through the emergency commission.

Senator Krebsbach: The only other change that I see is the change of the source of funding for the \$6M of grants to the airports.

Representative Kempenich: We changed the language. In the subsection we left it in the SIF money, but in full committee they wanted to put it into the general fund.

Senator Krebsbach: The Aeronautics Commissioner is here. Do you have any comment as to any other portion of the House fund aside from the salaries?

Mr. Larry Taborsky, Director of North Dakota Aeronautics Commission said "money in is money in, so either way we can work with it".

Senator Grindberg: Just to clarify, grants verses additional airport grants- the scope is the same?

Representative Kempenich: No. We left their priority list as to how they were going to use their \$6M or their match with the federal dollars. There was no change in their priorities. It was just a matter of shifting the money.

Senator Grindberg: Could we get an updated list of projects at airports? They're for infrastructure.

Representative Kempenich agreed. SB 2278 opened up some of the non-federal airports to some federal moneys too.

Senator Krebsbach: The amendment clearly says it's certified for the FAA airports. It is a one-time expenditure as well. We do not have a lot of problems with this. We do need to get the salary issue decided. We will re-convene at the proper time. We are in recess.

(Recording ends at 6:22)

2013 SENATE STANDING COMMITTEE MINUTES

Senate Appropriations Committee Harvest Room, State Capitol

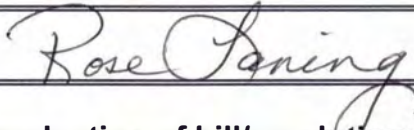
SB 2006 conference committee

April 23, 2013

Job # 21431

☒ Conference Committee

Committee Clerk Signature



Explanation or reason for introduction of bill/resolution:

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

Minutes:

You may make reference to "attached testimony."

Legislative Council - Adam Mathiak
OMB - Laney Herauf

Senator Krebsbach opened the conference committee hearing on SB 2006. Roll call was taken. **Senators Grindberg** and **O'Connell** were present as well as **Representatives Kempenich, Sanford** and **Glassheim**.

Adam Mathiak, Legislative Council - handed out amendment # 13.8156.02003 with the correct salary position.

Senator Krebsbach said the only other change to this bill is the fact that they added \$6M in grants to airports. The House didn't change that, so we have the proper amendments. The amendment changes the funding source for grants from the Strategic Investment Fund to the general fund - the same as the House version.

Rep. Kempenich moved that the House recede from House amendments and further amend SB 2006 with amendment 13.8156.02003.
Senator Grindberg seconded the motion.

A roll call vote was taken. Yea: 6 Nay: 0 Absent: 0

Senator Krebsbach dissolved the conference committee on SB 2006.

93
4-23-13
1 of 2

PROPOSED AMENDMENTS TO ENGROSSED SENATE BILL NO. 2006

That the House recede from its amendments as printed on pages 1310-1312 of the Senate Journal and pages 1371 and 1372 of the House Journal and that Senate Bill No. 2006 be amended as follows:

Page 1, replace line 12 with:

"Salaries and wages	\$1,005,639	\$129,967	\$1,135,606
Accrued leave payments	0	10,772	10,772"

Page 1, replace lines 15 through 18 with:

"Grants	<u>9,040,000</u>	<u>6,460,000</u>	<u>15,500,000</u>
Total all funds	\$13,083,688	\$5,929,739	\$19,013,427
Less estimated income	<u>12,533,688</u>	<u>(70,261)</u>	<u>12,463,427</u>
Total general fund	\$550,000	\$6,000,000	\$6,550,000"

Page 1, line 20, after "FUNDING" insert "- EFFECT ON BASE BUDGET - REPORT TO SIXTY-FOURTH LEGISLATIVE ASSEMBLY"

Page 1, line 21, after "biennium" insert "and the 2013-15 one-time funding items included in the appropriation in section 1 of this Act"

Page 1, replace lines 23 and 24 with:

"Anemometer tower database	\$4,500	\$0
Grants to airports	<u>0</u>	<u>6,000,000</u>
Total general fund	\$4,500	\$6,000,000

The 2013-15 one-time funding amounts are not a part of the entity's base budget for the 2015-17 biennium. The aeronautics commission shall report to the appropriations committees of the sixty-fourth legislative assembly on the use of this one-time funding for the biennium beginning July 1, 2013, and ending June 30, 2015."

Page 2, remove lines 1 through 5

Renumber accordingly

STATEMENT OF PURPOSE OF AMENDMENT:

Senate Bill No. 2006 - Aeronautics Commission - Conference Committee Action

	Executive Budget	Senate Version	Conference Committee Changes	Conference Committee Version	House Version	Comparison to House
Salaries and wages	\$1,150,090	\$1,156,409	(\$20,803)	\$1,135,606	\$1,120,236	\$15,370
Operating expenses	1,977,049	1,977,049		1,977,049	1,977,049	
Capital assets	390,000	390,000		390,000	390,000	
Grants	9,500,000	9,500,000	6,000,000	15,500,000	15,500,000	
Additional airport grants		6,000,000	(6,000,000)			
Accrued leave payments			10,772	10,772	10,772	
Total all funds	\$13,017,139	\$19,023,458	(\$10,031)	\$19,013,427	\$18,998,057	\$15,370
Less estimated income	<u>12,467,139</u>	<u>18,473,458</u>	<u>(6,010,031)</u>	<u>12,463,427</u>	<u>12,448,057</u>	15,370
General fund	\$550,000	\$550,000	\$6,000,000	\$6,550,000	\$6,550,000	\$0

FTE

6.00

6.00

0.00

6.00

6.00

0.00

2012

Department No. 412 - Aeronautics Commission - Detail of Conference Committee Changes

	Adjusts State Employee Compensation and Benefits Package¹	Provides Separate Line Item for Accrued Leave Payments²	Changes Funding Source for Airport Grants³	Total Conference Committee Changes
Salaries and wages	(\$10,031)	(\$10,772)		(\$20,803)
Operating expenses				
Capital assets				
Grants			6,000,000	6,000,000
Additional airport grants			(6,000,000)	(6,000,000)
Accrued leave payments		10,772		10,772
Total all funds	(\$10,031)	\$0	\$0	(\$10,031)
Less estimated income	(10,031)	0	(6,000,000)	(10,031)
General fund	\$0	\$0	\$6,000,000	\$6,000,000
FTE	0.00	0.00	0.00	0.00

¹ This amendment adjusts the state employee compensation and benefits package as follows:

- Reduces the performance component from 3 to 5 percent per year to 3 to 5 percent for the first year of the biennium and 2 to 4 percent for the second year of the biennium.
- Reduces the market component from 2 to 4 percent per year to 1 to 2 percent per year for employees below the midpoint of their salary range.
- Reduces funding for retirement contribution increases to provide for a 1 percent state and 1 percent employee increase beginning in January 2014 and no increase in January 2015.

² A portion of salaries and wages funding from other funds (\$10,772) for permanent employees' compensation and benefits is reallocated to an accrued leave payments line item for paying annual leave and sick leave for eligible employees.

³ This amendment changes the funding source for airport grants from the strategic investment and improvements fund to the general fund, the same as the House version. The Senate version added a section to provide a separate appropriation from the strategic investment and improvements fund for airport grants.

Date 4-23-13Roll Call Vote # 1

2013 SENATE CONFERENCE COMMITTEE ROLL CALL VOTES

BILL/RESOLUTION NO. 2006 as (re) engrossedSenate Appropriations Committee

- Action Taken**
- ☐ SENATE accede to House Amendments
- ☐ SENATE accede to House Amendments and further amends
- ☐ HOUSE recede from House amendments
- ☒ HOUSE recede from House amendments and amends as follows
- ☐ **Unable to agree**, recommends that the committee be discharged and a new committee be appointed

Motion Made by: Kempenich Seconded by: Grindberg

Senators	4/17/13	4/23	Yes	No	Representatives	4/17/13	4/23	Yes	No
Senators Krebsbach	✓	✓	✓		Rep. Kempenich	✓	✓	✓	
Grindberg	✓	✓	✓		Sanford	✓	✓	✓	
O'Connell	✓	✓	✓		Glassheim	✓	✓	✓	
Total Senate Vote			3		Total Rep. Vote			3	

Vote Count Yes: 6 No: 0 Absent: 0Senate Carrier Krebsbach House Carrier KempenichLC Number 13.8156 . 02003 of amendmentLC Number 13.8156 . 02000 of engrossment

REPORT OF CONFERENCE COMMITTEE

SB 2006, as engrossed: Your conference committee (Sens. Krebsbach, Grindberg, O'Connell and Reps. Kempenich, Sanford, Glassheim) recommends that the **HOUSE RECEDE** from the House amendments as printed on SJ pages 1310-1312, adopt amendments as follows, and place SB 2006 on the Seventh order:

That the House recede from its amendments as printed on pages 1310-1312 of the Senate Journal and pages 1371 and 1372 of the House Journal and that Senate Bill No. 2006 be amended as follows:

Page 1, replace line 12 with:

"Salaries and wages	\$1,005,639	\$129,967	\$1,135,606
Accrued leave payments	0	10,772	10,772"

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Page 2, remove lines 1 through 5

Re-number accordingly

STATEMENT OF PURPOSE OF AMENDMENT:

Senate Bill No. 2006 - Aeronautics Commission - Conference Committee Action

	Executive Budget	Senate Version	Conference Committee Changes	Conference Committee Version	House Version	Comparison to House
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Additional airport grants		6,000,000	(6,000,000)			
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General fund	\$550,000	\$550,000	\$6,000,000	\$6,550,000	\$6,550,000	\$0
FTE	6.00	6.00	0.00	6.00	6.00	0.00

Department No. 412 - Aeronautics Commission - Detail of Conference Committee Changes

	Adjusts State Employee Compensation and Benefits Package ¹	Provides Separate Line Item for Accrued Leave Payments ²	Changes Funding Source for Airport Grants ³	Total Conference Committee Changes
Salaries and wages	(\$10,031)	(\$10,772)		(\$20,803)
Operating expenses				
Capital assets				
Grants			6,000,000	6,000,000
Additional airport grants			(6,000,000)	(6,000,000)
Accrued leave payments		10,772		10,772
Total all funds	(\$10,031)	\$0	\$0	(\$10,031)
Less estimated income	(10,031)	0	(6,000,000)	(6,010,031)
General fund	\$0	\$0	\$6,000,000	\$6,000,000
FTE	0.00	0.00	0.00	0.00

¹ This amendment adjusts the state employee compensation and benefits package as follows:

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³ This amendment changes the funding source for airport grants from the strategic investment and improvements fund to the general fund, the same as the House version. The Senate version added a section to provide a separate appropriation from the strategic investment and improvements fund for airport grants.

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

2013 TESTIMONY

SB 2006

Larry Taborsky

1-17-13

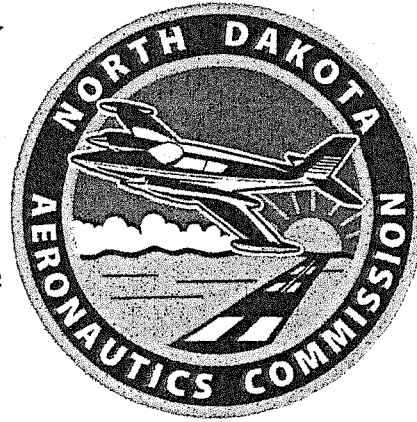
SB 2006

#1

Senate Bill 2006

The North Dakota Aeronautics Commission

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



Presented by Larry Taborsky, Director
ltaborsky@nd.gov
701-328-9650



In the previous biennium we've had a transition of two commissioners and two employees. Bob Miller retired after 27 years on the Commission, and JB Lindquist has replaced him as chair. Diane Herr also retired after 13 years with the two appointed slots filled by Dr. Kim Kenville and Warren Pietsch.
















Aeronautics hired Kyle Wanner as our airport planner in 2011 and Joshua Simmers as aviation projects manager in 2012.

The Commission maintains a lean staff of 4 full-time employees.

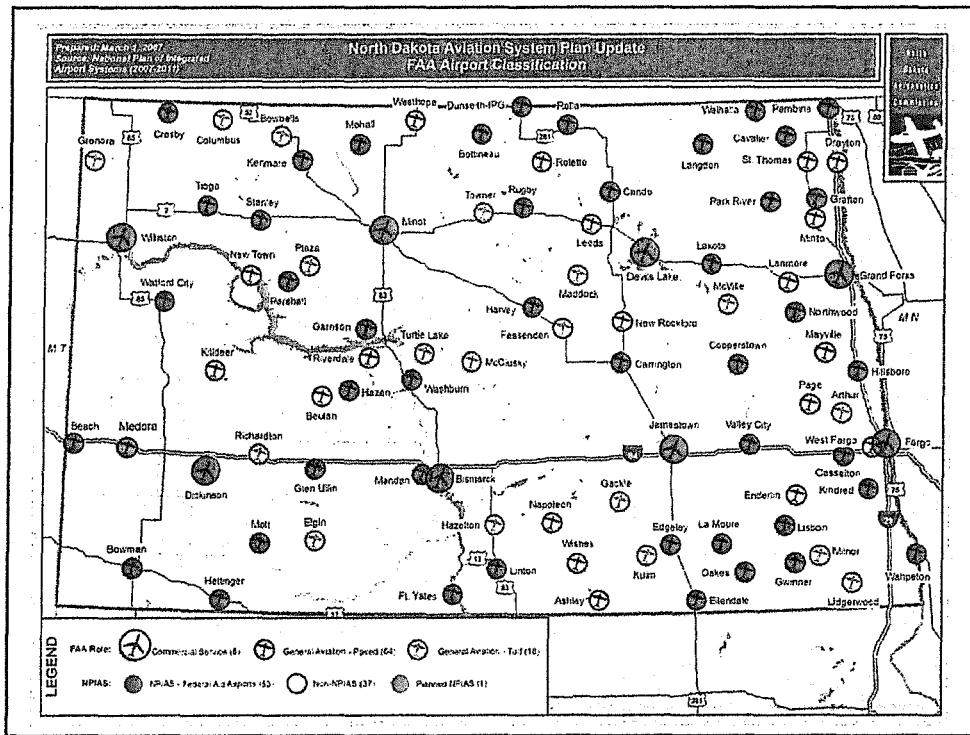
Aviation Facts About ND

- 2 Billion in Economic Output activity is created annually by North Dakota Airports
- On and off-airport aviation related activity in North Dakota creates 15,480 jobs – per 2010 economic impact study
- Commercial Airports enplaned a record high 1,028,718 passengers in 2012
- ND Aerial Applicators Spray approximately 4 Million Acres of crops annually
- 3,340 people hold FAA pilot certificates in North Dakota
- 2,147 FAA certified aircraft are registered in North Dakota

Benefits of Airports

Emergency Preparedness and Response	<ul style="list-style-type: none"> Aeromedical Flights Law Enforcement/National Security/Border Security Emergency Response Aerial Fire Fighting Support Emergency Diversionary Airport Disaster Relief and Search and Rescue Critical Federal Functions 	    
Critical Community Access	<ul style="list-style-type: none"> Remote Population/Island Access Air Taxi/Charter Services Essential Scheduled Air Service Cargo 	 
Other Aviation Specific Functions	<ul style="list-style-type: none"> Self-Piloted Business Flights Corporate Flight Instruction Personal Flying Charter Passenger Services Aircraft/Avionics Manufacturing/Maintenance Aircraft Storage Aerospace Engineering/Research 	 
Commercial, Industrial, and Economic Activities	<ul style="list-style-type: none"> Agricultural Support Aerial Surveying and Observation Low-Orbit Space Launch and Landing Oil and Mineral Exploration/Survey Utility/Pipeline Control and Inspection Business Executive Flight Service Manufacturing and Distribution Express Delivery Service Air Cargo 	   
Destination and Special Events	<ul style="list-style-type: none"> Tourism and Access to Special Events Intermodal Connections (rail/ship) Special Aeronautical (skydiving/airshows) 	 

Airports are public infrastructure that serve the public in a different capacity than roads – but just as vital.



89 Public-Use Airports

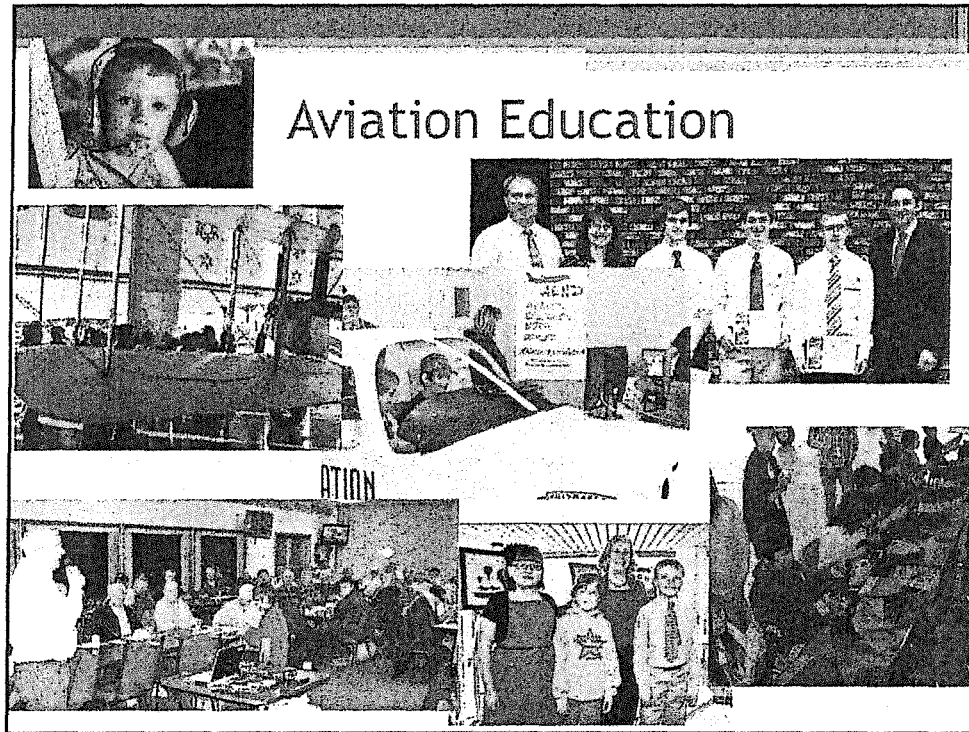
53 Airports are in the National Plan of Integrated Airport Systems (NPIAS) and are eligible to receive Federal Aid.

36 Airports are not eligible to receive federal aid and are dependent solely upon local and state dollars to function.

Our state airport plan provides a network for commerce, emergency services, agriculture, and general aviation activities.

Accomplishments

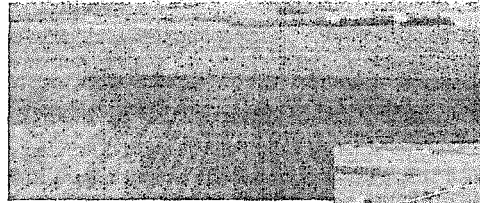




We expanded our reach to more people than ever through an increased focus on education this biennium. We utilize a variety of educational programs, encouraging aerospace as a method of learning Science, Technology, Engineering, and Mathematics or as a future hobby or career such as:

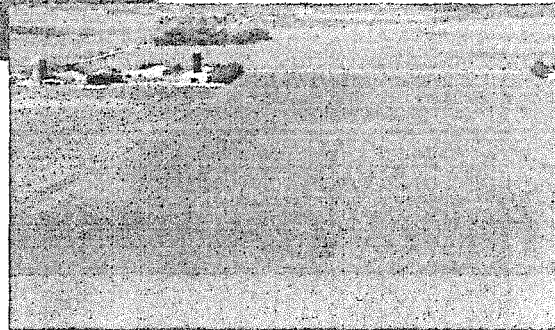
- The Real World Design Challenge (includes a fully sponsored trip to D.C. for students to present their design proposal in aerospace design);
 - Career day (spur interest in academics and careers);
 - The flight training assistance program (enables instructors to reach flight students who don't have a local instructor at their local airport);
 - Museums (reach people of all ages);
 - Marketplace for kids (promotes aviation);
 - UND aerospace camp;
 - Professional development for teachers to promote aviation;
- and more.

MET Tower Legislation

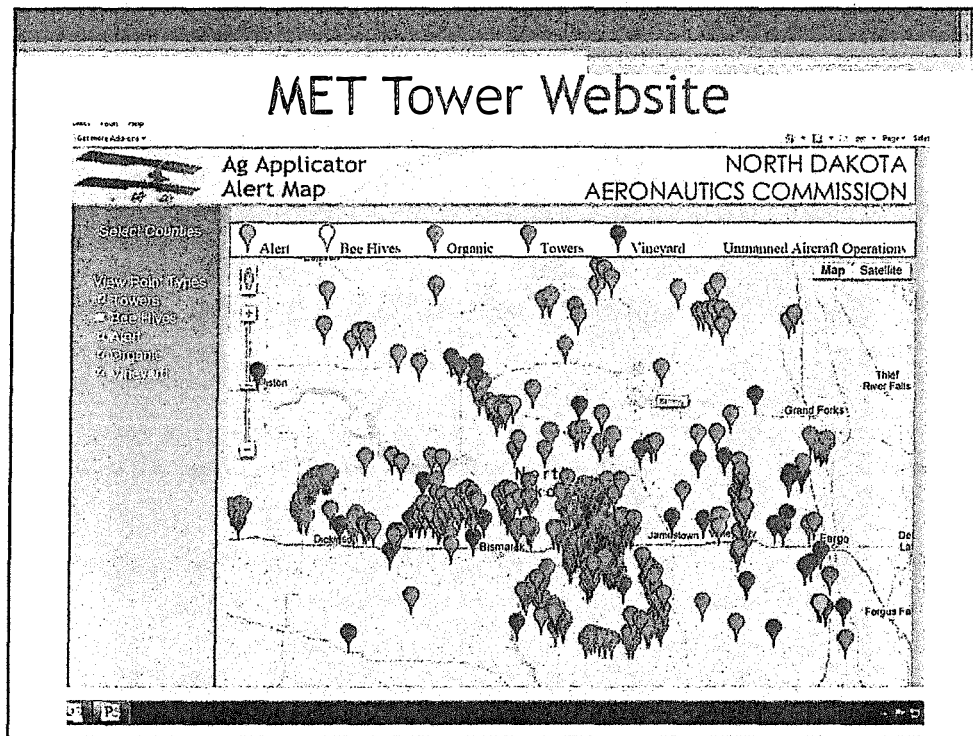


Unmarked and gray

Top marked with red
and white, marker
balls on the guy wires



The Meteorological Evaluation Test (MET) tower legislation passed in 2011 made the state safer for low-flying aircraft, requiring tower owners to mark their new towers to make them more visible, and to register their existing towers with aeronautics. Though still a challenge, the alternating red and white bands and marker balls gives a pilot a chance of sighting a tower before its too late.



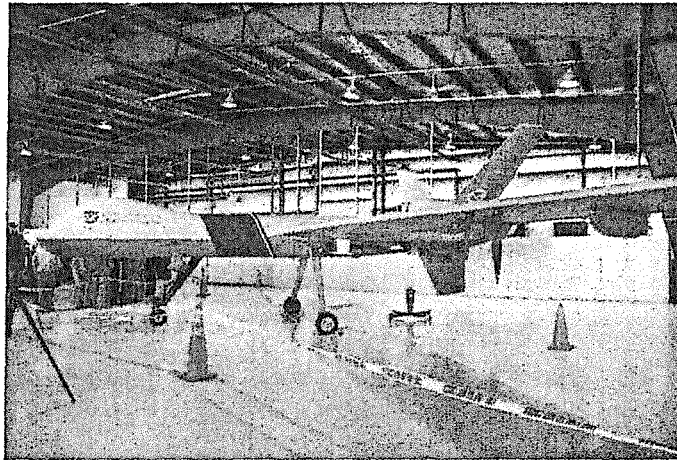
Aeronautics found an IT vendor who was able to construct an additional web page, depicting the known MET towers in the state. The site now also includes numerous areas to be avoided by aerial applicators such as: beehives; vineyards; organic farms; sensitive areas; and a recent addition has the restricted airspace due to unmanned aircraft, and a warning of the other unmanned aircraft operating areas used by UND research.

The replacement aircraft is wonderful!



Trading in our aging Skymaster for a more recent Cessna 206 is ideal for our needs and saves over \$26,000 in annual fixed costs (down from over \$44,000 to approximately \$18,000).

Unmanned Aircraft



North Dakota has experienced growth in Unmanned Systems, primarily in the Grand Forks area, and is an industry leader with a bright future. Participants include Customs and Border Protection, United States Air Force, North Dakota National Guard, North Dakota University System, and business. Aeronautics has been a part of the Governor's Air Space Integration Team to make sure this growth is responsible and equitable.

The Federal Aviation Administration will choose six states to lead the integration of unmanned aircraft into the national airspace system, and North Dakota is pursuing this designation.

Corporate and General Aviation Growth



General Aviation has seen tremendous growth, primarily in western North Dakota. Airports such as Stanley, Watford City, New Town, Bowman, and Tioga are seeing large increases in corporate traffic. This is an efficient and often cost-effective way to transport employees and equipment throughout the state from local and distant locations.

Airline Passenger Increases



Eastern North Dakota:

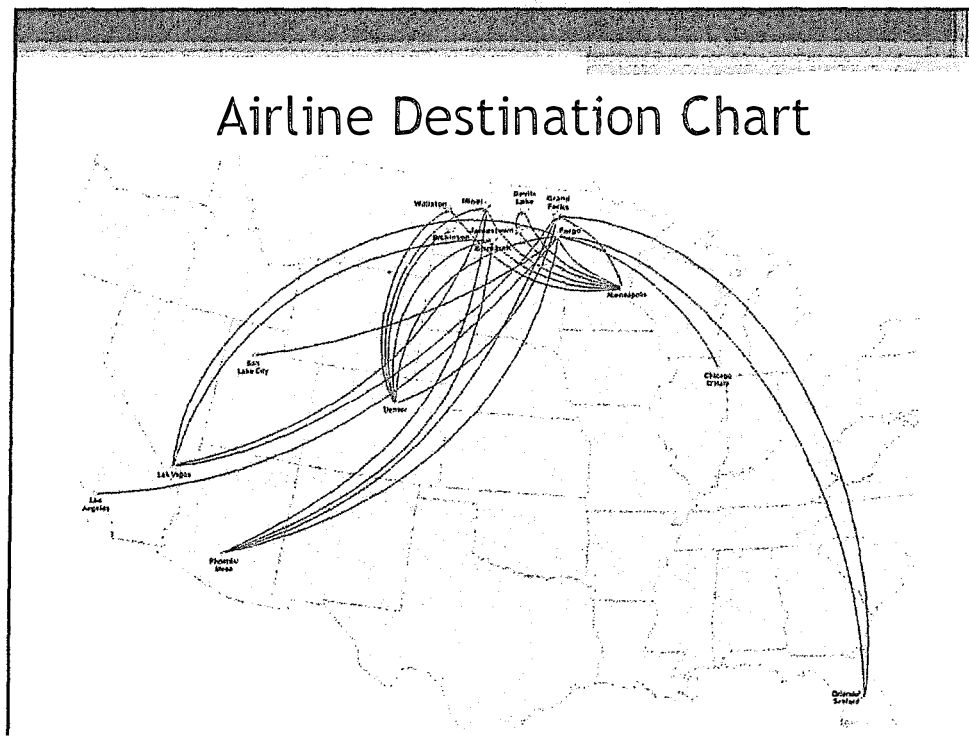
- Fargo and Grand Forks continue to increase their number of passengers and airlines (Fargo has remained the airport with the highest boardings in the state).
- Devils Lake and Jamestown experienced a decrease in boardings as Delta decided to pull out of those cities. Both airports received regional jet service, and the boardings reached all-time highs. When the regional jets left and the smaller planes were left without Delta's backing, the numbers plummeted. Passengers are there if the right equipment is present!
- Bismarck was built with increased capacity, and is aggressively planning to stay ahead of demand.

Western North Dakota:

- Williston is considering relocating the airport to allow for larger aircraft and the increased volume of passengers and aircraft.
- Minot is planning a new terminal, expanded aircraft apron, and parking lot to meet the 236% increase in enplanements over the last four years.
- Dickinson has shown steady growth, is approaching capacity, and is planning so they can stay ahead of the challenges that Williston and Minot are facing. Dickinson is currently involved with a master plan study that has been revealing of large infrastructure needs within the next 5 years that will allow jet airline service to operate on the airport.

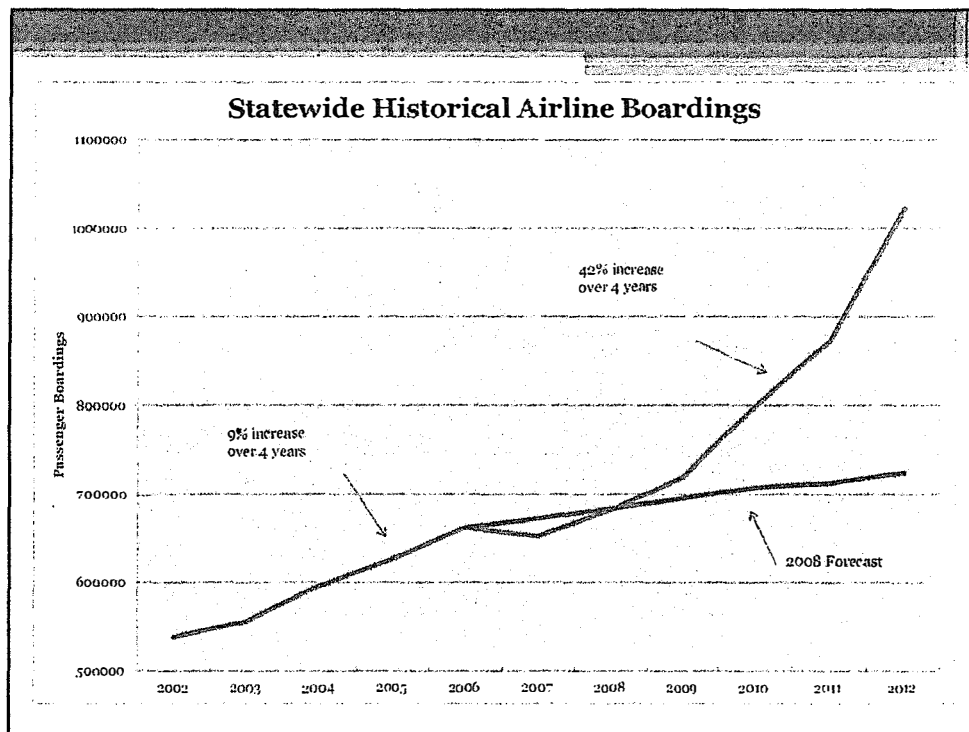
North Dakota is known throughout the nation for its airline growth; the airport managers and their authorities are doing wonders keeping up with the demand, and the Aeronautics

Commission is using all of its resources to help.



With increased passengers at an airport comes the ability to attract:

- More well known airlines
- Competitive Ticket Prices
- More Destinations



Our state is one of the few in the nation that is seeing airline expansion and profitability.

The present passenger numbers weren't forecast to occur until after 2026!

Federal Funding for Airports

- Due to the additional airport infrastructure needs in North Dakota, The Federal Government has provided a record \$51 million dollars of airport aid in 2012

This still does not meet the defined need.

- not all projects are eligible for federal aid
- upcoming projects exceed the 90% cost-share
- costs in North Dakota are increasing

This is a 79% increase from previous 5 year average of \$28.5 Million in annual federal aid.

It is expected that annual federal funding will remain at \$45-50 million for the next few years

Even with the increased funding, the Federal Government is still not able to fund all of the statewide airport needs.

Cost sharing on projects is dependent on a status of an airport, the priority of the project, the cost, and the input of the FAA.

For example – airport terminal projects are limited to \$20 Million in FAA funding. The FAA may fund **up to** 90% on certain eligible projects, but this figure is misleading because Federal Funds are insufficient for all of North Dakota's proposed projects, especially in a time when **multiple projects** in a state are very costly.

If a public airport is not classified under the NPIAS system, no federal funding is allotted.

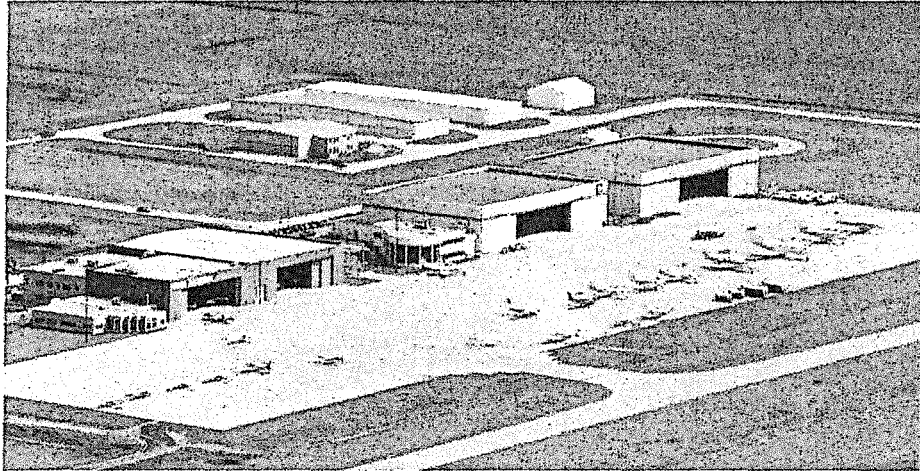
Airport Funding

- The goal is to bring the Federal, State, and local organizations together to provide additional funding for the increased infrastructure needs statewide.

The State and Airports can compete for additional FAA Discretionary Dollars by:

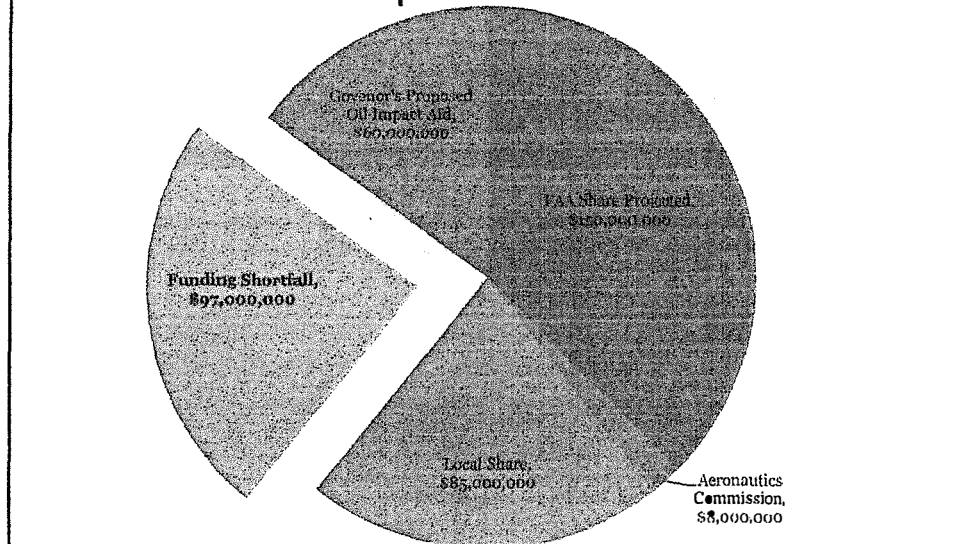
- Conducting High Priority Projects
- Showing a National Concern & Need for Projects
- Leveraging additional Federal Funds with State Funds

Needs Continue for the Eastern Part of the State



While large changes are happening in the west, the rest of the state continues to expand and maintain their aviation assets. Lifesaving flights continue, as does aerial application, overnight deliveries, and business charters, alongside increased commercial flights.

UGPTI Study Reveals 2013-2015 Statewide Airport Investment Needs

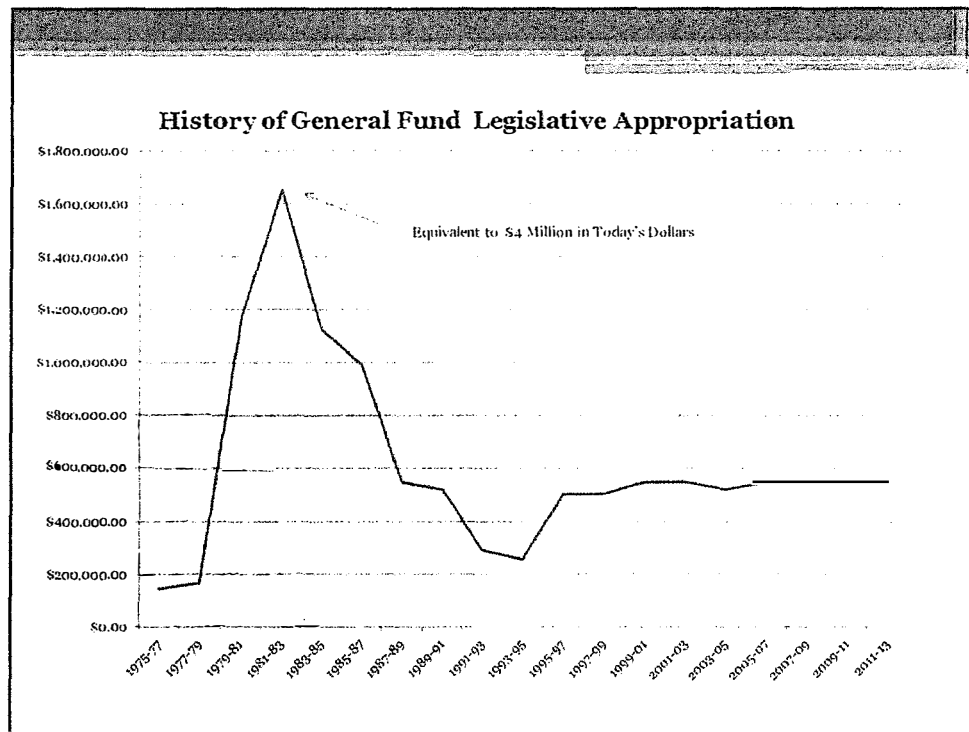


The Governor has recommended \$60 million for oil patch airport reinforcement. Projected \$80-100 million dollar shortfall for funding statewide airport projects in North Dakota in years 2013-2015.

The North Dakota Aeronautics Commission contracted with North Dakota State University's Upper Great Plains Institute to study aviation needs across the state and impact in the west. This study verified the commission's evaluation of the state's additional needs.

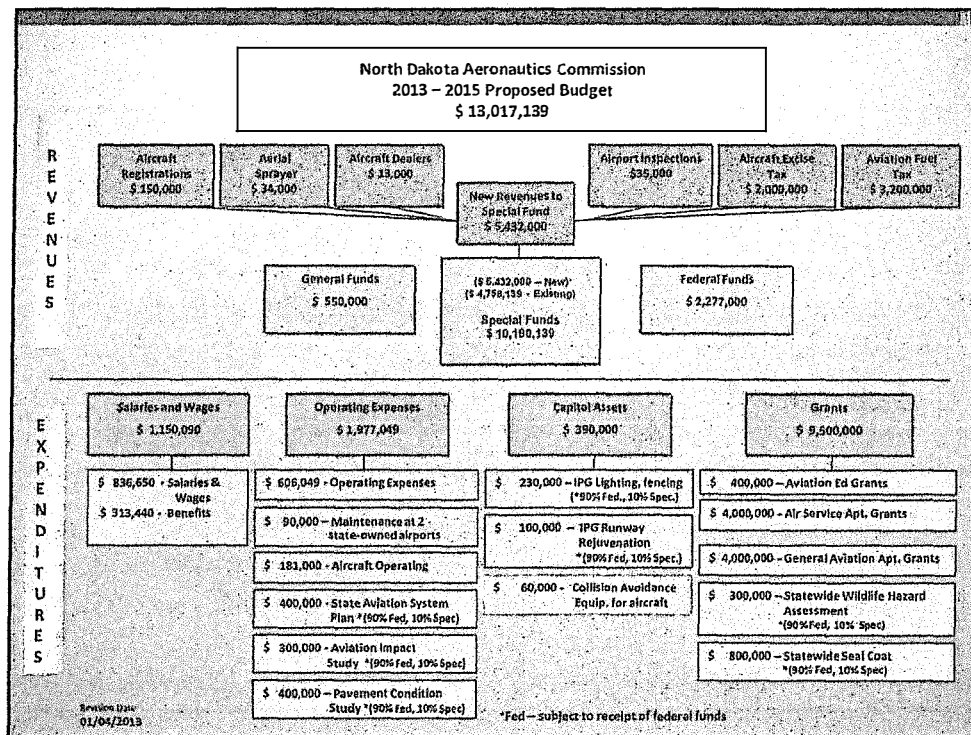
Budget





The Aeronautics receives \$550,000 per biennium currently provided from the state general fund.

This was used wisely but quickly, as our boardings reached 1 million passengers and all of the airports set monthly boarding records this biennium.



- Aircraft purchases and registrations increased due to economic growth and a federal tax advantage.
- Aerial Applicators licenses are declining, we suspect it's due to bigger planes flying more acres.
- Dealer licenses are decreasing.
- Avgas and jet fuel sales are projected to increase due to more and larger aircraft operating in the state.

The Aeronautics Commission is currently in the process of updating the Pavement Condition Index at airports throughout North Dakota. The study will also help the Aeronautics Commission in prioritizing pavement improvements projects.

Questions?

Aviation Day
February 8th



Contact the Aeronautics Commission with questions:

2301 University Drive, building 1652-22
PO BOX 5020
Bismarck, ND 58504
ndaero@nd.gov
701-328-9650

Aviation Day is February 8th in the Great Hall.

2013 - 2015 CIP / NPIAS PLANNING REPORT
 FAA / State National Plan of Integrated Airport System (NPIAS) General Aviation and Commercial Service Program

Larry Taborisky #2

1-17-13

SB 2006

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FAA Priority - The higher the number, the higher the priority on a scale of: 0 - 97

AIRPORT	PROJECT	NDAC Priority	FAA Priority	Funding Needs (Thousands)	
				1 to 5 Yrs.	6 to 10 Yrs.
1 Fargo FAR	*RTA = Runway, Taxiway, & Apron				
	Master Plan/ALP Update	31	66	450	
	Wildlife Hazard Assessment	31	66	75	
	Pavement Rehabilitation	56	66	500	250
	Terminal Apron Expansion	44	46	3000	
	Apron Access Road and Access Lighting	54	41	1000	
	Taxiway Reconstruction	55	66	18000	1500
	Rwy 18L-36R & Rwy 9-27 Extension EA	46	66		700
	Runway 9-27 Extension/Parallel Txy	46	54		21000
2 Bismarck BIS	Runway 18L-36R Construction	46	63		8000
	Reconstruct Taxiway B	45	66	1750	
	Wetland Mitigation / WHA	31	59	3500	500
	Drainage Improvements	41	59	750	500
	GA Apron Expansion	44	64	5000	1000
	Pavement Surface Treatment/Painting	56	70	650	1000
	Rehabilitate Txy Lights	55	66	150	150
	Rehabilitate and Strengthen Rwy 13/31	56	40	5800	
	RTA Rehabilitation, RCF	56	70		6000
	EA for RPZ Land Purchase/Runway Ext.	31	44	500	
	RPZ Land Purchase	41	44	2000	
	Expand ARFF Bldg/Relocate Hangar 5	31	46	2800	
	Relocate Airway Ave/Airport Rd Intersection	31	93	300	
	Snow Removal Equipment	32	70	1000	1000
3 Grand Forks GFK	Rehab Lighting Runway 17L-35R/Txy C	56	72	350	
	Wildlife Assessment	31	24	75	75
	Replace SRE/ARFF Building	32	41	5750	
	Remove Txy D/Reconstruct Txy A & B	55	97	2400	
	Expand Terminal Apron	44	47	2000	
	Expand Terminal	33	40	5000	
	Construct Taxiways	45	61	1700	
	Construct Access Road	31	23	1100	
	Snow Removal Equipment	32	48	500	500
	Rehabilitate Aprons	54	62	2200	1000
	Cargo Apron Expansion	44	47		1300
4 Minot MOT	Extend Runway 9L-27R	46	56		5000
	Reconstruct Taxiway C	55	61		
	Construct Taxiway D/ Taxiway G 19'	45	61		2000
	Construct Snow Removal Equipment Building	32	41		
	Construct Passenger Terminal Apron	44	47	18000	
	Construct Passenger Terminal Building	33	40	42000	
	ARFF Truck/AGIS	32	48	1200	
	8-26 Threshold Shift	56	93	7000	
	Snow Removal Equipment	32	48	2500	1700
	Access Rd/Terminal Parking Lot Construction	31	23	9000	
	Airport Master Plan	31	66	1000	
	Remodel Existing Terminal	33	40	4000	
	General Aviation Ramp Expansion	44	47	4000	
	RTA Rehabilitation, RCF	56	68	200	5000
	Air Cargo Apron	44	62		5000

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FAA Priority - The higher the number, the higher the priority on a scale of 0 - 97				Funding Needs (Thousands)	
*RTA = Runway, Taxiway, & Apron		NDAC Priority	FAA Priority	1 to 5 Yrs.	6 to 10 Yrs.
AIRPORT	PROJECT				
5 Jamestown JMS	Snow Removal Equipment	32	47	300	300
	Runway Painting	46	44	200	200
	Wetlands Mitigation / WHA	31	59	1100	500
	Rehab Airport Beacon	47	87	50	
	ALP and Master Plan Update	31	66	300	200
	Terminal / Access roads/Parking lot/apron	33	31		600
	Rehab Rwy 4/22 & txys A to E, RCF	56	70	3500	500
	Rehab Rwy13/31, RCF / Seal	56	70	600	1000
6 Williston ISN	Master Plan/Benefit Cost Analysis	57	90	1000	300
	Land Acquisition	31	64	30000	
	Wetland Mitigation / WHA	31	57	700	100
	Obstruction Removal	33	31	19000	
	Design Airport Infrastructure	41	52	7000	
	Construct Grading for Airport Infrastructure	56	65	27000	
	Construct Terminal Building	33	40	40000	
	Construct SRE/ARFF/Parking Lot/Access Rd	32	48	3000	
	EA / AGIS Survey / WHA / ILS	41	64	3000	
	Construct Security Fence	31	57	1500	500
	Construct Airport Pavement	56	65	23000	4000
	Construct Roadway/Infrastructure to Airport	31	23	6500	
	Construct Airport Security System	31	31	800	
	Airport Snow Removal Equipment	32	45	800	800
		Relocate FBO & Hangars/Fuel Facilities	33	21	3000
7 Devils Lake	Rehabilitate GA Apron, RTA RCF	54	56	700	
	Rehabilitate Runway 03/21	56	68	100	1500
	ALP / AGIS	31	64	200	200
	General Aviation Hangar	12	29		500
	Wildlife Fence / Wetland Mitigation / WHA	31	57	1000	100
	Security Access/Apron Lighting	34	31		500
	SRE - Runway Sweeper/ Snow Plow	32	45	500	700
8 Dickinson DIK	Terminal Design and Construction	33	45	5000	20000
	Rehab Rwy 14/32 & Rwy 7/25, RCF, mkg.	56	68	1100	5000
	Expand GA Apron	44	56	2000	3000
	Commercial Service Apron	44	47	6000	
	Potable Water System/Sewer Treatment	33	45	10000	
	Terminal Access and Parking Lot	31	40	300	5000
	Parallel Taxiway	45	61	6000	
	ARFF Building/ ARFF Truck	32	41	1700	800
	Aeronautical Survey for Rwy Approaches	41	64	400	
	Master Plan/ALP Update	31	64	150	
	Construct txy for hangars / rehab txy	55	66	1000	300
	Rwy Ext. 14/32, Grade 14/32 RSA	45	56	40000	2000
	Land Acquisition RPZ (Terps 40:1)	41	42	6000	800
	EA / AGIS Survey / WHA / ILS	31	64	3000	200
	SRE / SRE Bldg.	32	45	1700	600
TOTAL COMMERCIAL SERVICE AIRPORT NEEDS:				416400	113375

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AIRPORT	PROJECT	NDAC Priority	FAA Priority	Funding Needs (Thousands)	
				1 to 5 Yrs.	6 to 10 Yrs.
9 Beach 20U	Rehab Taxiways	55	56	350	
	Pave Terminal Access Road/Apron	33	50	150	
	Expand Apron	54	38	300	
	Construct Parallel Txy	45	46	700	
	ALP Update	31	42		150
	Jet Fueling System	12	17	150	
	Rehab Rwy, RCF, Seal	56	66	100	800
	Construct crosswind rwy / fencing	46	59		1000
10 Bottineau DO9	AWOS/Fencing	31	44	200	800
	SRE	32	45	300	
	Hangar	12	29		400
	Rehab RTA, crack seal	56	68	200	800
	Hangar / Twy	12	31	500	
	Update ALP	31	64		150
	Const. parallel txy and apron exp.	55	47		1750
	Const. runway extension, EA, Land	46	47	500	2000
11 Bowman BPP	Fueling System	12	18	150	
	Const rwy/txy, apron, grading, design	56	70	11000	400
	SRE Equipment	32	44		200
	Hangar / SREB / Terminal	12	36	2500	800
	Construct parallel Txy	45	46		2000
	Construct crosswind rwy	46	59		4000
12 Cando 9D7	Fueling System / AWOS	12	17	150	150
	Construct Taxiway/Partial Parallel	55	46		400
	Construct crosswind rwy	46	49		500
	Fencing / Signage	31	38		400
	Fueling System	12	17		250
	Taxilane Expansion & Hangar Design	45	38	350	300
	Hangar Construction '14'	12	29	600	600
13 Carrington 46D	Rehab RTA seal, RCF	56	66	1000	100
	SRE & SRE Bldg.	32	44		150
	Rehab RTA, RCF, seal 15'	56	66	250	2200
	Parallel Taxiway	45	46		1500
	AWOS Road	33	35	250	
	Fence / signage	31	38	500	
	ALP update	31	42		100
	Rehab apron, lights, tiedowns	44	50	300	1600
14 Casselton 5N8	Hangars	12	29	400	400
	Construct Rwy 17-35, EA, land acq.	46	50		6000
	Apron Expansion	44	39	800	
	Taxiway & Apron Lighting	55	45		200
	Land acq., RPZ	41	42	500	
	AWOS	31	44		150
	Construct Txy for hangars	45	47	300	200
	SRE	32	45		200
	Rehabilitate Airfield Pavments	56	64	200	400
	Rehab Aprons	54	58	200	400

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FAA Priority - The higher the number, the higher the priority on a scale of 0 - 97				Funding Needs (Thousands)	
*RTA = Runway, Taxiway, & Apron		NDAC	FAA	1 to 5	6 to 10
AIRPORT	PROJECT	Priority	Priority	Yrs.	Yrs.
15 Cavalier 2C8	Rehab RTA, RCF, seal 13'	56	66	200	1000
	Land acq., RPZ, powerlines	41	41	300	
	Construct rwy ext., EA, land	46	54		800
	SRE	32	44		200
	Construct Hangar	12	29	500	
	Design Parallel Taxiway North Side 15'	45	46		
	Construct parallel txy 16'	45	46	500	
	Wildlife Fence / signage	31	38	700	
16 Cooperstown S32	Rehab RTA, seal, RCF	56	66	1000	400
	Construct crosswind rwy., turf	46	59		800
	ALP Update	31	42	100	100
	Apron Expansion	44	46		600
	RPZ Land Acquisition	41	51	450	
	Access Road	33	20		250
	Construct parallel txy	45	46		500
	Fence/signs	31	38		400
17 Crosby D50	Pave Crosswind Rwy 3/21	56	59		800
	Fence / signage	31	38		700
	Taxilane Extension	45	46	350	350
	Runway Extension	46	52		1000
	Construct SRE Bldg. / SRE	32	32	500	
	Rehab Apron / Drainage Improvements	56	56	2000	200
	Rehab PAPI / MIRL	56	66	200	
	Jet A fuel	12	17	150	
	Land Acquisition	31	41		700
	Hangar	12	29	400	400
	Rehab RTA, RCF, Seal (09)	56	66		2000
18 Dunseith - IPG S28	Fence, signage, apron access	31	38	500	300
	Rehab RTA	56	66	200	800
	RCF, Seal, Painting	56	66		
	PAPI's	31	45	150	
	Update ALP	31	42	100	100
	GA Terminal	23	32	150	
	AWOS	31	42		150
	Land acquisition -Rwy 28,clear zones	41	41	600	
19 Edgeley 51D	Rehab RTA, RCF, seal	56	66	700	100
	AWOS / Jet Fuel System (15')	31	42	150	150
	SRE Equipment	32	36	200	200
	Fence / signage	31	38		400
	Construct Parallel Taxiway	45	50		500
	Hangar (Phase 2)	12	29	700	700
	Update ALP / WHA	31	42		100
	20 Ellendale '4E7	Rehab Rwy/Txy 13', Apron 15', RCF	56	66	1600
Rehab MIRL / PAPI / Signs		56	45	300	
Construct crosswind rwy/parallel twy		46	59	500	600
AWOS		31	45		150
Update ALP		31	42		200
Rehab Access Road / Parking /SRE		33	20	100	500
Obst. removal, land RPZ		57	44	200	
Wildlife Fence		31	38		400
Fueling System		12	17		150

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*RTA = Runway, Taxiway, & Apron

AIRPORT	PROJECT	NDAC Priority	FAA Priority	Funding Needs (Thousands)	
				1 to 5 Yrs.	6 to 10 Yrs.
21 Ft. Yates Y27	AWOS	31	45	150	
	Pave Access Road ('14)	33	20	500	300
	Rehab RTA, RCF	56	66	300	100
	ALP update	31	42		100
	Obst. Removal	57	44		100
	GA Terminal / SRE / SRE Bldg.	23	32	200	200
	Hangar	12	29	400	400
	Rehab rwy lights, PAPI/BCN/obst. Lights	56	45	150	150
22 Garrison D05	Rehab RTA, RCF, Drainage	56	66	2000	200
	Fence / signage / AWOS 3	31	38	700	200
	Design Runway	56	66	100	
	SRE Tractor, blower, blade	32	36		100
	Land acq., RPZ	41	41		300
	Jet Fuel	12	17	200	
	Hangar	12	29		400
	Const. txy. apron	44	38	300	300
23 Glen Ullin D57	Access Road	33	20	100	
	Rehab Rwy, RCF, Seal	56	66	200	900
	Fuel System	12		150	
	Master Plan Narrative & ALP Update	31	42		100
	Design Taxlane Extension	34	38	50	
	Fence / signage	31	17	450	
	Construct apron / taxilane extension	44	38	500	400
	Construct Hangar	12	29		400
24 Grafton GAF	Construct crosswind, EA, RPZ	46	59		700
	Rehab RTA, RCF	56	68		300
	Hangar	12	31		600
	Asphalt Rejuvenator	56	68		150
	Fence / signage / Drainage Improvements	31	40	600	
	Acquire RPZ/Update ALP/EA	41	42	200	300
	Rehab crosswind rwy connection	46	68		200
	Rehab Lights	56	68	300	
25 Gwinner GWR	Land for RPZ / Wetland Mitigation	41	41	300	500
	Hangar	12	29		400
	Land Acquisition / Fence / signage	31	38	400	500
	Rehab crosswind rwy.	56	66		300
	Access Road Improvements	33	40	150	500
	Construct Parallel Txy & Expand Apron	45	41		800
	Fueling System	12	17	150	
	Rehab RTA, RCF, Design	56	66	600	800
26 Harvey 5H4	Rehab RTA, RCF seal	56	66	300	1500
	Terminal Remodel	23	32		150
	Construct crosswind rwy / EA / land	46	49	500	800
	SRE Building, Hangar	12	29	150	400
	Construct parallel txy / apron	45	38		500
	ALP Update	31	62		100
	Fence	31	38		400
	Rehab Lights	56	66	400	
27 Hazen HZE	Rehab RTA	56	66	1500	100
	Runway Rehabilitation Design, RCF	56	66	100	
	AGIS / ALP	31	62		400
	Fencing / signage	31	38	350	
	Hangar	12	29		400
	Construct Crosswind Runway	46	49		500
	Construct Parallel Taxiway	45	46		1400
	SRE Equipment	32	44		300
	Fueling System	12	17		150
	Land acq. In RPZ	41	41		100

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	AIRPORT	PROJECT	NDAC Priority	FAA Priority	Funding Needs (Thousands)	
					1 to 5 Yrs.	6 to 10 Yrs.
28	Hettinger HEI	*RTA = Runway, Taxiway, & Apron				
		Fence / GA terminal Rehab / SREB	31	38		300
		Construct crosswind rwy / marking	46	50	100	500
		Rehab apron / txy A	55	58	600	100
		Parallel Txy, EA, Design	45	47	750	
		Rwy RPZ land, ext., EA, Rwy 12, AGIS	41	47	200	1300
29	Hillsboro 3H4	Rehab RTA, Seal, Markings	56	68	100	1000
		Taxilane Construction/Hangar Removal	45	47	400	
		Reconstruct Rwy 16-34, RCF	56	68	3500	100
		Fence / signage	31	40		400
		Reconstruct Service Road	33	20	500	
		AWOS	31	44		150
		Rwy 16-34 Runway Extension	46	47		3700
		Construct Hangars	12	31	1000	
		Land acq. for apron, SE RPZ	41	41	600	
30	Kenmare 7K5	Parallel Taxiway	45	47	1100	
		Runway Overlay	56	68	1100	100
		Apron Area Overlay	54	50	250	
		Design/Construct Runway Extension	46	53		1200
		EA and Airport WHA	46	53	150	150
		Expand Apron/Taxiway	45	47	800	300
		AWOS / Beacon / MIRL	31	44	150	150
		Fence / signage / pave access road	33	40	400	400
		Construct crosswind rwy	46	50		700
31	Killdeer 9Y1	Land acq., RPZ east	41	42	200	
		Land Acquisition for New Runway	41	42	200NN	
		Design New Runway	56	62	250NN	
		Construct New Runway and Taxiway	56	62	3000NN	200NN
		Hangar	12	29	500NN	500NN
		SRE Building/SRE	32	44	650NN	
		Construct New Apron/Taxilane	45	49	500NN	300NN
		Fueling System	12	17	500NN	
32	Kindred K74	Pave access road, fencing, windsock	33	40	250	250
		Hangar	12	29		300
		Land Acquisition	41	47	400	
		Drainage Study/Construction & EA for Land	41	42	250	
		Rehab RTA, cracks, seal txy	56	68	100	200
		Construct Runway Extension	46	53	800	
		AWOS	31	44		150
		Construct Parallel txy	45	47	1300	200
		Construct crosswind rwy	46	50		400
32	Lakota 5LO	Apron Expansion	45	43		400
		Const. crosswind rwy & access rd.	46	49	100	800
		Hangar	12	29		400
		Remove tree (NW end), AGIS	31	44	200	
		Fueling System	12	17	200	
		Construct apron/txy	45	41	600	600
		Rehab RTA, RCF, Seal	56	66	1200	200
		Construct wildlife fence	31	38		300
		Construct rwy ext.	46	45		1000
33	LaMoure 4F9	Rehab rwy, lights, land, EA phase 4	56	66	3000	400
		SREB	32	44	100	
		Airport Layout Plan - Current Site	31	42	150	
		GA Terminal / Hangar	23	32	100	400
		Fence / signage / AWOS	31	38		800
		Runway Reconstruction Design	36	66	150	
		Rehab RTA - RCF	56	66	100	200
		Construct Apron	45	50	300	300
		Clear Obstruction - Irrigator / RPZ	57	44	300	

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AIRPORT	PROJECT	NDAC Priority	FAA Priority	Funding Needs (Thousands)	
				1 to 5 Yrs.	6 to 10 Yrs.
34 Langdon D55	Rehab RTA, RCF, lighting	56	66	1000	100
	Fence / signage	31	38		400
	Rehab Apron	54	56	500	
	ALP / GPS Update	31	42		100
	Construct/Design Parallel Taxiway	45	46	400	
	Rehab GA Terminal	23	32		100
	Construct hangar	12	29		400
	Rehab crosswind rwy	46	66		600
	Fuel System	12	17	150	
35 Linton 7L2	Construct Apron Expansion	44	50	400	300
	Rehab RTA, RCF, seal, mkg.	56	66	100	900
	Construct Exit/Parallel txy	45	46	400	400
	Construct Access Road	33	20	300	
	ALP Update	31	42		100
	Construct Hangar / SREB	12	36		400
	Extend rwy, lights, PAPI, EA, fencing	46	51		2000
36 Lisbon 6L3	Hangar Design (Phase 1)	12	17	50	
	Rehab RTA, ext., lights, seal	56	66	300	700
	Wildlife Fence / signage / Access Roads	31	38		600
	SREB / Terminal	23	36	300	150
	Construct apron, signs	44	41		500
	Construct Hangar (Phase 2)	12	17	400	
	Construct Parallel Txy	45	46	500	
	AWOS	31	42		150
37 Mandan Y19	ALP Update	31	62	150	100
	Runway 31 extension / EA, Land Acquisition	46	48	1100	5700
	Terminal Expansion	23	31	200	
	Master Plan/ALP	31	62	250	100
	Parking Lot	21	21	200	
	SRE	32	47	200	200
	Rehab RTA, lights, eng., seal, RCF	56	70		900
	Wetland Mitigation / Drainage Improvements	51	57	500	300
	Construct T-Hangar / Pavement	12	32	1000	300
	Construct Hangar Taxilanes	45	49	800	800
	Construct Corporate Hangar / Pavement	12	32	600	600
	Wildlife Fence	31	41	450	
	Wildlife Fence	31	38	500	
38 Mayville D56 (pending)	ALP Update	31	62	200	100
	Land acquisition / EA	41	37	1600	200
	Construct parallel txy	45	47		800
	Terminal / SRE / hangars	23	36	800	800
	Construct RTA, lights, eng. / AWOS	56	49	4000	200
39 Medora	Airport Site / Feasibility Plan	31	62	300NN	
	EIS / ALP	31	62	400NN	
	Const. RTA	56	49	1000NN	3000NN
40 Mohall HBC	Design and Construct Taxilane Extension	45	49	350	350
	Hangar	12	29	400	400
	Fuel System	12	17	150	
	Develop Watershed Study/ALP Update	31	62	200	
	Land Acquisition, Runway Extension	46	48	150	800
	Wetland Mitigation	31	55	350	1600
	Fence / signage	31	38		700
	Apron Expansion	45	38	650	
	SRE / Bldg.	32	44		400
	Rehab RTA, lights	56	66	100	200

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FAA Priority - The higher the number, the higher the priority on a scale of 0 - 97				Funding Needs (Thousands)		
		*RTA = Runway, Taxiway, & Apron	NDAC Priority	FAA Priority	1 to 5 Yrs.	6 to 10 Yrs.
AIRPORT	PROJECT					
41 Mott 3P3	Construct parallel txy		45	47		500
	Fence / signage / WHA		31	38	600	
	Design Taxilane		45	29	50	
	Design/Construct Taxilane		45	29	500	
	RPZ,land, powerline removal		57	51	100	
	Runway Extension		46	38		800
	Construct Hangar 80' x 70' / Concrete Floor		12	29	450	450
	AWOS		31	42	150	
	Rehab RTA, RCF, Seal		56	66	100	800
42 New Town 05D (pending)	Relocate Hangars		12	29	30NN	
	ALP / EA		31	62	300NN	200NN
	Public Hangar		12	29	250NN	250NN
	Fueling		12	17	150NN	
	Hangar Taxilane Development		45	49	100NN	100NN
	Terminal		23	36	60NN	
	Runway Rehabilitation/Relocate Road		56	66	1700NN	200NN
43 Northwood 4V4	Rehab RTA, crack seal		56	68	110	800
	Construct N/S Runway, EA, Acquire Land		46	59	250	3500
	SRE / SREB		32	36	150	150
	AWOS		31	42		150
	Construct parallel txy		45	47		800
	Fencing / signage		31	38		700
	GA Terminal		23	32	150	
	Fuel system		12	17	150	
	Construct Apron/Taxiway		45	40	400	400
44 Oakes 2D5	Rehab RTA, RCF		56	66	1400	100
	Construct full parallel txy		45	46	700	
	Fencing / signage		31	38	400	
	SRE building		32	36	300	
	Construct crosswind Rwy		46	49		500
	Fueling System		12	17		150
	Runway Extension		46	45		800
45 Page 64G (pending)	Rehab RTA, lights		56	66	2300NN	1000NN
	Update ALP		31	62	150NN	
	Acquire Land, EA		41	51	850NN	
46 Park River Y37	Rehab RTA, seal, drainage, mkg.		56	66	100	100
	Land/ALP Update 14'		31	62	250	
	Wildlife Fence & Signage		31	38		400
	Obstruction Removal, EA,		57	44	200	
	Construct Access Road		33	20		100
	Construct Apron / Txy		45	38	400	400
	Hangar		12	29	300	300
	Fueling System / AWOS		12	17	150	150
	Rwy Extension		46	51	700	
47 Parshall Y74	Design for Runway Construction		56	66	100	
	EA 13', RCF		31	62	150	100
	Land Acquisition					
	Construct apron		44	38		300
	Runway Overlay and Rwy Extension		56	66	2500	
	AWOS		31	42		150
	Fencing / signage / gate		31	38		800
	Fuel System		12	17	150	

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*RTA = Runway, Taxiway, & Apron			NDAC Priority	FAA Priority	1 to 5 Yrs.	6 to 10 Yrs.
AIRPORT	PROJECT					
48 Pembina PMB	Rehab RT, RCF, mkg.		56	66	100	600
	AWOS		31	42		150
	Transfer from Northwood				150	
	Design & Rehab Apron		44	50	1200	
	Land acq., RPZ (SE)		41	41	300	
	Fencing / signage / auto parking		31	38		400
	SRE Bldg., Beacon		32	36	300	
49 Rolla 06D	Rehab RTA		56	66	1300	100
	Fence / signage, access road		31	38		400
	Seal, RCF, Painting		56	66	100	200
	Rehab MIRL system		56	77		150
	Update ALP/RPZ land		31	42	200	200
	Rehab Crosswind Runway		56	66		400
	Hangar		12	29	400	
50 Rugby RUG	Construct Apron		44	50		100
	Fencing / signage		31	38		400
	SRE Building		32	36	300	
	Rehab Apron		44	56	1300	
	Update ALP		31	42		100
	Rehab RT, RCF		56	66	150	700
	Rehab RTA, RCF, Drainage, Seal		56	66	1200	200
51 Stanley 08D	Fence / signage / access roads		33	38	200	1000
	Hangar / Parking Lot Improvements		12	29	800	400
	RPZ Land Acquisition/ALP Update		41	42	1500	150
	Construct Crosswind Rwy		46	59	200	700
	Apron Expansion		44	46	500	500
	Rwy 09 Extension, EA		46	45	200	2000
	Reconstruct/Expand Runway & Paralel Txy		56	72	2500	200
52 Tioga D60	Fuel System		12	17	180	
	Taxiway & Apron Design		44	46	160	
	Update ALP/Master Plan		31	64	150	100
	East Apron Expansion		44	62	500	1100
	Terminal Building		23	40	300	
	Wildlife Study/Fence		31	43	100	500
	Rehab RTA, RCF, MIRL		56	68	150	400
53 Valley City BAC	Construct Hangars		12	31	700	700
	Fence / signage / Land Acquisition		31	43	500	
	Obst. Removal		57	72	150	
	Update ALP - LPV Survey		31	62	300	200
	Construct Hangar Taxilanes		45	49	300	300
	Const. Rwy 5/23		46	50		1000
	Const. parallel txy, lights, grading		45	47		1500

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FAA Priority - The higher the number, the higher the priority on a scale of: 0 - 97				Funding Needs (Thousands)		
*RTA = Runway, Taxiway, & Apron				1 to 5	6 to 10	
AIRPORT		PROJECT	NDAC Priority	FAA Priority	Yrs.	Yrs.
64	Wahpeton BWP	Fence / signage / ODAL Lighting	31	41	200	600
		ALP update / AGIS / WHA	31	66	150	500
		Improve Airport Drainage	51	44	200	
		SRE - Plow Truck	32	36	150	
		Rehab apron	44	60	300	3000
		Rehab RTA, RCF	56	70	100	300
		Construct Taxiways	45	49	600	200
		Pave crosswind Rwy 3/21	46	70		800
		Land acquisition in RPZ	41	44	200	200
65	Walhalla 96D	Rehab RTA / cracks	56	66	1000	150
		Fence / signage	31	38	350	
		Hangar Design (Phase 1)	12	29	55	
		Rwy Extension	46	45		600
		Land acq. RPZ	41	41		150
		Hangar (Phase 2)	12	29	400	400
		Reconstruct Txy (35') - admt 2010	55	62	50	100
66	Washburn 5C8	Construct TaxiwayApron Expansion	45	38	1300	500
		Apron Design	35	38	100	
		Wetland Mitigation, EA	31	55	800	300
		ALP update	31	64		100
		Fence / signage	31	38	750	
		Construct Access Road	33	20		300
		AWOS	31	42		150
		Rehab RTA, RCF	56	66	100	200
		Const. rwy., land,RPZ, grading, lighting	46	59	150	500
57	Watford City S25	Fueling System	12	17	200	
		Runway Extension/EA	46	48		200
		Land acq., RPZ, EA	41	42	1600	
		Fuel System-Jet install	12	18		200
		Access Road pave	33	21		100
		Update ALP	31	64		150
		GA Terminal	23	37	350	
		Construct Parallel Txy	45	47		200
		Fence / signage	31	40		450
		Rehab/Construct Apron & Txy's	55	58	2400	
		Rehab Rwy ,RCF, Phase 3 Drainage	56	68	400	2400
		TOTAL GENERAL AVIATION NPIAS AIRPORT NEEDS:			129,305	148,450
		TOTAL NORTH DAKOTA NPIAS AIRPORT NEEDS:			545,705	261,825

ND Aeronautics Commission Members

SB 2006 #3
1-17-13



Jay B. Lindquist, Chairman, Hettinger

Jay is president of Air Dakota Flite, a full service, fixed base operator (FBO). J.B. has a strong aerial applicator background and has been crop spraying for 50 years. He has been a Certified Flight Instructor and has served as the Manager of the Adams County Municipal Airport, Hettinger, ND for 40 years. His other interests are in retail and farming. J.B. was inducted into the North Dakota Aviation Hall of Fame in 2012. He has been a member of the Commission since 1993.

Cindy Schreiber-Beck, Member, Wahpeton

Currently Cindy serves as the Executive Director of the North Dakota Agricultural Aviation Association (NDAAA), is the owner of Tri-State Aviation, an FBO with a concentration on WWII aircraft restoration, and manages the Wahpeton Harry Stern Airport. She is active in the local business community and has served on the Commission since 1997.



Maurice E. Cook, Member, Bismarck

Maurice retired from active legal practice at the end of 2010. During his legal career he served as a State's Attorney, City Attorney, Airport Authority Attorney, Assistant Attorney General as General Counsel for the Bank of North Dakota, as a member and Chairman of the Board of Directors of Prairie Public Broadcasting, ND Civil Air Patrol Wing Commander and ten years as Civil Air Patrol's National Legal Officer. He served as Bond Counsel to numerous ND political subdivisions and various agencies of the State of North Dakota in the issuance of municipal bonds for thirty years. He holds a multi engine instrument pilot's license and started flying in Hettinger, ND, in 1952. He has been a member of the ND Aeronautics Commission since 1999.

Dr. Kim Kenville, Member, Grand Forks

Kim began teaching for the University of North Dakota's John D. Odegard School of Aerospace Sciences in the fall of 1999 where she currently teaches airport management. Since 2008, Kim has been the director of the graduate program for the Department of Aviation and holds the rank of full professor. Dr. Kenville received her Ph.D. in 2005 from Capella University in Organization and Management. Prior to returning to UND, Kim worked in airport operations for Detroit Metropolitan and Milwaukee County airports. She is a certified member (C.M.) of the American Association of Airport Executives and holds a private pilot's license. Kim was appointed to the Aeronautics Commission in September of 2011.



Warren A. Pietsch, Member, Minot

Warren is president of Pietsch Aircraft Restoration & Repair and Minot Aero Center at the Minot International Airport. Warren soloed at the age of 16 and has continued in aviation. He began chartering for the family business, ventured into airshows in 1981, and worked for ATA Airlines 1989-2008 serving as a captain for L-1011, B-727, B-737. Warren is a current and founding board member of the Dakota Territory Air Museum and the Chief pilot for the Texas Flying Legends Museum, Houston TX. Holding a single & multi-engine ATP, SeaPlane rating, Commercial glider CFI and CFIs and is an Aerobatic Evaluator for ICAS, Warren was appointed to the Commission in May of 2012.



A Statewide
Voice for
Aviation

Agency Mission

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



2301 University Drive, Bldg. 1652-22
PO Box 5020, Bismarck, ND 58502-5020
(701) 328-9650 • Email: ndaero@nd.gov

Agency History

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

Agency Purpose

The North Dakota Aeronautics Commission supports aviation activities in the state through communication with state and local organizations, Federal Aviation Administration (FAA), congressional offices, local airports and national aviation groups. The commission is largely funded through aviation fuel taxes, aircraft excise taxes, and aircraft registrations. This small and efficient state agency is able to leverage its financial efforts by teaming with the FAA, and staying involved with aviation activities across the state through a strong network of communication. The North Dakota Aeronautics Commission appreciates those that assist with airport operations, promote the aviation industry and utilize the airport system that the state has developed.

Public Airports in North Dakota



Agency Activities

Airport Intern Program: Encourages commercial service airports in ND to hire a management intern by reimbursing airports for internship costs.

Airport Grant Funding: The Aeronautics Commission disperses approximately 2.5 million dollars annually to airports across the state for airport improvement projects. These funds are derived from aviation fuel taxes, aircraft excise taxes, and aircraft registrations.

Airport Inspections & AFD Updates: Each public airport is inspected at least once every 3 years and safety recommendations are made at the time of each inspection. North Dakota airport information that is used in the FAA Airport Facility Directory is also updated by the Aeronautics Commission staff.

Agricultural Operator Alert Map: A map of alert areas (towers, organic farms, etc.) can be found on the Aeronautics Commission website.

Aviation Education Grant Funding: The Aeronautics Commission provides grant funding for aviation education programs. Applications are accepted at any time from aviation enthusiasts, airports, or aviation organizations.

Aviation Publications and Planning Documents: Aviation Economic Impact Studies, Aeronautical Charts, Airport Directories, State Aviation System Plan, Pavement Condition Index Study for ND Airports.

Flight Training Assistance Program: A program that reimburses airports for flight instructors' transportation costs when they are brought in from elsewhere to train locally.

International Aviation Art Contest: An annual event encouraging students ages 6 through 17 to express their creativity while celebrating aviation.

ND Aviation Council: The Commission works with the ND Aviation Council in supporting and promoting aviation and its activities. The ND Passport Program, Upper Midwest Aviation Symposium and the ND Aviation Hall of Fame are a few of the activities.

Regulatory Function: The office is responsible for administering North Dakota's laws in regards to registration of aircraft, aircraft dealers, aerial applicators, and the collection of aircraft excise tax.

Aviation Facts about North Dakota

- On and off-airport aviation related activity in North Dakota creates 15,480 jobs.
- \$1.6 billion in economic output activity is created each year by North Dakota airports.
- ND aerial applicators spray approximately 5 million acres of crops annually.
- Commercial airports enplaned a record high 872,169 passengers in 2011.
- 3,340 Pilots hold FAA pilot certificates in North Dakota.
- 2,147 FAA certified aircraft are registered in North Dakota

North Dakota Aeronautics Commission Staff

(L to R) **Larry Taborsky** - Director
Joshua Simmers - Aviation Projects Manager
Kyle Wanner - Aviation Planner
Sheila Doll - Licensing Specialist
Malinda Weninger - Administrative Officer



SB 2006
1-17-13
Riaz A. Aziz

4

63rd
Legislative
Assembly
of North
Dakota



Air Service Planning Center
North Dakota State University
Fargo, ND 58108-6050

Phone: 701-231-5607
Email: riaz.aziz@ndsu.edu

In Support of Senate Bill 2006

Senate Appropriations Committee
January 17, 2013

Mr. Chairman and members of the Senate Appropriations Committee. I am Riaz Aziz, with the Upper Great Plains Transportation Institute (UGPTI) with the Air Services Planning Center on the campus of North Dakota State University (NDSU). I am here to testify in support of Senate Bill 2006: to provide appropriations for defraying the expenses of the North Dakota Aeronautics Commission.

As members of the Committee are aware, UGPTI was established by the North Dakota legislature to serve as a focal point for transportation research and solutions. On behalf of the North Dakota Aeronautics Commission, we are presently conducting a study on assessing the present and future needs of airport infrastructure in North Dakota.

You should have a two page, double sided handout titled, "A Case for Why Public Investment is Critically Needed Now for Airports in North Dakota." This document represents a preliminary summary of findings that has resulted in my testimony to this Committee today. As you will see on the handout's first page, North Dakota enjoys an annual economic impact of \$2 billion from aviation related activity that includes, but is not limited to passenger air service, air charter, air freight, air ambulance, agriculture service, and flight training among others. The state enjoys a vast air service network with 89 public airports that include 8 commercial service airports and an array of general aviation airports.

As anyone that has been a part of this state even for a relatively short period, knows North Dakota is enjoying a significant economic boom related to the discovery, extraction, and production of oil and natural gas. The Legislature recently heard from a number of Mayors in the western regions of the State, that while economic activity from oil and gas production is certainly good for the state in terms of creating good paying jobs, it also provided substantial governmental revenue through tax collection and royalty revenues. The economic growth resulting from oil and gas production has had a positive impact on the state's air service network through increased utilization of commercial and general aviation airports, increased passenger boarding, and

increased revenue to airports from a number of related services, including but not limited to parking, concessions, and freight.

However, this positive impact brings with it additional costs that the state's commercial and general aviation airports must bear in terms of the diminishing life cycle of its capital assets, such as runways, taxiways, aircraft aprons, passenger terminals, parking and other related airport facilities.

In the pie chart that appears on the opposite side of the first page, you will note that between 2013 and 2015, airports in North Dakota will fall just short under of \$100 million that is needed to shore up the capital needs of air service networks in the State with the total estimated capital cost of \$400 million over this three year period. This shortfall is in spite of the Federal Aviation Administration having increased federal funding to the State's airports by nearly 79 percent (on average) over the past five years from \$22.6 million in 2007 to \$51.1 million in 2012. You will also note that local governments provide 21 percent or \$85 million of the capital costs. The short fall would be considerably higher had it not been for the Governor's recommendation that \$60 million be set aside for airports as a one-time inclusion of the energy impact grant.

The State's aviation infrastructures at Commercial and General Aviation airports are under significant stress due to the unprecedented growth. As you can see in the line graph at the bottom of same page, the state broke the 1 million mark as total boarding across the state jumped over 90 percent in the last decade. While that increase in growth is impressive, it is dwarfed by the nearly 155 percent increases in boarding at airports in the Western region of the state during that same period.

Just as surface transportation plays an essential part in the economic vitality of North Dakota by connecting oil and gas production facilities, the State's aviation infrastructure plays an equally important and vital role by transporting oil and gas industry travelers and equipment between North Dakota and the rest of the world.

Recognizing the critical role that surface transportation plays in the vitality of the State

economy, the North Dakota Legislature has committed nearly \$400 million to widen, resurface, and shore up state, county, local municipal, and township roads.

A similar investment is needed to ensure that the State's air transportation infrastructure which includes runways, taxi ways, terminals, parking, and security is secure, safe and maintained at present and future safety standards for travelers and others who depend on it.

We recommend the Committee address the growing financial needs of the State's aviation infrastructure by giving consideration to:

- (a) Appropriating \$5 million annually to ensure North Dakota can meet the 10 percent match necessary to secure federal funding for airports. This match may include a combination of funding sources, including, but not limited to, state, airport authority, cities, and counties. This annual appropriation will also garnish opportunities for the State of North Dakota to leverage additional federal monies for airport projects which the State may deem as a high priority and which the federal government may not fund.
- (b) Appropriating \$50 million annually for a minimum of 9 years – excluding 2013 in lieu of the Governor's recommended investment to secure the future of the State's airports and related infrastructure to insure that the air transportation system meets current and future safety standards and continues to provide a return on investment to the tax payers of North Dakota.
- (c) Such appropriated monies would be best distributed to airports by the North Dakota Aeronautics Commission, based on current standards that require the Commission to qualify and quantify each distribution and to continue to provide the Governor and the legislature a summary detailing distribution and projects funded.

Thank you Mr. Chairman and Members of the Appropriations Committee.

North Dakota State University
Upper Great Plains Transportation Institute

A case for why public
investment is critically
needed NOW for airports
in North Dakota

Riaz A. Aziz



2013



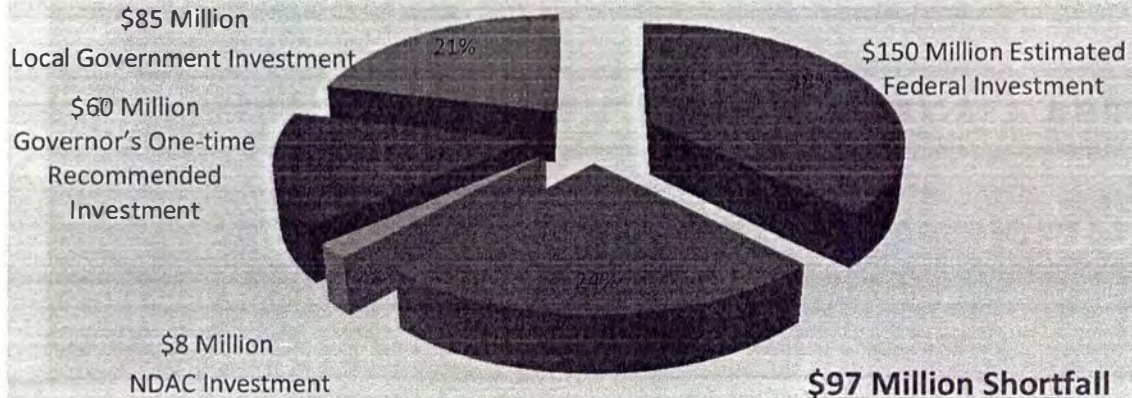
NORTH DAKOTA STATE UNIVERSITY

THE FUTURE OF AVIATION IN NORTH DAKOTA

"A CASE FOR WHY PUBLIC INVESTMENT IS CRITICALLY NEEDED NOW"

\$2,000,000,000 IN ANNUAL ECONOMIC IMPACT

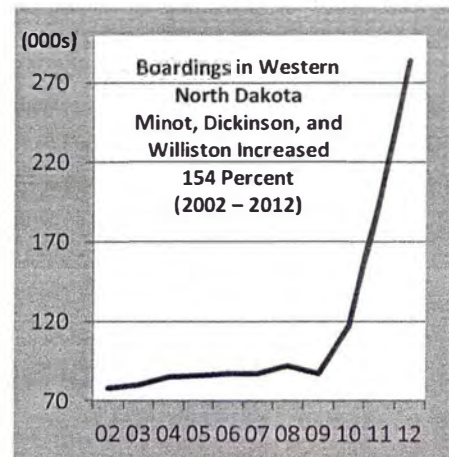
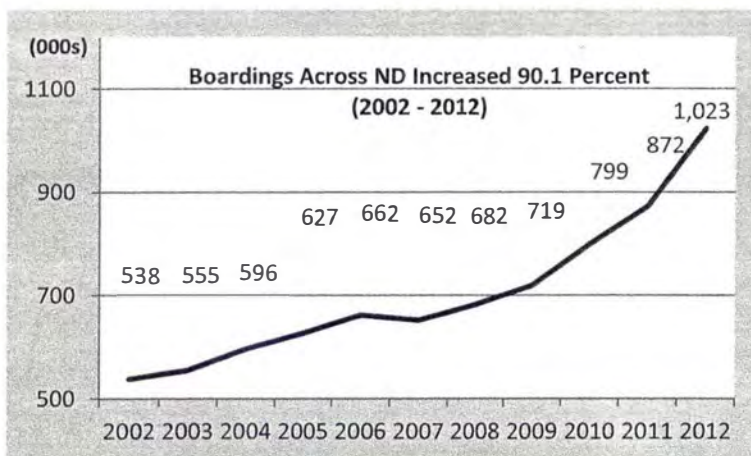
\$400 Million Capital Investment Needed Now - 2013 to 2015



FEDERAL GOVERNMENT'S INVESTMENT IN AVIATION INFRASTRUCTURE

The Federal Aviation Administration provides essential funding for the State's aviation infrastructure. In 2012, the federal government provided a record level of airport infrastructure grants for North Dakota in the amount of \$51.1 million. This was an increase of \$22.6 million or 79 percent over the average of the previous 5 year (2007-2011).

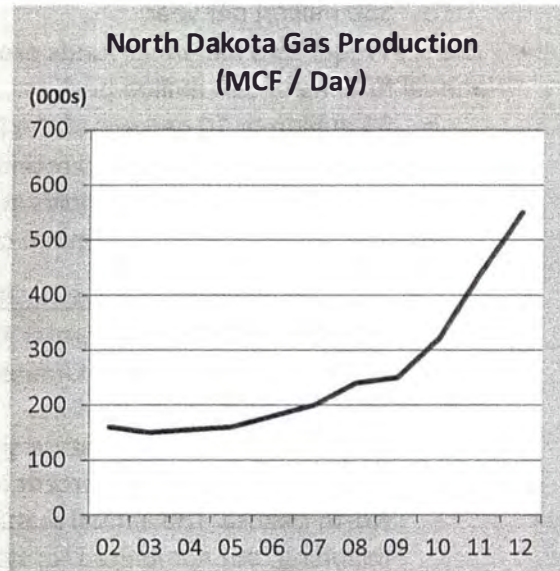
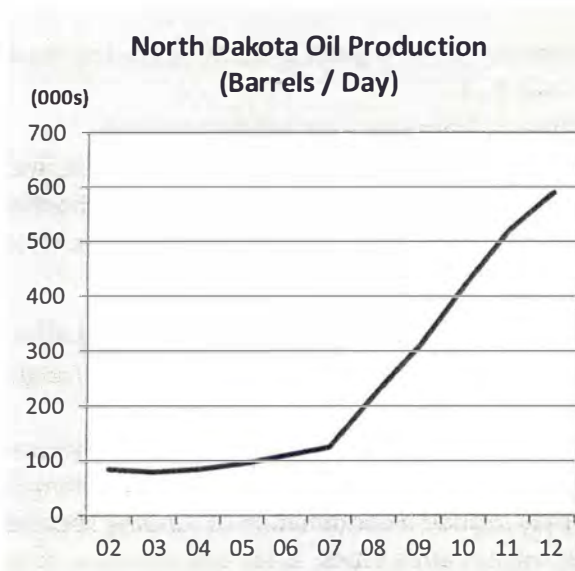
BOARDINGS AT NORTH DAKOTA'S AIRPORTS HAVE EXPLODED, NEARLY DOUBLING WITHIN A DECADE





NORTH DAKOTA IS SET TO LEAD THE NATION IN OIL AND GAS PRODUCTION / EXTRACTION

It is estimated the nearly 600,000 barrels of oil and 600,000 MCF of Natural Gas will be extracted per day by 2020 (ND Department of Mineral Resources 2011).



- The aviation industry is an essential player in the State's economic vitality. Just as state highways and roads connect oil and gas production facilities, airports transport travelers and equipment in the oil and gas industry between North Dakota and the rest of the world.
- North Dakota Legislature recognized the impact of oil and gas production on surface transportation and committed monies from the Permanent Oil Tax Trust Fund (POTTF):
 - \$369 million for highways and roads
- North Dakota Legislature has funded the North Dakota Aeronautics Commission (NDAC) at the 1987 level to support the state's 89 public airports with annual funding of:
 - \$550,000
- Governor Dalrymple took the proactive step of recommending the legislature appropriate a one-time investment for airports in the western region of the state:
 - \$60 million
- While the Governor's recommendation will have a significant and positive impact towards meeting the capital needs of airports in the western region, the State's airports will still fall short by:
 - \$97 million over the next three years



WHILE OIL AND GAS PRODUCTION BRINGS ECONOMIC BENEFIT TO NORTH DAKOTA, THERE ARE COSTS AS WELL

- Based on historical trends, North Dakota is likely to receive federal funds for airports, provided the U.S. Congress approves funding for the Federal Aviation Administration (FAA). North Dakota could receive:
 - \$50 million per year
- The FAA requires a match for funds provided for North Dakota airports. Based on estimated annual funding of \$50 million per year, a match of:
 - \$5 million or 10 percent of the federal funding per year will be required
- It is estimated that in addition to receiving federal funds, local government match, and special grant / general fund, airports in North Dakota will experience a funding shortfall of:
 - \$50 million a year to maintain current airport infrastructure over the next 10 years

BEST RETURN ON INVESTMENT - CONCLUSIONS AND RECOMMENDATIONS

- To ensure that North Dakota airports and related infrastructure provide safe and effective transportation, including but not limited to passenger air service, air charter, air freight, air ambulance, and agriculture services.
 - The North Dakota Legislature should appropriate \$5 million annually to ensure the state can meet the 10 percent match necessary to secure federal investments in North Dakota. The annual match may include a combination of funding sources, including, but not limited to; state, airport authorities, cities and counties. In addition, the annual appropriations would facilitate leveraging increased federal funding for airport projects that are a high priority to the State and help fund projects that the federal government may not fund.
- To ensure that public investment in air transportation infrastructure, including, but not limited to runways, taxiways, terminals, parking, and security are maintained at current and future safety standards and provide an adequate return on investment to the tax payers of the State:
 - The North Dakota Legislature should appropriate \$50 million per year for the next 9 years (excluding 2013 in lieu of the Governor's one-time recommended investment) from the Permanent Oil Tax Trust Fund (POTTF) to secure the future of the State's airports and related infrastructures.
 - Monies from the POTTF should be distributed to airports by the North Dakota Aeronautics Commission (NDAC) based on current standards that require the NDAC to quantify and qualify each distribution and to report to the Governor and Legislature a summary detailing distribution and projects funded.

For additional information, please contact

Riaz A. Aziz

North Dakota State University • Upper Great Plains Transportation Institute • Air Service Planning Center
Dept. 2880, Box 6050 • Fargo, ND 58108-6050 • Email: riaz.aziz@ndsu.edu • Phone: 701-231-5607



Notes to Testify for Senate Bill 2006 011713

- Thank you Chairman Homberg and committee members for the opportunity to provide information to this Appropriations Committee and thank you for past support to airports in North Dakota. My name is Tim Thorsen, I am the President of Airport Association of North Dakota (AAND). I have worked as the Operations Manager at Bismarck Airport since July 1996. AAND supports an increase of \$9.45 million in Governor Dalrymple's proposed Aeronautics budget for the coming Biennium.
- Last week I spoke about the needs of airports in the western 18 oil impacted counties. I will speak today on the needs of airports statewide. I will be referring to the two page handout given out earlier.
- North Dakota aviation is a vital link to all of North Dakota's major economic drivers: agriculture, energy, manufacturing, tourism, technology and healthcare. It produces nearly 2 billion dollars in annual economic benefit to the state and employs more than 19,000 people.
- Similar to roads which are experiencing larger vehicles and lots more of them, Airports are experiencing larger volumes and larger sized aircraft than they have in the past. Airports are experiencing greater wear. Some airports are not built to handle the volume or size of aircraft they are experiencing now.
- Airport traffic has increased 30 percent in the past two years and more than doubled over the past decade.

- Airport Enplanements have been growing for some time. Since 2008 total state enplanements have grown 51%. Enplanements at the eight ND commercial service airports grew an average of 18% in 2012. Individual annual records for 2012 were set in Fargo, Grand Forks, Bismarck, Minot, Dickinson, and Williston.
- The state's aviation system supporting North Dakota's 8 commercial and 81 General Aviation airports is severely underfunded and the state is at risk of losing a vital driver of the state's economic development, quality of life and aerial emergency service support. Additional infrastructure is needed to support growth but we also must maintain existing facilities or risk deterioration of what we already have. General fund support to the aeronautics budget supporting grants to commercial service airports has not changed since 1988 at \$550,000. Airports continue to grow and costs continue to increase. We think an increase in this budget line is justified.
- Eligible share for federal grants has decreased from 95% to 90% increasing the airports share for federal projects.
- Airports have needs that surpass the available funding totaling \$146.4 million across the state. With the proposed \$60 million to western airports and \$9.45 million addition to the Aeronautics Commission, there is still an expected shortfall of \$76.95 million. You were given a handout by the Aeronautics Commission earlier that provides greater detail about specific needs at various airports.
- The needs shown are conservative. I want to note there are additional needs not shown. Our graphs do not show items that are not considered capital expenditures. Using Bismarck as an example, a high payoff item typically funded by state grant is

pavement maintenance that preserves the investment in our existing paved surfaces.

Last year Bismarck did \$232,733 of pavement maintenance and was given \$148,772 in state grant funding. Small equipment or equipment upgrades are not typically included in a capital plan. An example of this is an upgrade to a fire truck that was grant funded at Bismarck for \$16,054. This totaled 61% of the state funding granted to Bismarck for 2012. That would not be shown as a capital project. Bismarck will have a comparable amount of additional pavement maintenance this summer as well. Other items are solely funded by the airports. Some examples around the state are a \$1.7 million parking expansion at Bismarck, a \$1.34 million parking expansion at Fargo and a \$1.4 million parking expansion underway at Grand forks. Grand Forks will borrow \$800,000 to pay for part of the expansion.

- Last year Bismarck Airport asked for \$880,363 in state grant funds and was granted \$271,076. In past years it has been typical to have large shortfalls because of limited available state funding. Airports have not made application for all the needs because they knew funding was not available. Grand Forks Airport Director Patrick Dame put it this way, if a child knows his father only has a \$10 bill in his wallet he doesn't ask for \$20".
- I want to point out we have Grand Forks, Minot, Dickinson, and Bismarck here and available if you have questions.
- I thank you for the opportunity to speak in support of an additional \$9.45 million (\$10 million total) to the Aeronautics Commission for ND airports.



INVESTING IN NORTH DAKOTA'S AVIATION FUTURE

North Dakota's aviation system derives nearly \$2 billion dollars in annual economic benefit and employs more than 19,000 people. The state's aviation system is severely underfunded and North Dakota is at risk of losing a vital driver of economic development, quality of life and emergency service providers.

Both commercial and general aviation airports are experiencing the same detrimental impacts as the state's road system. Increased traffic, larger, heavier planes, limited resources, and unmet financial needs threaten the stability of the state's aviation system.

Need Support the \$60 million in oil impact funds for western North Dakota oil impacted airports as proposed in the Governor's budget.

Need Add an additional \$9.45 million to the State Aeronautics Commission's General Fund.

Fact Aviation is a vital link to all of North Dakota's major economic drivers: agriculture, energy, manufacturing, tourism, technology and healthcare.

Fact Aviation funding from the General Fund has not increased since 1987. The North Dakota Aeronautics Commission supports 8 commercial service and 81 general aviation airports with only \$550,000 biannually.

Fact The North Dakota Aeronautics Commission provides grant funding through their Special Fund balance which is funded with aviation user fees (aviation fuel tax/excise sales tax, etc.).

Fact The North Dakota Aeronautics Commission is projected to have only \$8 million from both the Special and General Funds next biennium to allocate for airport grants and federal matching funds statewide.

Fact Airport traffic has increased 30% in the past two years and more than doubled over the past decade.

Fact The federal government typically funds airport projects at a 90% level pending availability of funds. Historical federal funding levels for the state are not sufficient to cover even half of the needed development for western North Dakota. Additional airport funding from the state can be used to leverage dollars from the FAA to complete the additional projects needed.

Fact Airports in eastern and central North Dakota need continued financial support due to increased growth.

Fact The Statewide Airport Capital Improvement Plan for North Dakota Airports identifies \$380 million in project needs within the next three years, specifically \$253,687,506 for western North Dakota airports.

Fact A significant funding shortfall exists, but the North Dakota Aeronautics Commission will prioritize needs assuring the most critical projects are funded. The remaining needs will be monitored and reassessed as necessary to assure critical needs are addressed. At the end of this biennium, needs will be reevaluated and present to the next legislative session.

Airport Benefits to Constituents

1. Provide necessary infrastructure to allow access for businesses, air ambulances, medical support, aerial applicators (crop sprayers), overnight cargo/freight and airlines.
2. Economic impact of the aviation industry accounts for approximately 5% of the state's Gross Domestic Product and generated more than \$31 million in annual tax revenue to the state in 2010.
3. Improves marketability of communities to outside investors.

2013 North Dakota Legislative Call to Action:

- Support the portion of the Governor's budget which implements the \$60 million in oil impact funds for western North Dakota's oil impacted airports.
- Support a bill which would add an additional \$9.45 million to the State Aeronautics Commission's General Fund.





INVESTING IN NORTH DAKOTA'S AVIATION FUTURE

Increased truck traffic deteriorates the state's road system and hinders economic development, quality of life and emergency services. Larger aircraft and higher volumes of traffic produce the same effect for aviation.

North Dakota's aviation system is funded with federal, local and state funding. Preliminary 2013-2015 financial needs according to the North Dakota Aeronautics Commission detail the unmet needs at airports to total \$146.4 million across the state.

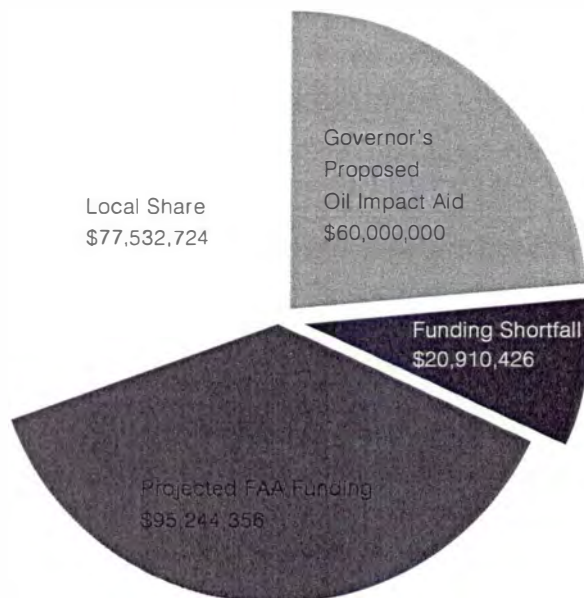
Consequence of not increasing impact funding: Airports in the oil-impacted areas were built to handle light aircraft and commuter airlines. If the airports are not upgraded to meet FAA safety standards, daily operations may be impacted and may limit airline access to western North Dakota communities.

Need: Support the \$60 million in oil impact funds for western North Dakota oil impacted airports as proposed in the Governor's budget

Need: Add an additional \$9.45 million to the State Aeronautics Commission's General Fund.

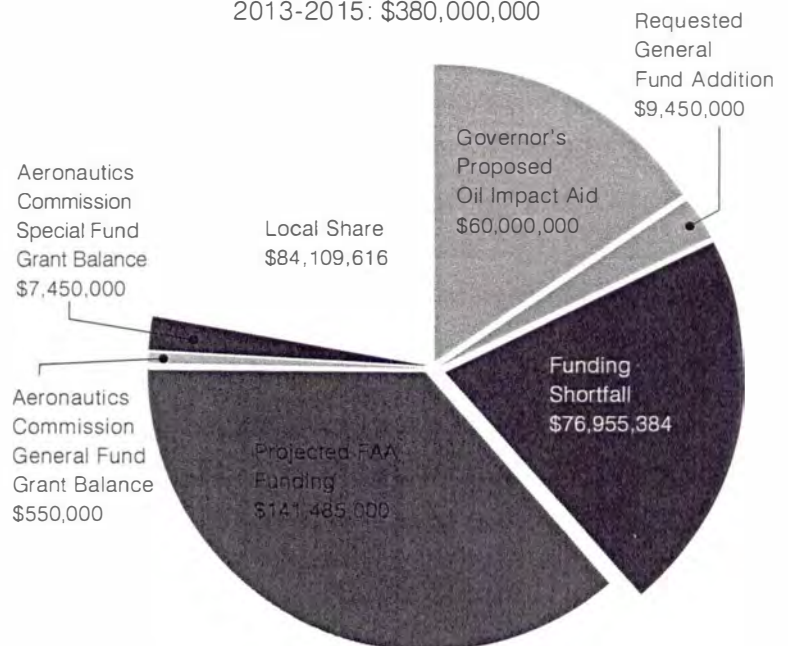
Western ND Airports Funding

Capital Improvement Plan Total Funding Needs
2013-2015: \$253,687,506

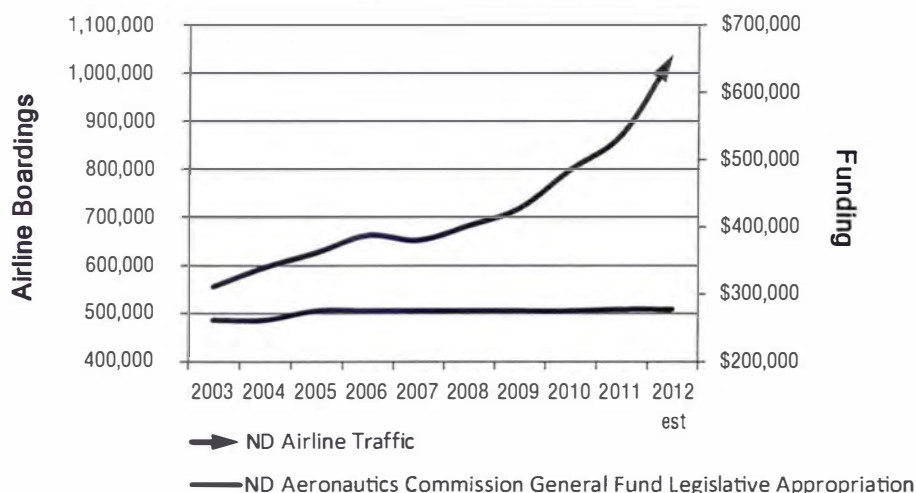


ND Airports Funding

Capital Improvement Plan Total Funding Needs
2013-2015: \$380,000,000



General Fund Appropriations Have Not Increased with Increased Passenger Boarding



For more information contact:

Tim Thorsen

President

Airport Association of North Dakota

1611 Pocatello Drive

Bismarck, ND 58504

Ph: 701 355 1808

Fx: 701 221 6886



#8

January 15, 2013

Patrick Dame
Executive Director
Grand Forks Regional Airport Authority
2787 Airport Drive
Grand Forks, ND 58203

Dear Patrick,

UND Aerospace is very concerned about the current status of Aprons located at the Grand Forks International Airport. John D. Odegard School of Aerospace Sciences is one of the largest aviation colleges in the United States. Our enrollment has continued to climb the past few years and the forecast shortage of pilots around the world indicates a very strong future.

A recent Pavement Condition Index (PCI) you requested was completed at Grand Forks airport, but unfortunately the results are still not available. We are anxiously awaiting the results of the study to justify our opinion that infrastructure concerns that have the potential to impact our program.

UND Aerospace's primary concerns are:

- Safety of our Students and Staff – current conditions leave foreign objects of debris (FOD). Loose objects can be picked up by a propeller and become a flying projectile.
- Safety of our Equipment – UND has already sustained damage to a propeller from FOD.
- Adequate Space for Aircraft – UND currently operates a fleet of 100+ aircraft and space is already at a critical point. UND could actually use additional ramp space, but the idea of losing ramp space is crippling
- Cost of Repair/Replacement – If acted upon in a timely manner, some of the current ramp may be repaired vs being completely torn out and replaced.

Sincerely,

A handwritten signature in black ink, appearing to read "Dick A. Schultz".

Dick A Schultz
Director of Flight Operations
University of North Dakota
John D Odegard School of Aerospace Sciences

Division of Flight Operations

John D. Odegard School of Aerospace Sciences
Grand Forks International Airport
Mark Andrews Field
Grand Forks, ND 58202-9007
701/777-7800 • FAX 701/777-7897

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SB 2006
1-13-17

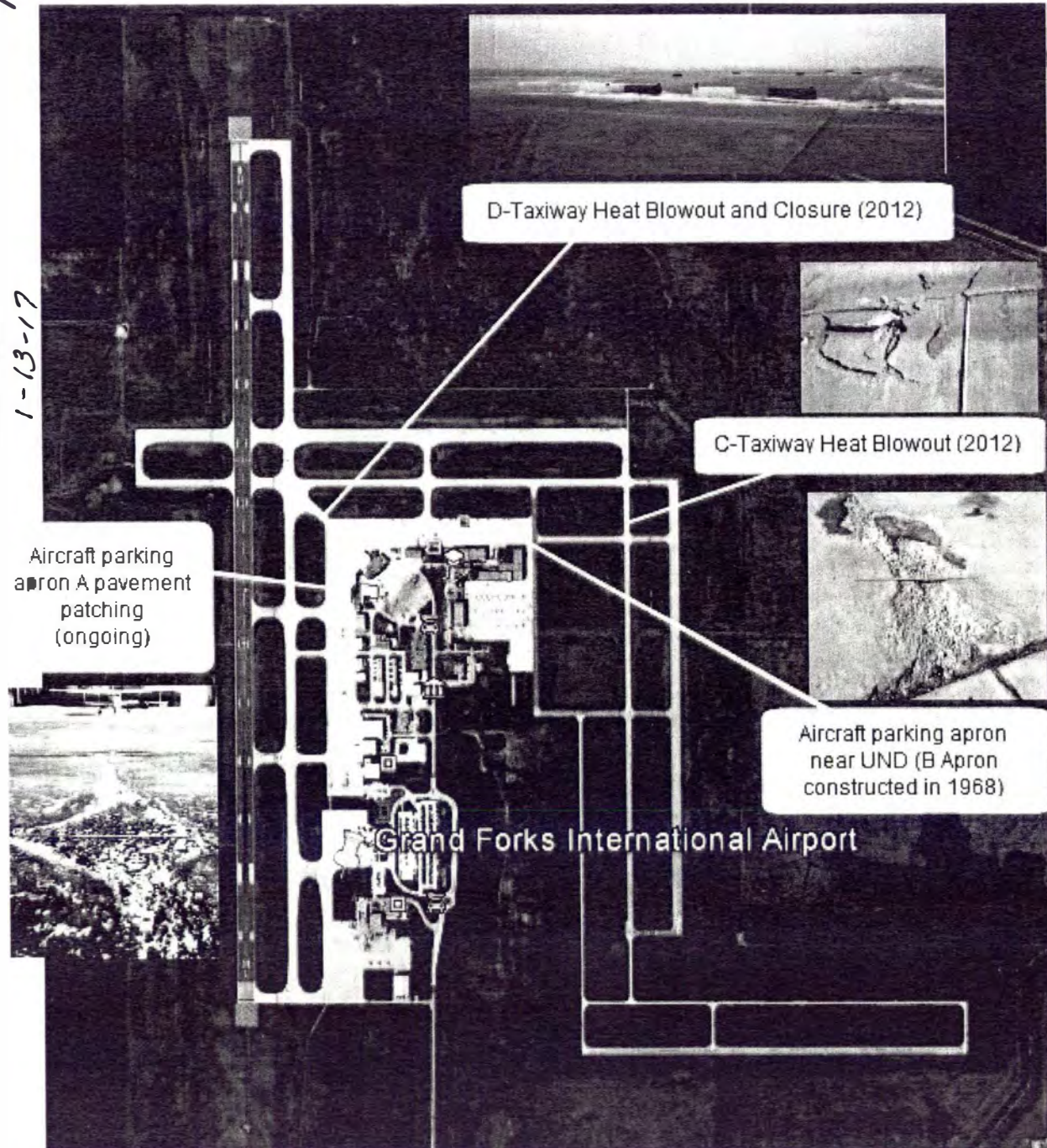
Grand Forks International Airport

Grand Forks Regional Airport Authority

Patrick Dame, Executive Director
701-738-4646

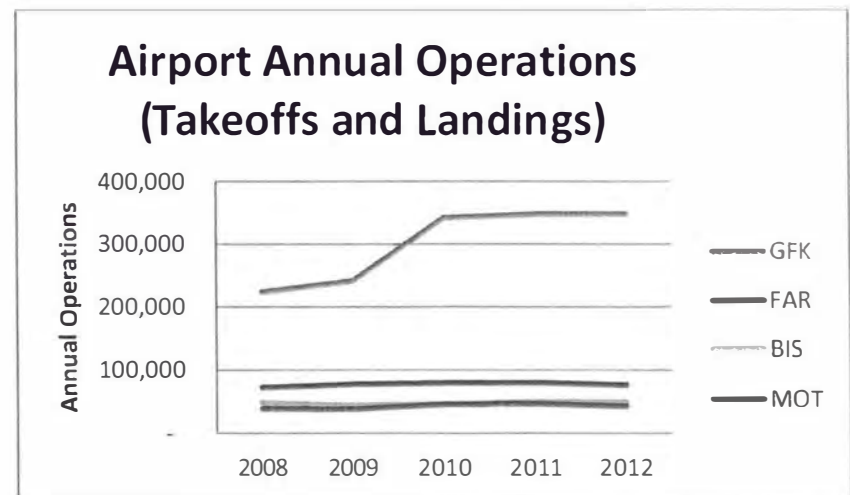
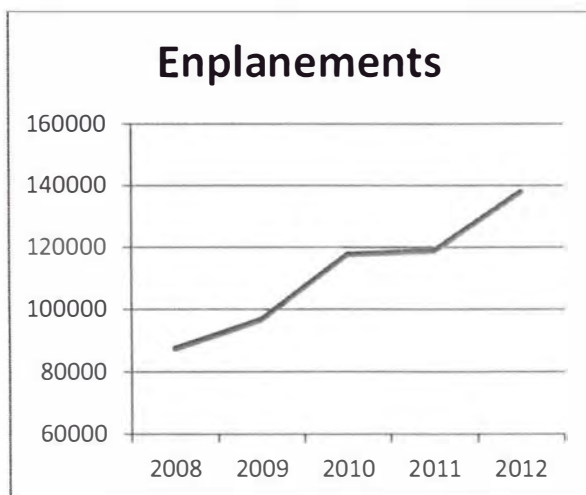
pdame@gfkairport.com

- GFK passenger enplanement records increased 4 years totaling 58% since 2008.
- GFK operations (take-offs- landings) records increased 3 of the past 4 years with a 63% total increase since 2008.
- In 2012, GFK had 366,431 operations, making us the 18th busiest airport in the country finishing just behind New York's LaGuardia Airport. Fargo is the next busiest airport in ND finishing 217th in 2012 with 76,525 operations.
- Our airport complex is the 7th largest employer in Grand Forks with over 750 FT/PT employees.
- GFK is the air cargo hub for ND with over 17.7 million lbs. of cargo enplaned annually.
- GFK has 6 million square feet of paved infrastructure, 49% of this is over 20 years old and 20% of this is over 30 years old (pavement design standards are for a 20 year lifespan but past experience and proper maintenance extends lifespan to 30 years).
- GFK is becoming unofficially known as Winnipeg's second airport.



AIRPORT DEVELOPMENT NEEDS ARE NOT LIMITED TO THE WESTERN AIRPORTS

- Issue:** In the past year, GFK has suffered pavement blowouts on two taxiways. Due to the extent of the damage, we were forced to permanently close one taxiway until we can get funds to replace it.
- Issue:** The Federal Aviation Administration has informed us that the aircraft parking aprons that are used by the University are exclusive or near and therefore not eligible for federal funding. The Airport Authority cannot afford to replace the aprons, over the next 10 years, without funding assistance.
- Issue:** Our new airline terminal was designed and constructed based on passenger enplanement numbers that hadn't grown for over 20 years. Our enplanements have grown 58% since we broke ground on the building. We are already working on plans to expand the terminal.
- Issue:** Our aging aircraft parking aprons are producing gravel and are becoming a safety concern to the University of North Dakota Flight School.
- Issue:** We have concerns that our \$5.5 million taxiway repair (closed taxiway) and Aircraft Rescue Firefighting building will not get funded in 2014 due to the volumes of funds needed for other airports needs in the state.
- Issue:** According to ND Tax levy for airport purposes, Airport Authority tax funding may be levied in an amount not to exceed 4 mills. For GFK, 11 townships and 2 cities have opted out of the Airport Authority levy thereby reducing our mill levy by over \$56,000 annually.
- Issue:** Our primary commercial service runway was originally constructed in 1963 and overlaid in 2001. The overlay lifespan is 20 years, we will have to do a full reconstruction in 2021 (for pavement calculations listed above the primary runway is calculated as 2001 and not 1964).
- Issue:** Debris from crumbling pavements can cause damage to aircraft propellers and intakes.
- Issue:** Four additional business aircraft have been added to GFK in the past year by companies doing business in the Bakken and we have only one developable hangar spot remaining on the airfield.
- Need:** Additional funding for the Aeronautics Commission to help address all the states airport needs for this biennium and future years to come.
- Need:** 1.2 million square feet of pavement at GFK has exceeded the maximum reconstruction life and an additional 1.7 million square feet will exceed that lifespan over the next 10 years (this does not include the main commercial service runway which will also reach its 20 year overlay design lifespan in the next 10 years).



PROPOSED AMENDMENTS TO SENATE BILL NO. 2006

Page 1, replace line 12 with:

"Salaries and wages	\$1,005,639	\$150,770	\$1,156,409"
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Page 1, replace lines 16 and 17 with:

"Total all funds	\$13,083,688	(\$60,230)	\$13,023,458
Less estimated income	<u>12,533,688</u>	<u>(60,230)</u>	<u>12,473,458"</u>

Page 1, after line 24, insert:

"SECTION 3. APPROPRIATION. There is appropriated out of any moneys in the strategic investment and improvements fund in the state treasury, not otherwise appropriated, the sum of \$6,000,000, or so much of the sum as may be necessary, to the North Dakota aeronautics commission for the purpose of awarding grants under section 2-05-06.5, for the biennium beginning July 1, 2013, and ending June 30, 2015."

Renumber accordingly

STATEMENT OF PURPOSE OF AMENDMENT:

Senate Bill No. 2006 - Aeronautics Commission - Senate Action

	Executive Budget	Senate Changes	Senate Version
Salaries and wages	\$1,150,090	\$6,319	\$1,156,409
Operating expenses	1,977,049		1,977,049
Capital assets	390,000		390,000
Grants	9,500,000		9,500,000
Additional airport grants		6,000,000	6,000,000
Total all funds	\$13,017,139	\$6,006,319	\$19,023,458
Less estimated income	<u>12,467,139</u>	<u>6,006,319</u>	<u>18,473,458</u>
General fund	\$550,000	\$0	\$550,000
FTE	6.00	0.00	6.00

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

	Corrects Executive Compensation Package ¹	Adds Funding for Airport Grants ²	Total Senate Changes
Salaries and wages	\$6,319		\$6,319
Operating expenses			
Capital assets			
Grants			
Additional airport grants		6,000,000	6,000,000
Total all funds	\$6,319	\$6,000,000	\$6,006,319
Less estimated income	<u>6,319</u>	<u>6,000,000</u>	<u>6,006,319</u>
General fund	\$0	\$0	\$0
FTE	0.00	0.00	0.00

¹Funding is added due to a calculation error in the executive compensation package.

²This amendment adds a new section appropriating \$6 million from the strategic investment and improvements fund for awarding grants to airports served by at least one airline which is certified by the Federal Aviation Administration.

SB2006
March 8, 2013
Attachment 1

SB2006

The North Dakota Aeronautics Commission Budget

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



North Dakota Aeronautics Commission staff



5 full-time state employees with hundreds of volunteers across the state.

Aviation Facts About ND

- \$2 billion in economic output activity is created annually by North Dakota Airports
- Aviation related activity in North Dakota creates 15,480 jobs – per 2010 economic impact study
- Commercial Airports enplaned a record high 1,028,718 passengers in 2012
- ND Aerial Applicators spray approximately 4 million acres of crops annually
- 3,340 people hold FAA pilot certificates in North Dakota
- 2,147 FAA certified aircraft are registered in North Dakota



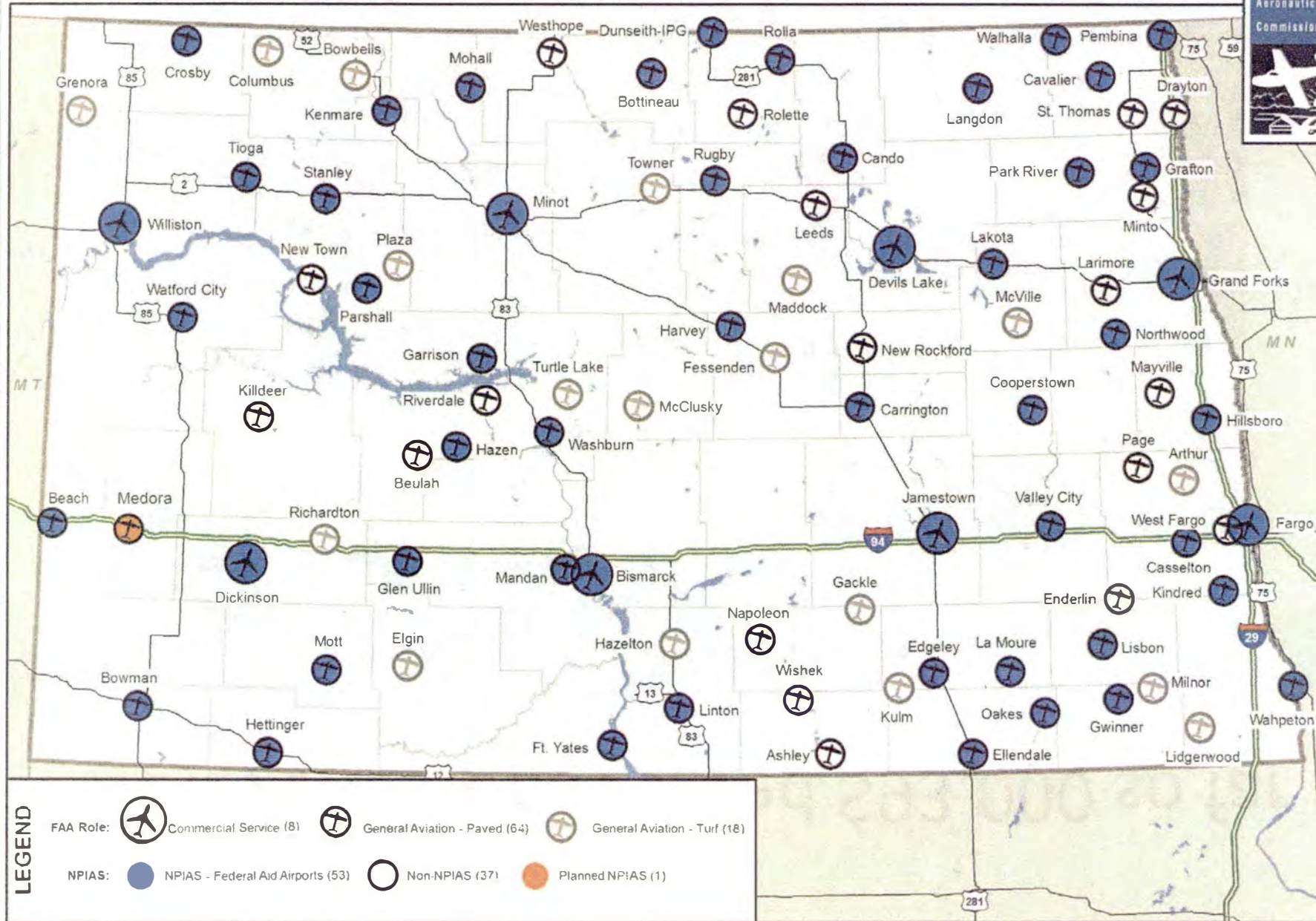
Benefits of Airports

Emergency Preparedness and Response	<ul style="list-style-type: none"> ▪ Aeromedical Flights ▪ Law Enforcement/National Security Border Security ▪ Emergency Response ▪ Aerial Fire Fighting Support ▪ Emergency Diversionary Airport ▪ Disaster Relief and Search and Rescue ▪ Critical Federal Functions 	
Critical Community Access	<ul style="list-style-type: none"> ▪ Remote Population/Island Access ▪ Air Taxi/Charter Services ▪ Essential Scheduled Air Service Cargo 	
Other Aviation Specific Functions	<ul style="list-style-type: none"> ▪ Self-Piloted Business Flights ▪ Corporate ▪ Flight Instruction ▪ Personal Flying ▪ Charter Passenger Services ▪ Aircraft/Avionics Manufacturing/Maintenance ▪ Aircraft Storage ▪ Aerospace Engineering/Research 	
Commercial, Industrial, and Economic Activities	<ul style="list-style-type: none"> ▪ Agricultural Support ▪ Aerial Surveying and Observation ▪ Low-Orbit Space Launch and Landing ▪ Oil and Mineral Exploration/Survey ▪ Utility/Pipeline Control and Inspection ▪ Business Executive Flight Service ▪ Manufacturing and Distribution ▪ Express Delivery Service ▪ Air Cargo 	
Destination and Special Events	<ul style="list-style-type: none"> ▪ Tourism and Access to Special Events ▪ Intermodal Connections (rail/ship) ▪ Special Aeronautical (skydiving/airshows) 	

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

North Dakota Aviation System Plan Update FAA Airport Classification

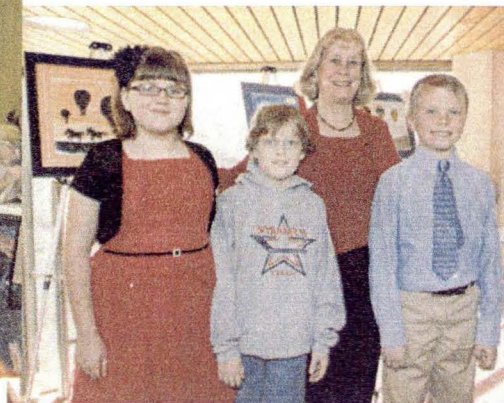
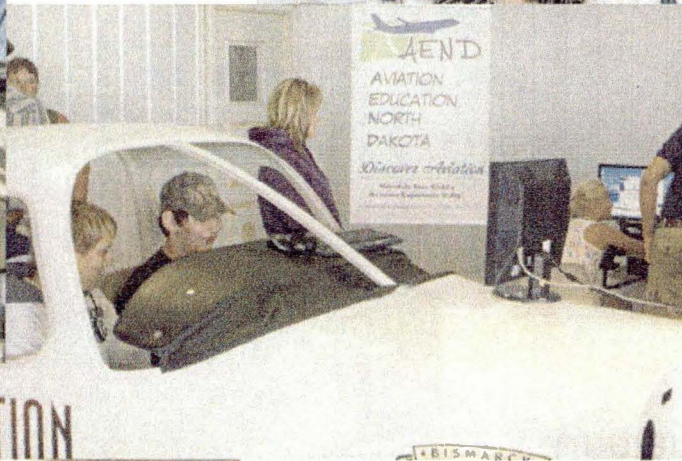
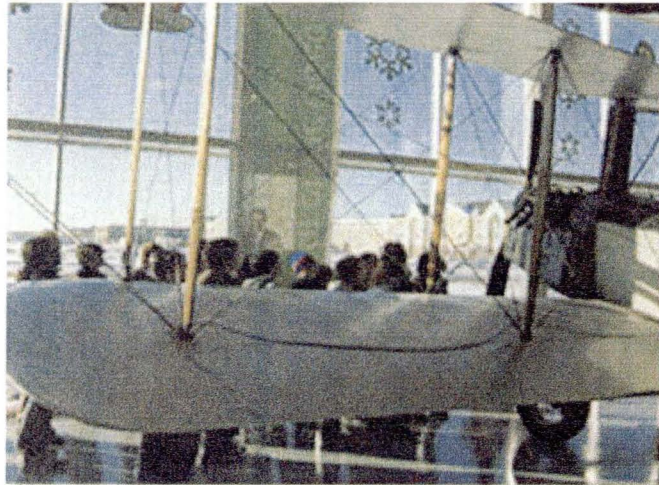
North
 Dakota
 Aeronautics
 Commission



New Aircraft has saved \$93,000 so far



Public Outreach



MET Tower Legislation

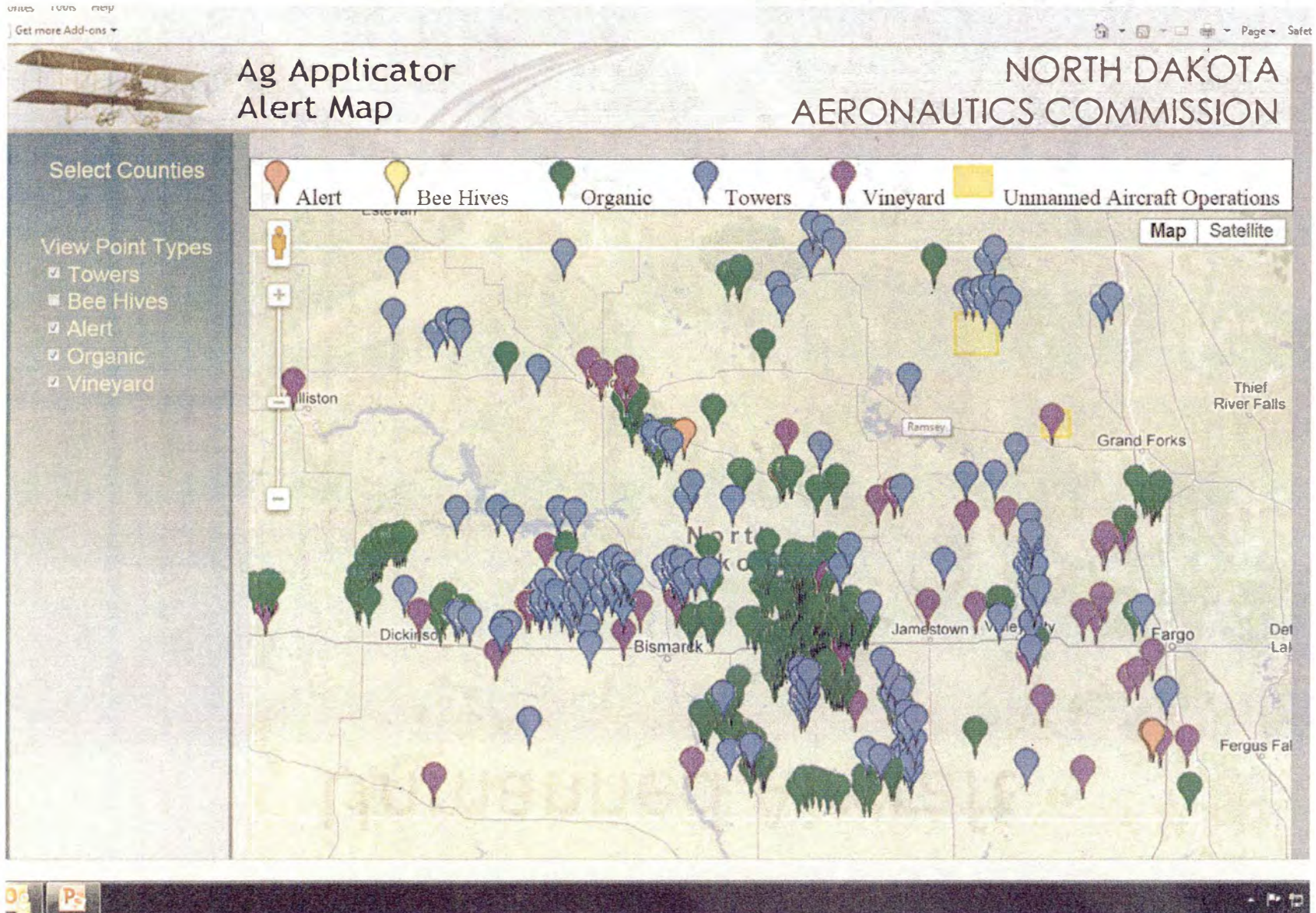


Unmarked and gray

Top marked with red
and white, marker balls
on the guy wires



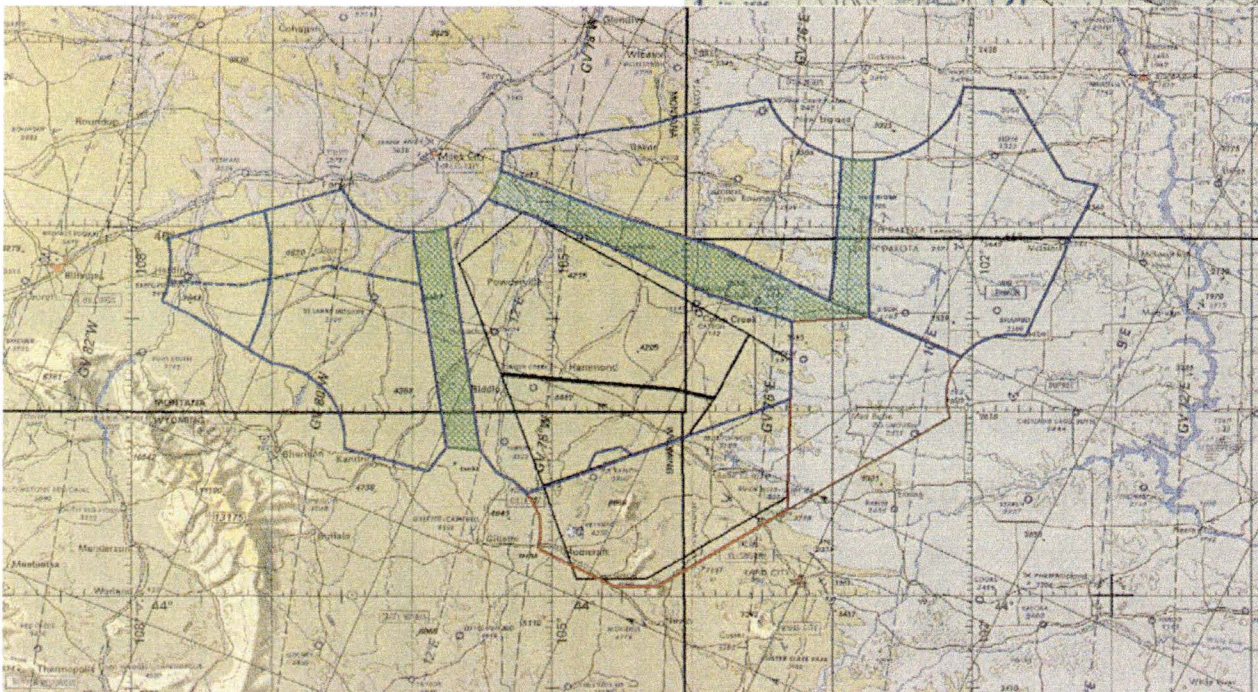
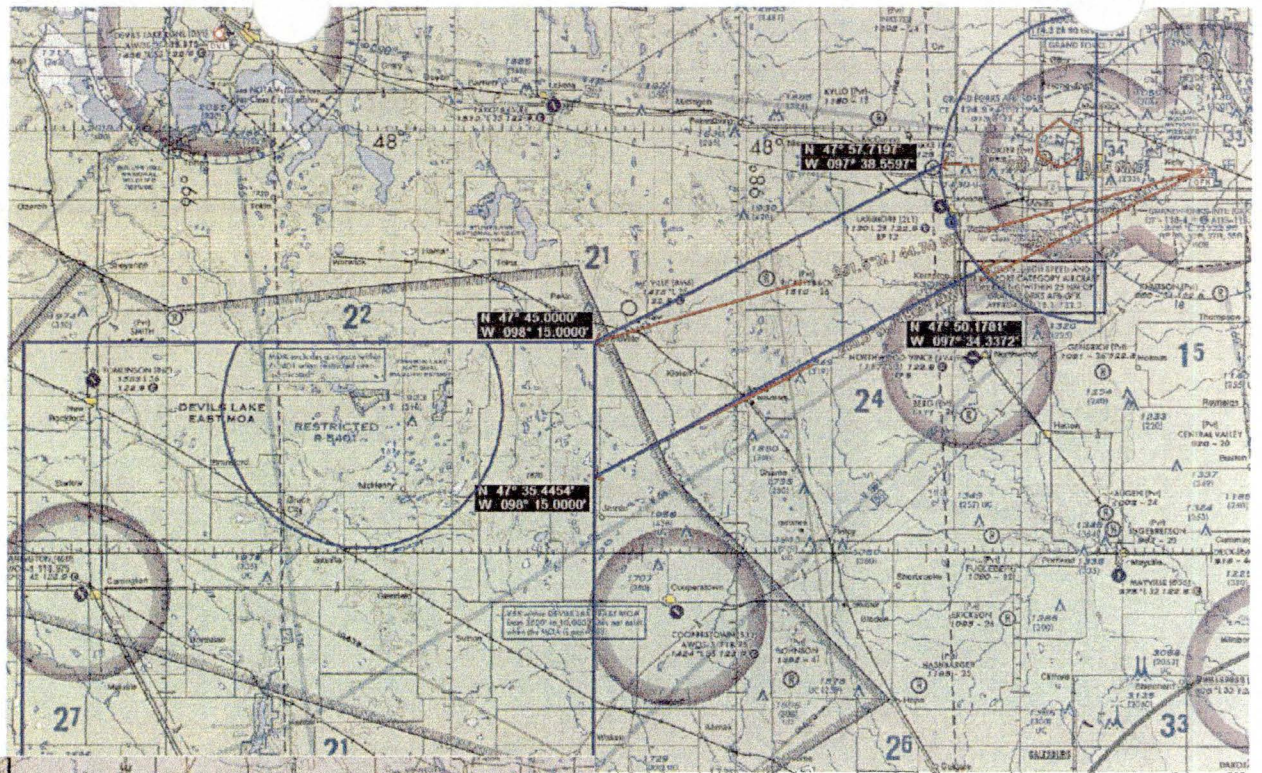
MET Tower Website



Unmanned Aircraft

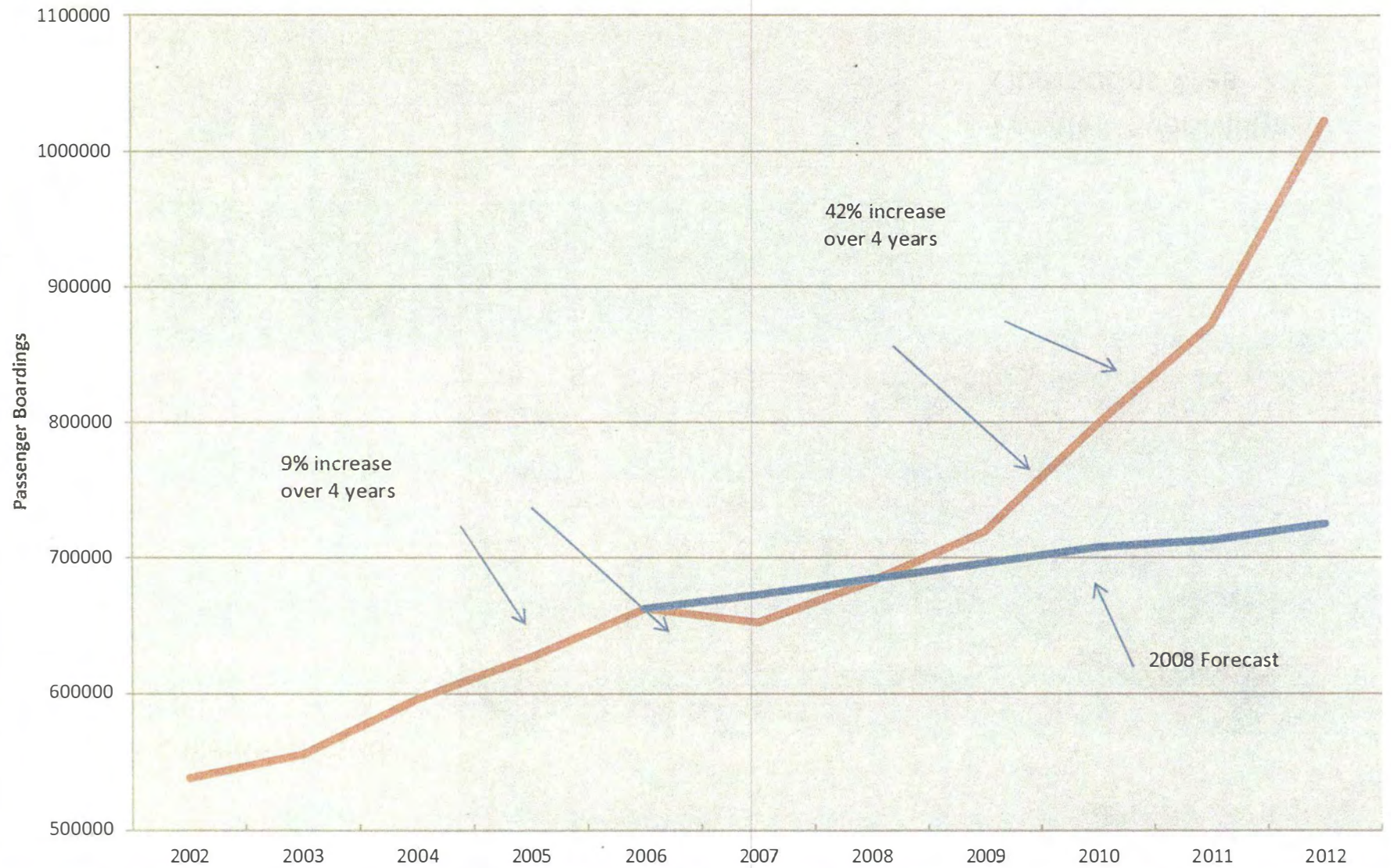


Devils Lake Restricted Area

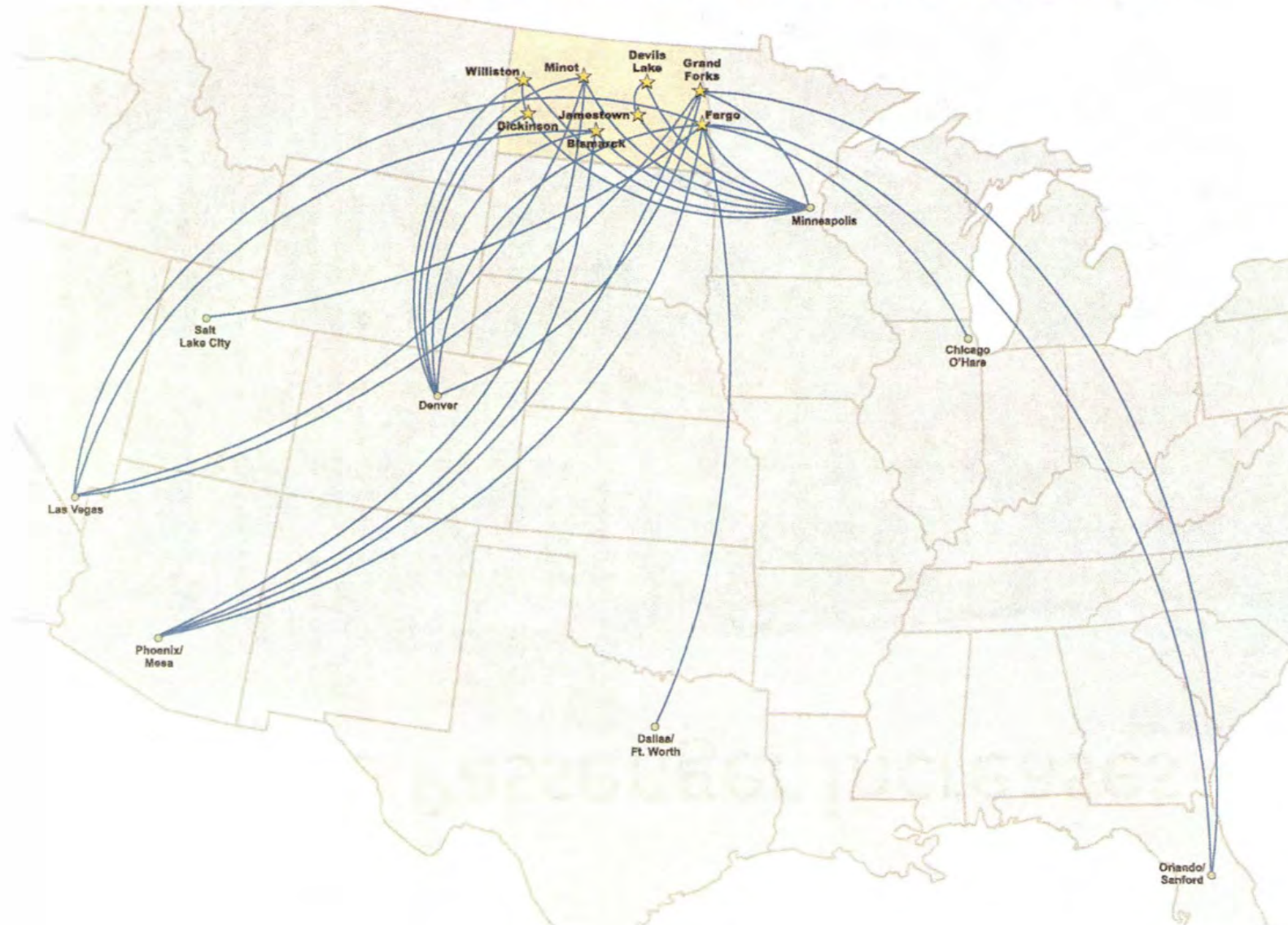


Powder River Military Operations Area

Statewide Historical Airline Boardings



Airline Destination Chart



Airline Passenger Increases

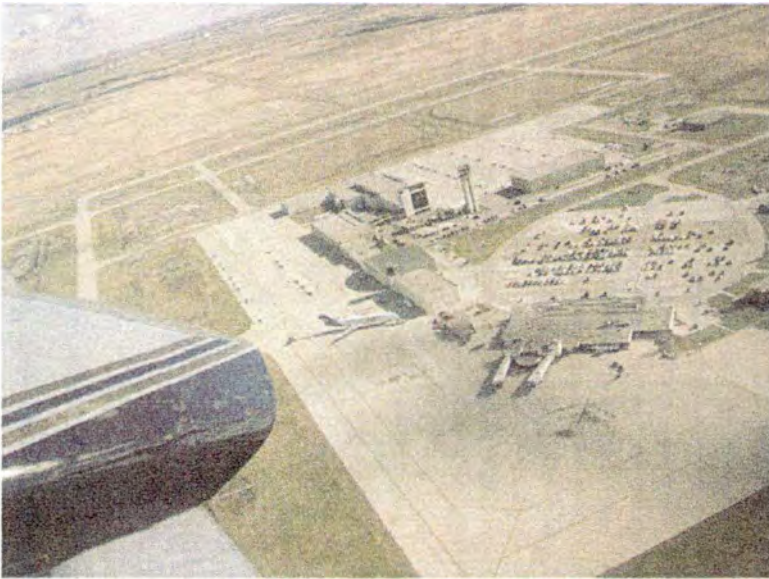


Eastern North Dakota:

- Fargo has remained the airport with the highest boardings in the state.
- Grand Forks is now the 18th busiest airport in the country!
- Devils lake, Jamestown set records this biennium.
- Bismarck continues to grow to handle increasing loads.

Western North Dakota:

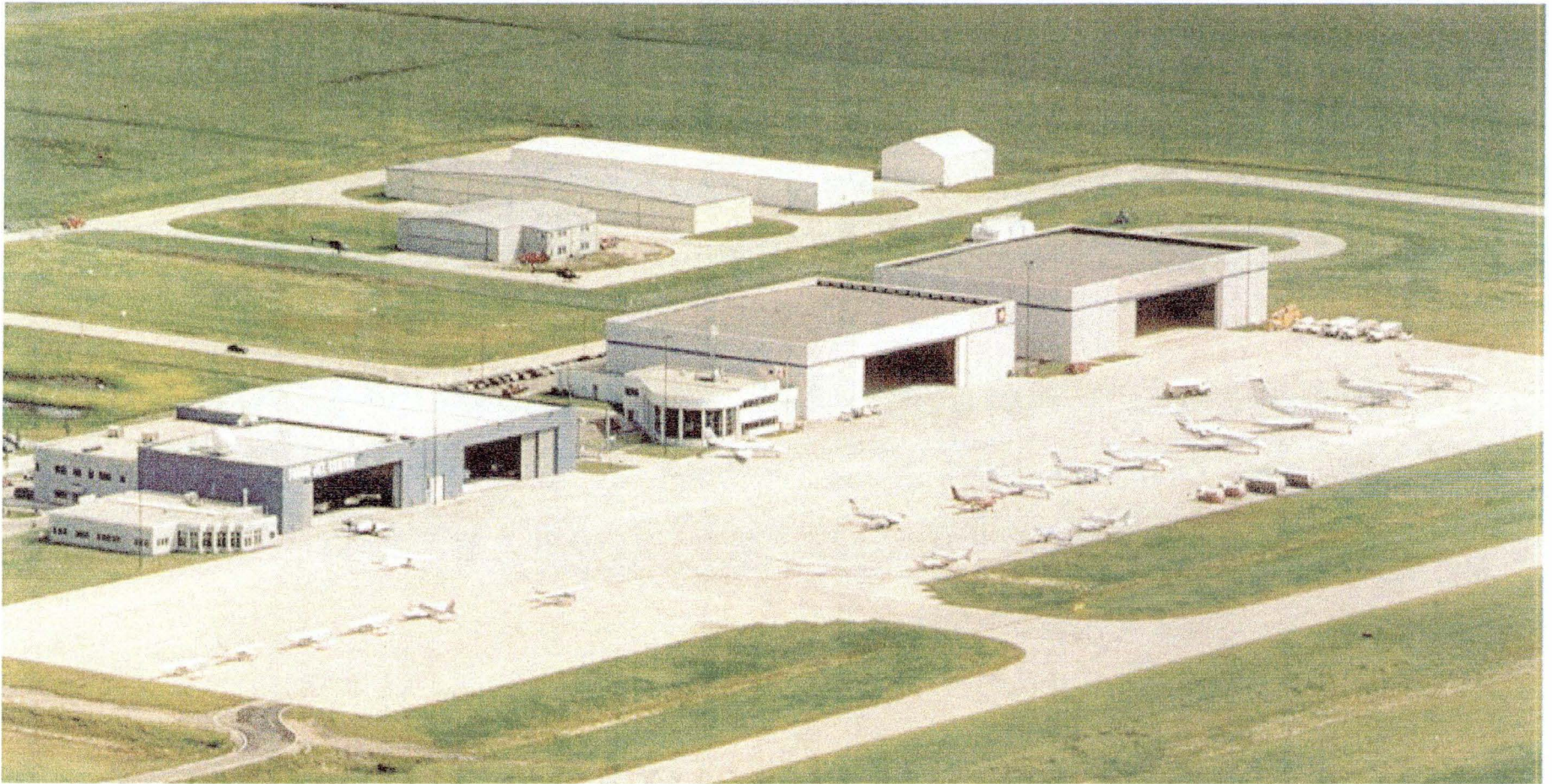
- Williston is considering relocating the airport to handle the volume.
- Minot is planning a new terminal , expanded aircraft apron, and parking lot.
- Dickinson is making plans to allow jet airline service.



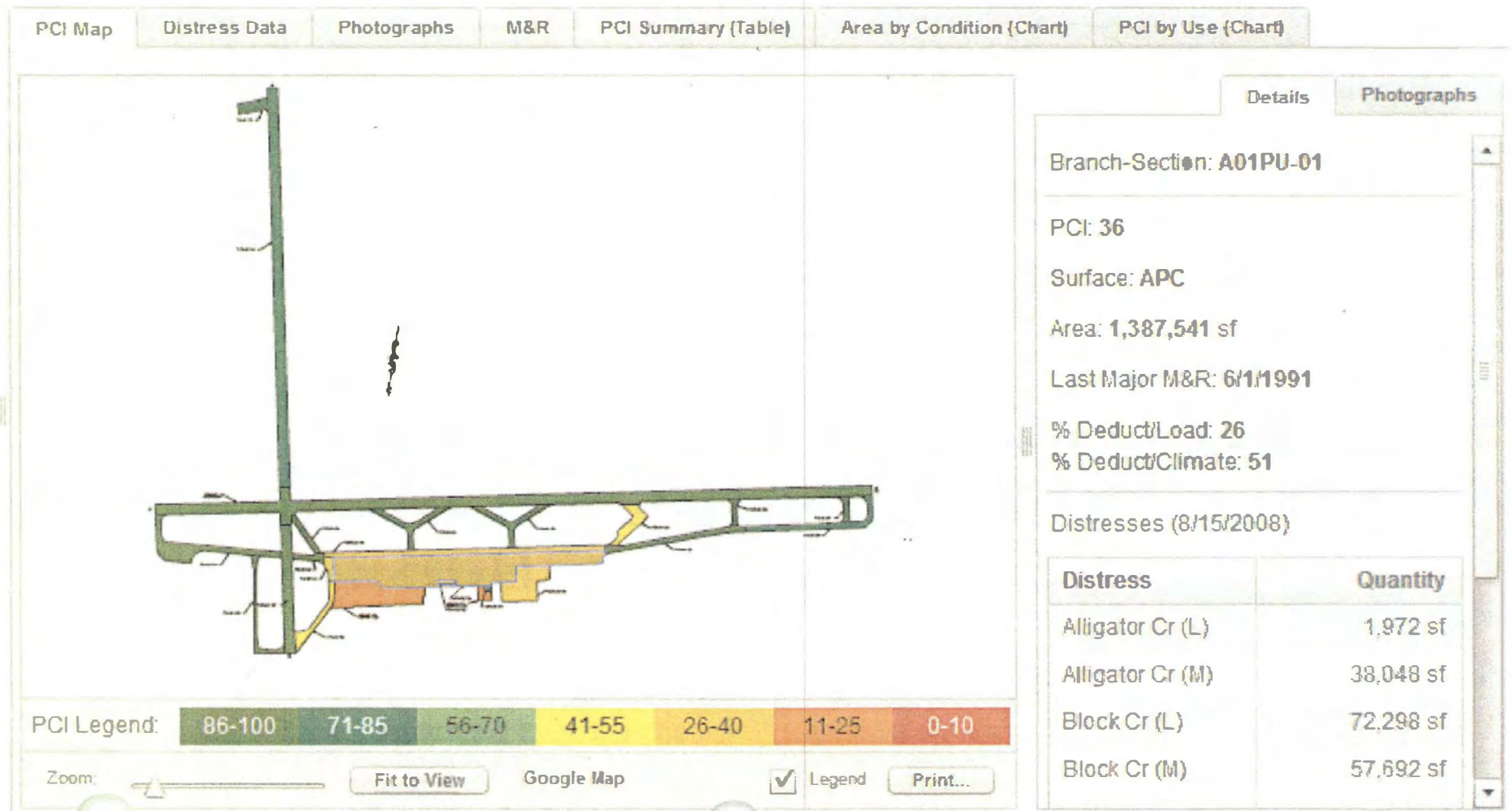
Corporate and General Aviation Growth



Needs Continue for the Eastern Part of the State



Pavement Condition Index State-wide Survey



Classification	Airport Name	Inspection Year	5 Year Total Funding Needs	Classification	Airport Name	Inspection Year	5 Year Total Funding Needs
Commercial (NPIAS)	Bismarck Municipal	2012	\$16,138,353.00	General Aviation (NPIAS)	Mott Municipal	2012	\$50.00
	Devils Lake Regional	2012	\$4,868,498.00		Northwood Muni-Vince	2012	\$1,602,896.00
	Dickinson Theodore Roosevelt Regional	2012	\$1,355,851.00		Oakes Municipal	2012	\$945,840.00
	Hector International	2012	\$17,396,119.00		Park River - W.C. Skjerven	2012	\$0.00
	Grand Forks International	2012	\$13,226,540.00		Parshall-Hankins	2012	\$1,606,392.00
	Jamestown Regional	2012	\$8,955,772.00		Pembina Municipal	2012	\$762,635.00
	Minot International	2012	\$8,994,805.00		Robertson Field	2012	\$3,004,956.00
	Sioux Falls International	2012	\$7,250,901.00		Rolla Municipal	2012	\$2,984,746.00
	Commercial Service Total (NPIAS):		\$78,186,839.00		Rugby Municipal	2012	\$1,024,122.00
General Aviation (NPIAS)	Barnes County Municipal	2012	\$1,493,961.00		Standing Rock	2012	\$54.00
	Beach	2012	\$385,624.00		Stanley Municipal	2012	\$870,763.00
	Bottineau Municipal	2012	\$186,628.00		Tioga Municipal	2012	\$1,770,861.00
	Cando Municipal	2012	\$404,352.00		Walhalla Municipal	2012	\$2,231,685.00
	Carrington Municipal	2012	\$223,761.00		Washburn Municipal	2012	\$4,298.00
	Casselman Robert Miller Regional	2012	\$4,632,952.00		Watford City Municipal	2012	\$1,001,248.00
	Cavalier Municipal	2012	\$8,850.00		General Aviation Service Total (NPIAS):		\$48,477,940.00
	Cooperstown Municipal	2012	\$2,284,693.00	General Aviation (Non-NPIAS)	Ashley Municipal	2012	\$3,184,858.00
	Crosby Municipal	2012	\$896,905.00		Beulah Municipal	2012	\$72,319.00
	Edgeley Municipal	2012	\$1,924,493.00		Drayton Municipal	2012	\$174,657.00
	Garrison Municipal	2012	\$2,067,624.00		Larimore Municipal	2012	\$2,061,470.00
	Glen Ullin Regional	2012	\$3,158.00		Leeds Municipal	2012	\$419,723.00
	Grafton Hutson Field	2012	\$808,204.00		Minto Municipal	2012	\$169,021.00
	Gwinner-Roger Melroe Field	2012	\$501,760.00		Napoleon Municipal	2012	\$710.00
	Hamry Field	2012	\$375,320.00		New Town Municipal	2012	\$1,410,464.00
	Harry Stern	2012	\$1,375,314.00		Page Regional	2012	\$614,901.00
	Harvey Municipal	2012	\$14,691.00		Rolette	2012	\$1,340,969.00
	Hottinger Municipal	2012	\$2,105,128.00		Sky Haven	2012	\$148,284.00
	Hillsboro Municipal	2012	\$2,394,691.00		St. Thomas Municipal	2012	\$392,724.00
	Int'l Peace Garden	2012	\$62,751.00		Tomlinson Field	2012	\$534,170.00
	Kenmare Municipal	2012	\$2,022,173.00		West Fargo Municipal	2012	\$66,710.00
	La Moure Rott Municipal	2012	\$1,760,506.00		Westhope Municipal	2012	\$0.00
	Lakota Municipal	2012	\$186,588.00		Wishek Municipal	2012	\$0.00
	Linton Municipal	2012	\$1,176,621.00		General Aviation Service Total (Non-NPIAS):		\$10,591,980.00
	Lisbon Municipal	2012	\$1,304,185.00				
	Mandan Municipal	2012	\$1,468,816.00				
	Mercer County Regional	2012	\$364,060.00				
	Mohall Municipal	2012	\$235,585.00				

The Year Ahead



2013 Major Pavement Projects

- **Runway Projects**

- Devils Lake
- Ellendale
- Gwinner
- Kenmare
- Mandan
- Oakes
- Stanley

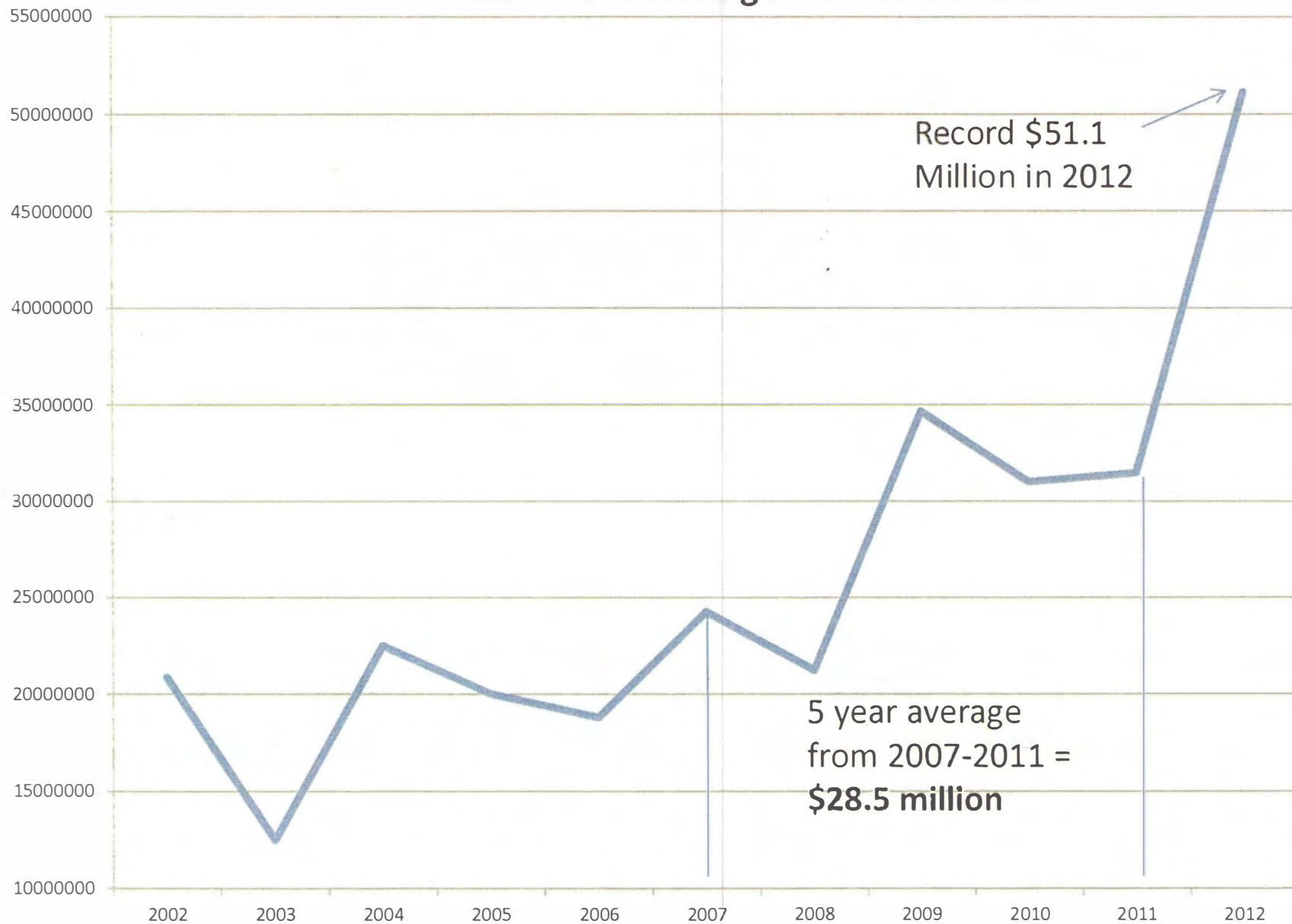


- ▶ **Apron Projects**

- Crosby
- Garrison
- Bismarck
- Minot
- Dickinson
- Langdon
- Leeds
- Rugby
- Washburn
- Watford City

- The New Bowman Airport is on course for a Fall 2014 opening.

Historical FAA Funding in North Dakota

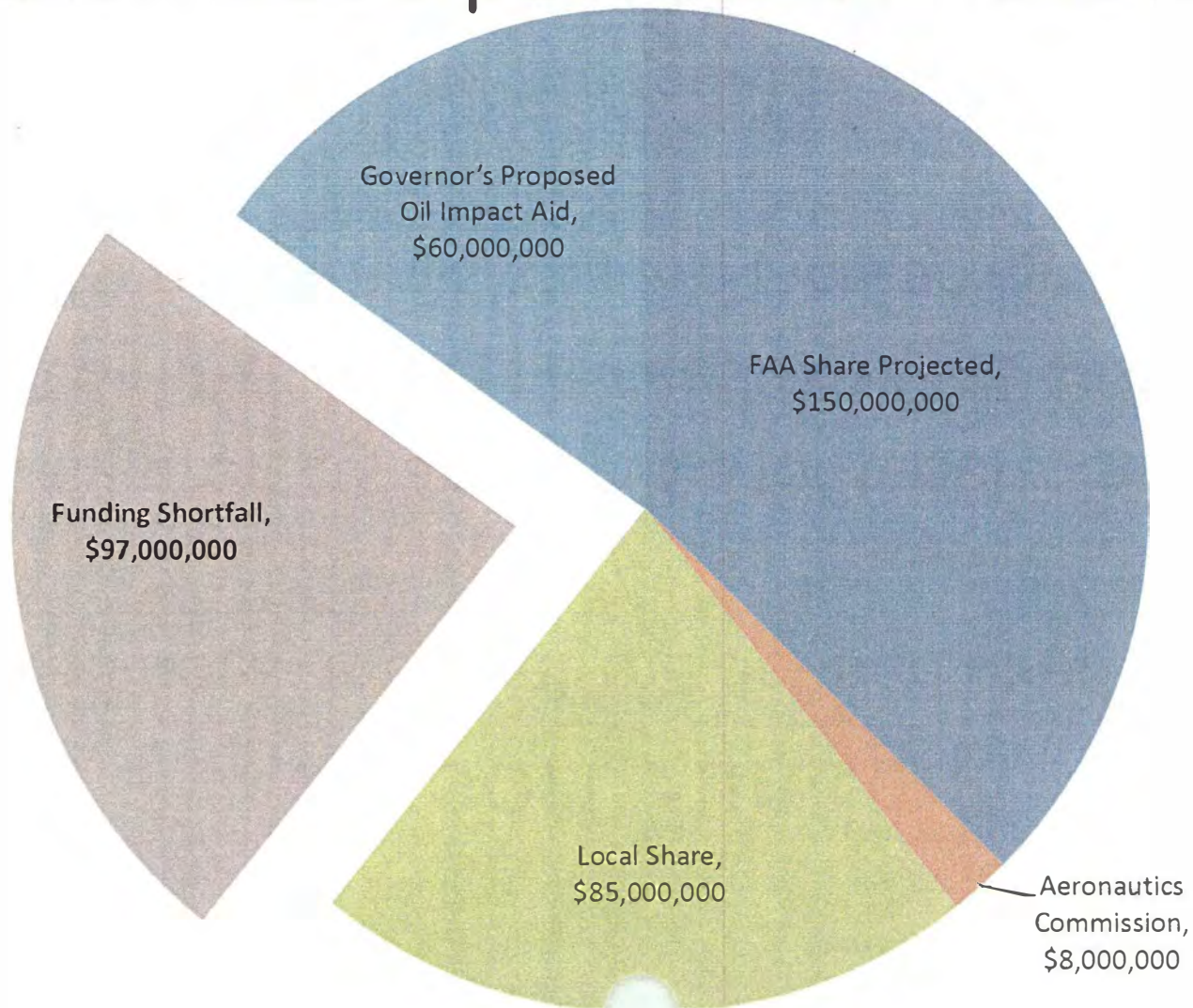


Airport Funding

This still does not meet the defined need.

- not all projects are eligible for federal aid
 - upcoming projects exceed the 90% cost-share
 - costs in North Dakota are increasing
- The goal is to bring the federal, state, and local organizations together to provide additional funding for the increased infrastructure needs statewide.

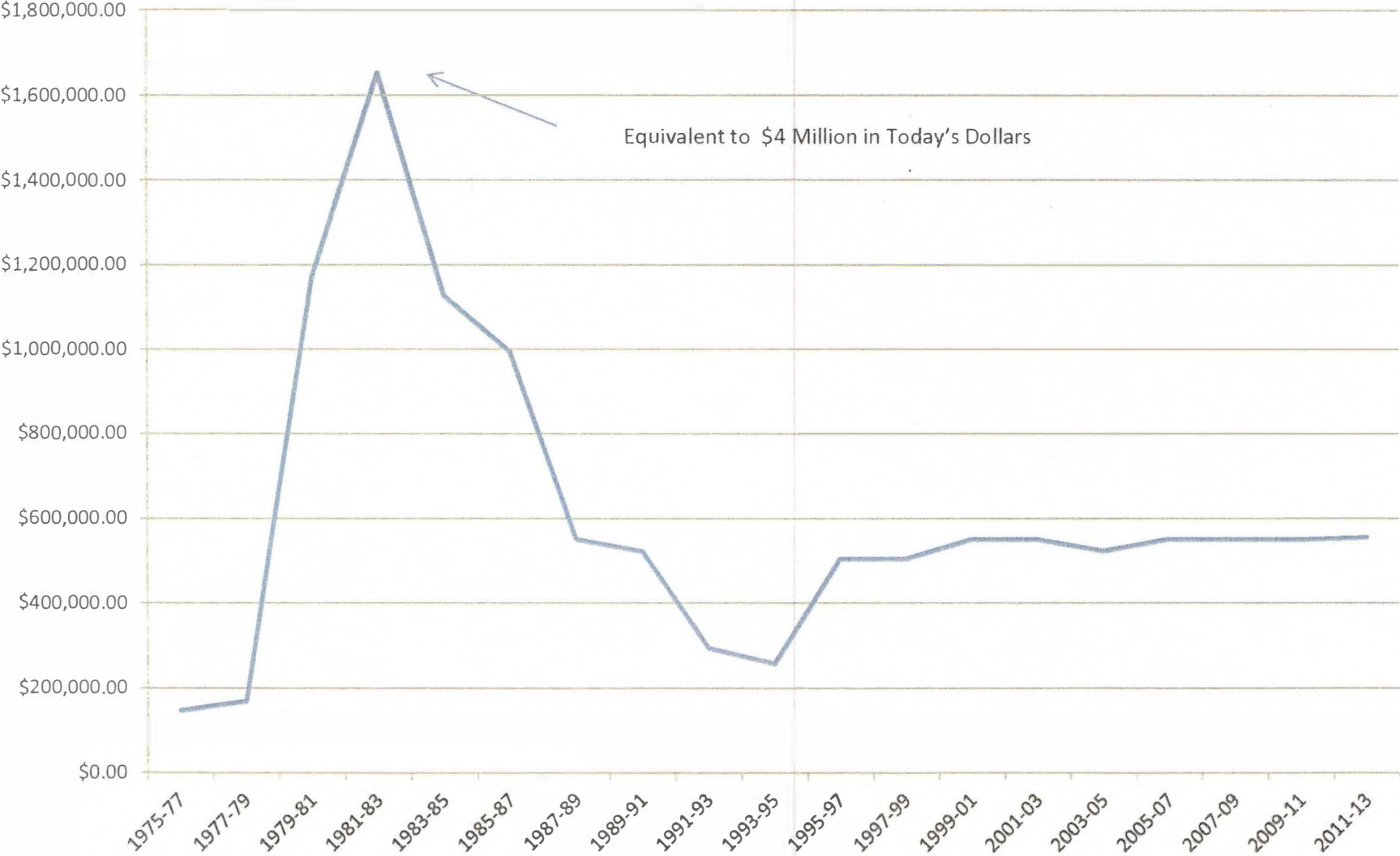
UGPTI Study Estimates 2013-2015 Statewide Airport Investment Needs



Budget

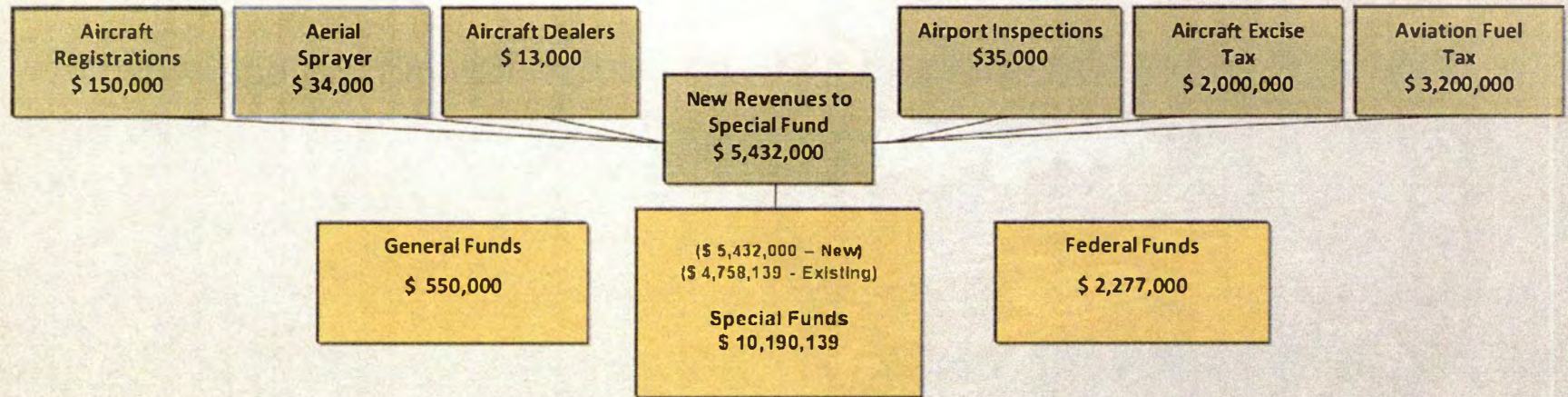


History of General Fund Legislative Appropriation

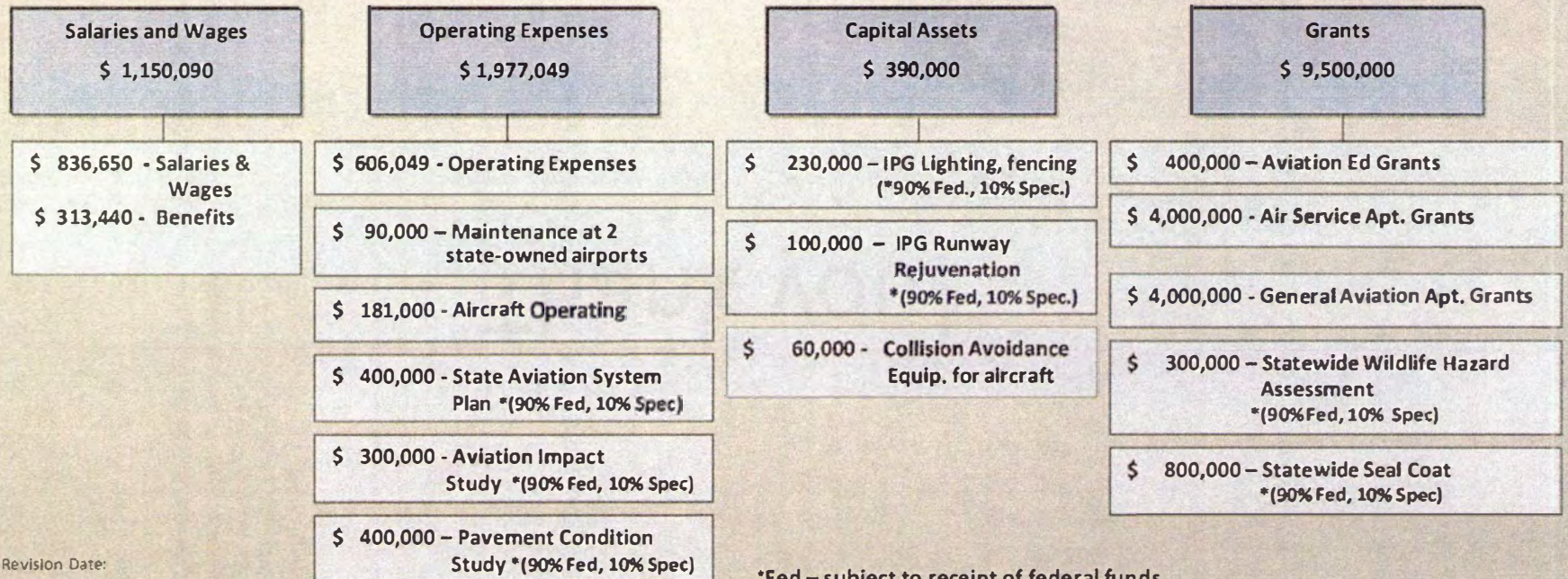


**North Dakota Aeronautics Commission
2013 – 2015 Proposed Budget
\$ 13,017,139**

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Revision Date:
01/04/2013

*Fed – subject to receipt of federal funds

Thank you!

Larry Taborsky, Director
ltaborsky@nd.gov
701-328-9650



50000
March 8
Attack



A Statewide
Voice for
Aviation



Agency Mission

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

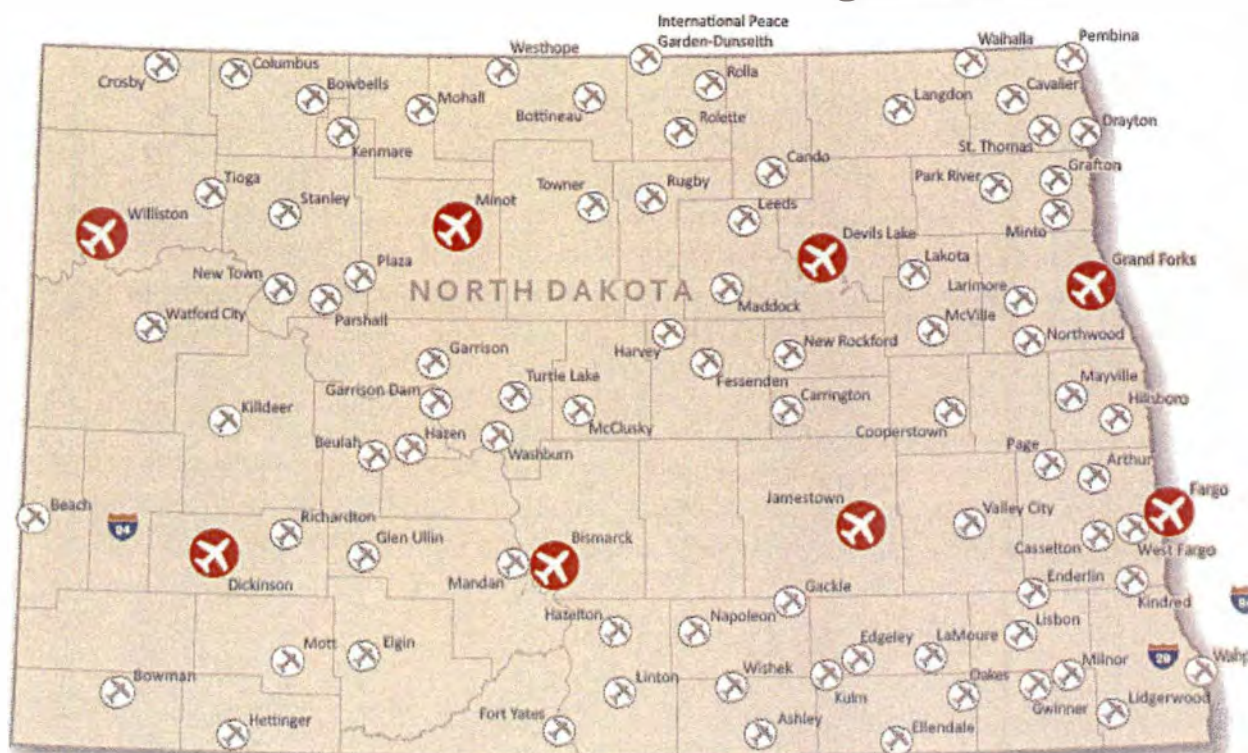


Agency History

Agency Purpose

The North Dakota Aeronautics Commission supports aviation activities in the state through communication with state and local organizations, Federal Aviation Administration (FAA) , congressional offices, local airports and national aviation groups. The commission is largely funded through aviation fuel taxes, aircraft excise taxes, and aircraft registrations. This small and efficient state agency is able to leverage its financial efforts by teaming with the FAA, and staying involved with aviation activities across the state through a strong network of communication. The North Dakota Aeronautics Commission appreciates those that assist with airport operations, promote the aviation industry and utilize the airport system that the state has developed.

Public Airports in North Dakota



Agency Activities

Airport Intern Program: Encourages commercial service airports in ND to hire a management intern by reimbursing airports for internship costs.

Airport Grant Funding: The Aeronautics Commission dispenses approximately 2.5 million dollars annually to airports across the state for airport improvement projects. These funds are derived from aviation fuel taxes, aircraft excise taxes, and aircraft registrations.

Airport Inspections & AFD Updates: Each public airport is inspected at least once every 3 years and safety recommendations are made at the time of each inspection. North Dakota airport information that is used in the FAA Airport Facility Directory is also updated by the Aeronautics Commission staff.

Agricultural Operator Alert Map: A map of alert areas (towers, organic farms, etc.) can be found on the Aeronautics Commission website.

Aviation Education Grant Funding: The Aeronautics Commission provides grant funding for aviation education programs. Applications are accepted at any time from aviation enthusiasts, airports, or aviation organizations.

Aviation Publications and Planning Documents: Aviation Economic Impact Studies, Aeronautical Charts, Airport Directories, State Aviation System Plan, Pavement Condition Index Study for ND Airports.

Flight Training Assistance Program: A program that reimburses airports for flight instructors' transportation costs when they are brought in from elsewhere to train locally.

International Aviation Art Contest: An annual event encouraging students ages 6 through 17 to express their creativity while celebrating aviation.

ND Aviation Council: The Commission works with the ND Aviation Council in supporting and promoting aviation and its activities. The ND Passport Program, Upper Midwest Aviation Symposium and the ND Aviation Hall of Fame are a few of the activities.

Regulatory Function: The office is responsible for administering North Dakota's laws in regards to registration of aircraft, aircraft dealers, aerial applicators, and the collection of aircraft excise tax.

Aviation Facts about North Dakota

- On and off-airport aviation related activity in North Dakota creates 15,480 jobs.
- \$1.6 billion in economic output activity is created each year by North Dakota airports.
- ND aerial applicators spray approximately 5 million acres of crops annually.
- Commercial airports enplaned a record high 872,169 passengers in 2011.
- 3,340 Pilots hold FAA pilot certificates in North Dakota.
- 2,147 FAA certified aircraft are registered in North Dakota.

North Dakota Aeronautics Commission Staff

(L to R) **Larry Taborsky** - Director
Joshua Simmers - Aviation Projects Manager
Kyle Wanner - Aviation Planner
Sheila Doll - Licensing Specialist
Malinda Weninger - Administrative Officer



ND Aeronautics Commission Members



Jay B. Lindquist, Chairman, Hettinger

Jay is president of Air Dakota Flite, a full service, fixed base operator (FBO). J.B. has a strong aerial applicator background and has been crop spraying for 50 years. He has been a Certified Flight Instructor and has served as the Manager of the Adams County Municipal Airport, Hettinger, ND for 40 years. His other interests are in retail and farming. J.B. was inducted into the North Dakota Aviation Hall of Fame in 2012. He has been a member of the Commission since 1993.

Cindy Schreiber-Beck, Member, Wahpeton

Currently Cindy serves as the Executive Director of the North Dakota Agricultural Aviation Association (NDAAA), is the owner of Tri-State Aviation, an FBO with a concentration on WWII aircraft restoration, and manages the Wahpeton Harry Stern Airport. She is active in the local business community and has served on the Commission since 1997.

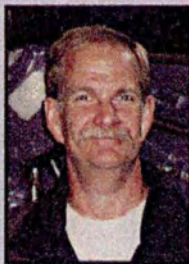


Maurice E. Cook, Member, Bismarck

Maurice retired from active legal practice at the end of 2010. During his legal career he served as a State's Attorney, City Attorney, Airport Authority Attorney, Assistant Attorney General as General Counsel for the Bank of North Dakota, as a member and Chairman of the Board of Directors of Prairie Public Broadcasting, ND Civil Air Patrol Wing Commander and ten years as Civil Air Patrol's National Legal Officer. He served as Bond Counsel to numerous ND political subdivisions and various agencies of the State of North Dakota in the issuance of municipal bonds for thirty years. He holds a multi engine instrument pilot's license and started flying in Hettinger, ND, in 1952. He has been a member of the ND Aeronautics Commission since 1999.

Dr. Kim Kenville, Member, Grand Forks

Kim began teaching for the University of North Dakota's John D. Odegard School of Aerospace Sciences in the fall of 1999 where she currently teaches airport management. Since 2008, Kim has been the director of the graduate program for the Department of Aviation and holds the rank of full professor. Dr. Kenville received her Ph.D. in 2005 from Capella University in Organization and Management. Prior to returning to UND, Kim worked in airport operations for Detroit Metropolitan and Milwaukee County airports. She is a certified member (C.M.) of the American Association of Airport Executives and holds a private pilot's license. Kim was appointed to the Aeronautics Commission in September of 2011.



Warren A. Pietsch, Member, Minot

Warren is president of Pietsch Aircraft Restoration & Repair and Minot Aero Center at the Minot International Airport. Warren soloed at the age of 16 and has continued in aviation. He began chartering for the family business, ventured into airshows in 1981, and worked for ATA Airlines 1989-2008 serving as a captain for L-1011, B-727, B-737. Warren is a current and founding board member of the Dakota Territory Air Museum and the Chief pilot for the Texas Flying Legends Museum, Houston TX. Holding a single & multi-engine ATP, SeaPlane rating, Commercial glider CFG & CFIs and is an Aerobatic Evaluator for ICAS, Warren was appointed to the Commission in May of 2012.

2013 - 2015 CIP / NPIAS PLANNING REPORT

FAA / State National Plan of Integrated Airport System (NPIAS) General Aviation and Commercial Service Program

SB2006
March 8 2013
Attachment 3

This report reflects a snapshot of the State Wide Capital Improvement Program (CIP) for Public Airports in North Dakota as of December 17th, 2012. The actual CIP data changes continually as projects come under contract, change scope, or are abandoned.



Report generated by: Kyle Wanner, Airport Planner

NDAC Priority - The higher the number, the higher the priority on a scale of: 10 - 57

FAA Priority - The higher the number, the higher the priority on a scale of: 0 - 97

*RTA = Runway, Taxiway, & Apron

AIRPORT	PROJECT	NDAC Priority	FAA Priority	Funding Needs (Thousands)	
				1 to 5 Yrs.	6 to 10 Yrs.
1 Fargo FAR	Master Plan/ALP Update	31	66	450	
	Wildlife Hazard Assessment	31	66	75	
	Pavement Rehabilitation	56	66	500	250
	Terminal Apron Expansion	44	46	3000	
	Apron Access Road and Access Lighting	54	41	1000	
	Taxiway Reconstruction	55	66	18000	1500
	Rwy 18L-36R & Rwy 9-27 Extension EA	46	66		700
	Runway 9-27 Extension/Parallel Txy	46	54		21000
2 Bismarck BIS	Runway 18L-36R Construction	46	63		8000
	Reconstruct Taxiway B	45	66	1750	
	Wetland Mitigation / WHA	31	59	3500	500
	Drainage Improvements	41	59	750	500
	GA Apron Expansion	44	64	5000	1000
	Pavement Surface Treatment/Painting	56	70	650	1000
	Rehabilitate Txy Lights	55	66	150	150
	Rehabilitate and Strengthen Rwy 13/31	56	40	5800	
	RTA Rehabilitation, RCF	56	70		6000
	EA for RPZ Land Purchase/Runway Ext.	31	44	500	
	RPZ Land Purchase	41	44	2000	
	Expand ARFF Bldg/Relocate Hangar 5	31	46	2800	
	Relocate Airway Ave/Airport Rd Intersection	31	93	300	
	Snow Removal Equipment	32	70	1000	1000
3 Grand Forks GFK	Rehab Lighting Runway 17L-35R/Txy C	56	72	350	
	Wildlife Assessment	31	24	75	75
	Replace SRE/ARFF Building	32	41	5750	
	Remove Txy D/Reconstruct Txy A & B	55	97	2400	
	Expand Terminal Apron	44	47	2000	
	Expand Terminal	33	40	5000	
	Construct Taxiways	45	61	1700	
	Construct Access Road	31	23	1100	
	Snow Removal Equipment	32	48	500	500
	Rehabilitate Aprons	54	62	2200	1000
	Cargo Apron Expansion	44	47		1300
4 Minot MOT	Extend Runway 9L-27R	46	56		5000
	Reconstruct Taxiway C	55	61		
	Construct Taxiway D/ Taxiway G 19'	45	61		2000
	Construct Snow Removal Equipment Building	32	41		
	Construct Passenger Terminal Apron	44	47	18000	
	Construct Passenger Terminal Building	33	40	42000	
	ARFF Truck/AGIS	32	48	1200	
	8-26 Threshold Shift	56	93	7000	
	Snow Removal Equipment	32	48	2500	1700
	Access Rd/Terminal Parking Lot Construction	31	23	9000	
	Airport Master Plan	31	66	1000	
	Remodel Existing Terminal	33	40	4000	
	General Aviation Ramp Expansion	44	47	4000	
	RTA Rehabilitation, RCF	56	68	200	5000
	Air Cargo Apron	44	62		5000

2013 - 2015 CIP / NPIAS PLANNING REPORT

FAA / State National Plan of Integrated Airport System (NPIAS) General Aviation and Commercial Service Program

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*RTA = Runway, Taxiway, & Apron

AIRPORT	PROJECT	NDAC Priority	FAA Priority	Funding Needs (Thousands)	
				1 to 5 Yrs.	6 to 10 Yrs.
5 Jamestown JMS	Snow Removal Equipment	32	47	300	300
	Runway Painting	46	44	200	200
	Wetlands Mitigation / WHA	31	59	1100	500
	Rehab Airport Beacon	47	87	50	
	ALP and Master Plan Update	31	66	300	200
	Terminal / Access roads/Parking lot/apron	33	31		600
	Rehab Rwy 4/22 & txys A to E, RCF	56	70	3500	500
	Rehab Rwy13/31, RCF / Seal	56	70	600	1000
6 Williston ISN	Master Plan/Benefit Cost Analysis	57	90	1000	300
	Land Acquisition	31	64	30000	
	Wetland Mitigation / WHA	31	57	700	100
	Obstruction Removal	33	31	19000	
	Design Airport Infrastructure	41	52	7000	
	Construct Grading for Airport Infrastructure	56	65	27000	
	Construct Terminal Building	33	40	40000	
	Construct SRE/ARFF/Parking Lot/Access Rd	32	48	3000	
	EA / AGIS Survey / WHA / ILS	41	64	3000	
	Construct Security Fence	31	57	1500	500
	Construct Airport Pavement	56	65	23000	4000
	Construct Roadway/Infrastructure to Airport	31	23	6500	
	Construct Airport Security System	31	31	800	
	Airport Snow Removal Equipment	32	45	800	800
7 Devils Lake	Relocate FBO & Hangars/Fuel Facilities	33	21	3000	
	Rehabilitate GA Apron, RTA RCF	54	56	700	
	Rehabilitate Runway 03/21	56	68	100	1500
	ALP / AGIS	31	64	200	200
	General Aviation Hangar	12	29		500
	Wildlife Fence / Wetland Mitigation / WHA	31	57	1000	100
	Security Access/Apron Lighting	34	31		500
8 Dickinson DIK	SRE - Runway Sweeper/ Snow Plow	32	45	500	700
	Terminal Design and Construction	33	45	5000	20000
	Rehab Rwy 14/32 & Rwy 7/25, RCF, mkg.	56	68	1100	5000
	Expand GA Apron	44	56	2000	3000
	Commercial Service Apron	44	47	6000	
	Potable Water System/Sewer Treatment	33	45	10000	
	Terminal Access and Parking Lot	31	40	300	5000
	Parallel Taxiway	45	61	6000	
	ARFF Building/ ARFF Truck	32	41	1700	800
	Aeronautical Survey for Rwy Approaches	41	64	400	
	Master Plan/ALP Update	31	64	150	
	Construct txy for hangars / rehab txy	55	66	1000	300
	Rwy Ext. 14/32, Grade 14/32 RSA	45	56	40000	2000
	Land Acquisition RPZ (Terps 40:1)	41	42	6000	800
	EA / AGIS Survey / WHA / ILS	31	64	3000	200
	SRE / SRE Bldg.	32	45	1700	600
TOTAL COMMERCIAL SERVICE AIRPORT NEEDS:				416400	113375

2013 - 2015 CIP / NPIAS PLANNING REPORT

FAA / State National Plan of Integrated Airport System (NPIAS) General Aviation and Commercial Service Program

This report reflects a snapshot of the State Wide Capital Improvement Program (CIP) for Public Airports in North Dakota as of December 17th, 2012. The actual CIP data changes continually as projects come under contract, change scope, or are abandoned.



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*RTA = Runway, Taxiway, & Apron

AIRPORT	PROJECT	NDAC Priority	FAA Priority	Funding Needs (Thousands)	
				1 to 5 Yrs.	6 to 10 Yrs.
9 Beach 20U	Rehab Taxiways	55	56	350	
	Pave Terminal Access Road/Apron	33	50	150	
	Expand Apron	54	38	300	
	Construct Parallel Txy	45	46	700	
	ALP Update	31	42		150
	Jet Fueling System	12	17	150	
	Rehab Rwy, RCF, Seal	56	66	100	800
	Construct crosswind rwy / fencing	46	59		1000
10 Bottineau DO9	AWOS/Fencing	31	44	200	800
	SRE	32	45	300	
	Hangar	12	29		400
	Rehab RTA, crack seal	56	68	200	800
	Hangar / Twy	12	31	500	
	Update ALP	31	64		150
	Const. parallel txy and apron exp.	55	47		1750
	Const. runway extension, EA, Land	46	47	500	2000
11 Bowman BPP	Fueling System	12	18	150	
	Const rwy/txy, apron, grading, design	56	70	11000	400
	SRE Equipment	32	44		200
	Hangar / SREB / Terminal	12	36	2500	800
	Construct parallel Txy	45	46		2000
	Construct crosswind rwy	46	59		4000
12 Cando 9D7	Fueling System / AWOS	12	17	150	150
	Construct Taxiway/Partial Parallel	55	46		400
	Construct crosswind rwy	46	49		500
	Fencing / Signage	31	38		400
	Fueling System	12	17		250
	Taxilane Expansion & Hangar Design	45	38	350	300
	Hangar Construction 14'	12	29	600	600
13 Carrington 46D	Rehab RTA seal, RCF	56	66	1000	100
	SRE & SRE Bldg.	32	44		150
	Rehab RTA, RCF, seal 15'	56	66	250	2200
	Parallel Taxiway	45	46		1500
	AWOS Road	33	35	250	
	Fence / signage	31	38	500	
	ALP update	31	42		100
	Rehab apron, lights, tiedowns	44	50	300	1600
14 Casselton 5N8	Hangars	12	29	400	400
	Construct Rwy 17-35, EA, land acq.	46	50		6000
	Apron Expansion	44	39	800	
	Taxiway & Apron Lighting	55	45		200
	Land acq., RPZ	41	42	500	
	AWOS	31	44		150
	Construct Txy for hangars	45	47	300	200
	SRE	32	45		200
	Rehabilitate Airfield Pavments	56	64	200	400
	Rehab Aprons	54	58	200	400

2013 - 2015 CIP / NPIAS PLANNING REPORT

FAA / State National Plan of Integrated Airport System (NPIAS) General Aviation and Commercial Service Program

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FAA Priority - The higher the number, the higher the priority on a scale of: 0 - 97

AIRPORT	PROJECT	NDAC Priority	FAA Priority	Funding Needs (Thousands)	
				1 to 5 Yrs.	6 to 10 Yrs.
15 Cavalier 2C8	Rehab RTA, RCF, seal 13'	56	66	200	1000
	Land acq., RPZ, powerlines	41	41	300	
	Construct rwy ext., EA, land	46	54		800
	SRE	32	44		200
	Construct Hangar	12	29	500	
	Design Parallel Taxiway North Side 15'	45	46		
	Construct parallel txy 16'	45	46	500	
	Wildlife Fence / signage	31	38	700	
16 Cooperstown S32	Rehab RTA, seal, RCF	56	66	1000	400
	Construct crosswind rwy., turf	46	59		800
	ALP Update	31	42	100	100
	Apron Expansion	44	46		600
	RPZ Land Acquisition	41	51	450	
	Access Road	33	20		250
	Construct parallel txy	45	46		500
	Fence/signs	31	38		400
17 Crosby D50	Pave Crosswind Rwy 3/21	56	59		800
	Fence / signage	31	38		700
	Taxilane Extension	45	46	350	350
	Runway Extension	46	52		1000
	Construct SRE Bldg. / SRE	32	32	500	
	Rehab Apron / Drainage Improvements	56	56	2000	200
	Rehab PAPI / MIRL	56	66	200	
	Jet A fuel	12	17	150	
	Land Acquisition	31	41		700
	Hangar	12	29	400	400
18 Dunseith - IPG S28	Rehab RTA, RCF, Seal (09)	56	66		2000
	Fence, signage, apron access	31	38	500	300
	Rehab RTA	56	66	200	800
	RCF, Seal, Painting	56	66		
	PAPI's	31	45	150	
	Update ALP	31	42	100	100
	GA Terminal	23	32	150	
	AWOS	31	42		150
19 Edgeley 51D	Land acquisition -Rwy 28,clear zones	41	41	600	
	Rehab RTA, RCF, seal	56	66	700	100
	AWOS / Jet Fuel System (15')	31	42	150	150
	SRE Equipment	32	36	200	200
	Fence / signage	31	38		400
	Construct Parallel Taxiway	45	50		500
	Hangar (Phase 2)	12	29	700	700
20 Ellendale '4E7	Update ALP / WHA	31	42		100
	Rehab Rwy/Txy 13', Apron 15', RCF	56	66	1600	100
	Rehab MIRL / PAPI / Signs	56	45	300	
	Construct crosswind rwy/parallel twy	46	59	500	600
	AWOS	31	45		150
	Update ALP	31	42		200
	Rehab Access Road / Parking /SRE	33	20	100	500
	Obst. removal, land RPZ	57	44	200	
	Wildlife Fence	31	38		400
	Fueling System	12	17		150

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*RTA = Runway, Taxiway, & Apron

AIRPORT	PROJECT	NDAC Priority	FAA Priority	Funding Needs (Thousands)	
				1 to 5 Yrs.	6 to 10 Yrs.
21 Ft. Yates Y27	AWOS	31	45	150	
	Pave Access Road ('14)	33	20	500	300
	Rehab RTA, RCF	56	66	300	100
	ALP update	31	42		100
	Obst. Removal	57	44		100
	GA Terminal / SRE / SRE Bldg.	23	32	200	200
	Hangar	12	29	400	400
22 Garrison D05	Rehab rwy lights, PAPI/BCN/obst. Lights	56	45	150	150
	Rehab RTA, RCF, Drainage	56	66	2000	200
	Fence / signage / AWOS 3	31	38	700	200
	Design Runway	56	66	100	
	SRE Tractor, blower, blade	32	36		100
	Land acq., RPZ	41	41		300
	Jet Fuel	12	17	200	
23 Glen Ulin D57	Hangar	12	29		400
	Const. txy, apron	44	38	300	300
	Access Road	33	20	100	
	Rehab Rwy, RCF, Seal	56	66	200	900
	Fuel System	12		150	
	Master Plan Narrative & ALP Update	31	42		100
	Design Taxiway Extension	34	38	50	
24 Grafton GAF	Fence / signage	31	17	450	
	Construct apron / taxiway extension	44	38	500	400
	Construct Hangar	12	29		400
	Construct crosswind, EA, RPZ	46	59		700
	Rehab RTA, RCF	56	68		300
	Hangar	12	31		600
	Asphalt Rejuvenator	56	68		150
25 Gwinner GWR	Fence / signage / Drainage Improvements	31	40	600	
	Acquire RPZ/Update ALP/EA	41	42	200	300
	Rehab crosswind rwy connection	46	68		200
	Rehab Lights	56	68	300	
	Land for RPZ / Wetland Mitigation	41	41	300	500
	Hangar	12	29		400
	Land Acquisition / Fence / signage	31	38	400	500
26 Harvey 5H4	Rehab crosswind rwy.	56	66		300
	Access Road Improvements	33	40	150	500
	Construct Parallel Txy & Expand Apron	45	41		800
	Fueling System	12	17	150	
	Rehab RTA, RCF, Design	56	66	600	800
	Rehab RTA, RCF seal	56	66	300	1500
	Terminal Remodel	23	32		150
27 Hazen HZE	Construct crosswind rwy / EA / land	46	49	500	800
	SRE Building, Hangar	12	29	150	400
	Construct parallel txy / apron	45	38		500
	ALP Update	31	62		100
	Fence	31	38		400
	Rehab Lights	56	66	400	
	Rehab RTA	56	66	1500	100
	Runway Rehabilitation Design, RCF	56	66	100	
	AGIS / ALP	31	62		400
	Fencing / signage	31	38	350	
	Hangar	12	29		400
	Construct Crosswind Runway	46	49		500
	Construct Parallel Taxiway	45	46		1400
	SRE Equipment	32	44		300
	Fueling System	12	17		150
	Land acq. in RPZ	41	41		100

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				1 to 5 Yrs.	6 to 10 Yrs.
28 Hettinger HEI	Fence / GA terminal Rehab / SREB	31	38		300
	Construct crosswind rwy / marking	46	50	100	500
	Rehab apron / txy A	55	58	600	100
	Parallel Txy, EA, Design	45	47	750	
	Rwy RPZ land, ext., EA, Rwy 12, AGIS	41	47	200	1300
	Rehab RTA, Seal, Markings	56	68	100	1000
29 Hillsboro 3H4	Taxilane Construction/Hangar Removal	45	47	400	
	Reconstruct Rwy 16-34, RCF	56	68	3500	100
	Fence / signage	31	40		400
	Reconstruct Service Road	33	20	500	
	AWOS	31	44		150
	Rwy 16-34 Runway Extension	46	47		3700
	Construct Hangars	12	31	1000	
	Land acq. for apron, SE RPZ	41	41	600	
30 Kenmare 7K5	Parallel Taxiway	45	47	1100	
	Runway Overlay	56	68	1100	100
	Apron Area Overlay	54	50	250	
	Design/Construct Runway Extension	46	53		1200
	EA and Airport WHA	46	53	150	150
	Expand Apron/Taxiway	45	47	800	300
	AWOS / Beacon / MIRL	31	44	150	150
	Fence / signage / pave access road	33	40	400	400
31 Killdeer 9Y1	Construct crosswind rwy	46	50		700
	Land acq., RPZ east	41	42	200	
	Land Acquisition for New Runway	41	42	200NN	
	Design New Runway	56	62	250NN	
	Construct New Runway and Taxiway	56	62	3000NN	200NN
	Hangar	12	29	500NN	500NN
	SRE Building/SRE	32	44	650NN	
	Construct New Apron/Taxilane	45	49	500NN	300NN
32 Kindred K74	Fueling System	12	17	500NN	
	Pave access road, fencing, windsock	33	40	250	250
	Hangar	12	29		300
	Land Acquisition	41	47	400	
	Drainage Study/Construction & EA for Land	41	42	250	
	Rehab RTA, cracks, seal txy	56	68	100	200
	Construct Runway Extension	46	53	800	
	AWOS	31	44		150
32 Lakota 5LO	Construct Parallel txy	45	47	1300	200
	Construct crosswind rwy	46	50		400
	Apron Expansion	45	43		400
	Const. crosswind rwy & access rd.	46	49	100	800
	Hangar	12	29		400
	Remove tree (NW end), AGIS	31	44	200	
	Fueling System	12	17	200	
	Construct apron/txy	45	41	600	600
33 LaMoure 4F9	Rehab RTA, RCF, Seal	56	66	1200	200
	Construct wildlife fence	31	38		300
	Construct rwy ext.	46	45		1000
	Rehab rwy, lights, land, EA phase 4	56	66	3000	400
	SREB	32	44	100	
	Airport Layout Plan - Current Site	31	42	150	
	GA Terminal / Hangar	23	32	100	400
	Fence / signage / AWOS	31	38		800
	Runway Reconstruction Design	36	66	150	
	Rehab RTA - RCF	56	66	100	200
	Construct Apron	45	50	300	300
	Clear Obstruction - Irrigator / RPZ	57	44	300	

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AIRPORT	PROJECT	NDAC Priority	FAA Priority	Funding Needs (Thousands)	
				1 to 5 Yrs.	6 to 10 Yrs.
34 Langdon D55	Rehab RTA, RCF, lighting	56	66	1000	100
	Fence / signage	31	38		400
	Rehab Apron	54	56	500	
	ALP / GPS Update	31	42		100
	Construct/Design Parallel Taxiway	45	46	400	
	Rehab GA Terminal	23	32		100
	Construct hangar	12	29		400
	Rehab crosswind rwy	46	66		600
35 Linton 7L2	Fuel System	12	17	150	
	Construct Apron Expansion	44	50	400	300
	Rehab RTA, RCF, seal, mkg.	56	66	100	900
	Construct Exit/Parallel txy	45	46	400	400
	Construct Access Road	33	20	300	
	ALP Update	31	42		100
	Construct Hangar / SREB	12	36		400
	Extend rwy, lights, PAPI, EA, fencing	46	51		2000
36 Lisbon 6L3	Hangar Design (Phase 1)	12	17	50	
	Rehab RTA, ext., lights, seal	56	66	300	700
	Wildlife Fence / signage / Access Roads	31	38		600
	SREB / Terminal	23	36	300	150
	Construct apron, signs	44	41		500
	Construct Hangar (Phase 2)	12	17	400	
	Construct Parallel Txy	45	46	500	
	AWOS	31	42		150
37 Mandan Y19	ALP Update	31	62	150	100
	Runway 31 extension / EA, Land Acquisition	46	48	1100	5700
	Terminal Expansion	23	31	200	
	Master Plan/ALP	31	62	250	100
	Parking Lot	21	21	200	
	SRE	32	47	200	200
	Rehab RTA, lights, eng., seal, RCF	56	70		900
	Wetland Mitigation / Drainage Improvements	51	57	500	300
38 Mayville D56 (pending)	Construct T-Hangar / Pavement	12	32	1000	300
	Construct Hangar Taxilanes	45	49	800	800
	Construct Corporate Hangar / Pavement	12	32	600	600
	Wildlife Fence	31	41	450	
	Wildlife Fence	31	38	500	
	ALP Update	31	62	200	100
	Land acquisition / EA	41	37	1600	200
	Construct parallel txy	45	47		800
39 Medora	Terminal / SRE / hangars	23	36	800	800
	Construct RTA, lights, eng. / AWOS	56	49	4000	200
40 Mohall HBC	Airport Site / Feasibility Plan	31	62	300NN	
	EIS / ALP	31	62	400NN	
	Const. RTA	56	49	1000NN	3000NN
	Design and Construct Taxilane Extension	45	49	350	350
	Hangar	12	29	400	400
	Fuel System	12	17	150	
	Develop Watershed Study/ALP Update	31	62	200	
	Land Acquisition, Runway Extension	46	48	150	800
	Wetland Mitigation	31	55	350	1600
	Fence / signage	31	38		700
	Apron Expansion	45	38	650	
	SRE / Bldg.	32	44		400
	Rehab RTA, lights	56	66	100	200

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				1 to 5 Yrs.	6 to 10 Yrs.
41 Mott 3P3	Construct parallel txy	45	47		500
	Fence / signage / WHA	31	38	600	
	Design Taxi lane	45	29	50	
	Design/Construct Taxi lane	45	29	500	
	RPZ, land, powerline removal	57	51	100	
	Runway Extension	46	38		800
	Construct Hangar 80' x 70' / Concrete Floor	12	29	450	450
	AWOS	31	42	150	
42 New Town 05D (pending)	Rehab RTA, RCF, Seal	56	66	100	800
	Relocate Hangars	12	29	30NN	
	ALP / EA	31	62	300NN	200NN
	Public Hangar	12	29	250NN	250NN
	Fueling	12	17	150NN	
	Hangar Taxi lane Development	45	49	100NN	100NN
	Terminal	23	36	60NN	
	Runway Rehabilitation/Relocate Road	56	66	1700NN	200NN
43 Northwood 4V4	Rehab RTA, crack seal	56	68	110	800
	Construct N/S Runway, EA, Acquire Land	46	59	250	3500
	SRE / SREB	32	36	150	150
	AWOS	31	42		150
	Construct parallel txy	45	47		800
	Fencing / signage	31	38		700
	GA Terminal	23	32	150	
	Fuel system	12	17	150	
44 Oakes 2D5	Construct Apron/Taxiway	45	40	400	400
	Rehab RTA, RCF	56	66	1400	100
	Construct full parallel txy	45	46	700	
	Fencing / signage	31	38	400	
	SRE building	32	36	300	
	Construct crosswind Rwy	46	49		500
	Fueling System	12	17		150
	Runway Extension	46	45		800
45 Page 64G (pending)	Rehab RTA, lights	56	66	2300NN	1000NN
	Update ALP	31	62	150NN	
	Acquire Land, EA	41	51	850NN	
46 Park River Y37	Rehab RTA, seal, drainage, mkg.	56	66	100	100
	Land/ALP Update 14'	31	62	250	
	Wildlife Fence & Signage	31	38		400
	Obstruction Removal, EA,	57	44	200	
	Construct Access Road	33	20		100
	Construct Apron / Txy	45	38	400	400
	Hangar	12	29	300	300
	Fueling System / AWOS	12	17	150	150
47 Parshall Y74	Rwy Extension	46	51	700	
	Design for Runway Construction	56	66	100	
	EA 13', RCF	31	62	150	100
	Land Acquisition				
	Construct apron	44	38		300
	Runway Overlay and Rwy Extension	56	66	2500	
	AWOS	31	42		150
	Fencing / signage / gate	31	38		800
	Fuel System	12	17	150	

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				1 to 5 Yrs.	6 to 10 Yrs.
48 Pembina PMB	Rehab RT, RCF, mkg.	56	66	100	600
	AWOS	31	42		150
	Transfer from Northwood			150	
	Design & Rehab Apron	44	50	1200	
	Land acq., RPZ (SE)	41	41	300	
	Fencing / signage / auto parking	31	38		400
	SRE Bldg., Beacon	32	36	300	
49 Rolla 06D	Rehab RTA	56	66	1300	100
	Fence / signage, access road	31	38		400
	Seal, RCF, Painting	56	66	100	200
	Rehab MIRL system	56	77		150
	Update ALP/RPZ land	31	42	200	200
	Rehab Crosswind Runway	56	66		400
	Hangar	12	29	400	
50 Rugby RUG	Construct Apron	44	50		100
	Fencing / signage	31	38		400
	SRE Building	32	36	300	
	Rehab Apron	44	56	1300	
	Update ALP	31	42		100
	Rehab RT, RCF	56	66	150	700
51 Stanley 08D	Rehab RTA, RCF, Drainage, Seal	56	66	1200	200
	Fence / signage / access roads	33	38	200	1000
	Hangar / Parking Lot Improvements	12	29	800	400
	RPZ Land Acquisition/ALP Update	41	42	1500	150
	Construct Crosswind Rwy	46	59	200	700
	Apron Expansion	44	46	500	500
	Rwy 09 Extension, EA	46	45	200	2000
52 Tioga D60	Reconstruct/Expand Runway & Parallel Txy	56	72	2500	200
	Fuel System	12	17	180	
	Taxiway & Apron Design	44	46	160	
	Update ALP/Master Plan	31	64	150	100
	East Apron Expansion	44	62	500	1100
	Terminal Building	23	40	300	
	Wildlife Study/Fence	31	43	100	500
53 Valley City BAC	Rehab RTA, RCF, MIRL	56	68	150	400
	Construct Hangars	12	31	700	700
	Fence / signage / Land Acquisition	31	43	500	
	Obst. Removal	57	72	150	
	Update ALP - LPV Survey	31	62	300	200
	Construct Hangar Taxilanes	45	49	300	300
	Const. Rwy 5/23	46	50		1000
	Const. parallel txy, lights, grading	45	47		1500

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*RTA = Runway, Taxiway, & Apron				1 to 5	6 to 10
AIRPORT	PROJECT	NDAC Priority	FAA Priority	Yrs.	Yrs.
54 Wahpeton BWP	Fence / signage / ODAL Lighting	31	41	200	600
	ALP update / AGIS / WHA	31	66	150	500
	Improve Airport Drainage	51	44	200	
	SRE - Plow Truck	32	36	150	
	Rehab apron	44	60	300	3000
	Rehab RTA, RCF	56	70	100	300
	Construct Taxiways	45	49	600	200
	Pave crosswind Rwy 3/21	46	70		800
55 Walhalla 96D	Land acquisition in RPZ	41	44	200	200
	Rehab RTA / cracks	56	66	1000	150
	Fence / signage	31	38	350	
	Hangar Design (Phase 1)	12	29	55	
	Rwy Extension	46	45		600
	Land acq. RPZ	41	41		150
	Hangar (Phase 2)	12	29	400	400
56 Washburn 5C8	Reconstruct Txy (35') - admt 2010	55	62	50	100
	Construct TaxiwayApron Expansion	45	38	1300	500
	Apron Design	35	38	100	
	Wetland Mitigation, EA	31	55	800	300
	ALP update	31	64		100
	Fence / signage	31	38	750	
	Construct Access Road	33	20		300
	AWOS	31	42		150
	Rehab RTA, RCF	56	66	100	200
57 Watford City S25	Const. rwy., land,RPZ, grading, lighting	46	59	150	500
	Fueling System	12	17	200	
	Runway Extension/EA	46	48		200
	Land acq., RPZ, EA	41	42	1600	
	Fuel System-Jet install	12	18		200
	Access Road pave	33	21		100
	Update ALP	31	64		150
	GA Terminal	23	37	350	
	Construct Parallel Txy	45	47		200
Fence / signage	31	40		450	
	Rehab/Construct Apron & Txy's	55	58	2400	
	Rehab Rwy ,RCF, Phase 3 Drainage	56	68	400	2400
TOTAL GENERAL AVIATION NPIAS AIRPORT NEEDS:				129,305	148,450
TOTAL NORTH DAKOTA NPIAS AIRPORT NEEDS:				545,705	261,825



NORTH DAKOTA AERONAUTICS COMMISSION

JD 2006
March 8, 2013
Attorney General

POLICY #: GR-3

POLICY: Priority Rating of Airport Projects

PURPOSE: To establish a priority number for airport projects to assist the Commission in awarding state grants.

Adopted: May 1, 1984

Reviewed and Approved: January 8, 2013

Next Review Date: January 2014

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

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

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

Any minor work associated with an improvement item receives the same ranking as the major item. Examples are:
Work for a runway extension ranks a "46", lighting the apron ranks a "54", reconstruct taxiway ranks a "55", Runway overlay ranks a "46", tree removal on an approach ranks a "57", etc.

NOTE: The above priority system is used for projects needing attention during the current fiscal year. Any project that is considered being needed in a future year will be given a priority rating of 10. Projects already completed will use the above rating; however, only projects completed within the last 3 years of the date of the grant meeting will be considered without special justification.

SPECIAL NOTES:

* Sponsor's that apply for a state grant for a community hangar or a fuel facility need to attach a business plan to the grant application for the project to be considered.

1. Aeronautics Commission staff will help establish the priority rating for projects not listed.
2. Ineligible projects include: aerial spray pads, airport liability insurance premiums, interest payments, private aprons, and privately owned hangars.



INVESTING IN NORTH DAKOTA'S AVIATION FUTURE

Increased truck traffic deteriorates the state's road system and hinders economic development, quality of life and emergency services. Larger aircraft and higher volumes of traffic produce the same effect for aviation.

North Dakota's aviation system is funded with federal, local and state funding. Preliminary 2013-2015 financial needs according to the North Dakota Aeronautics Commission detail the unmet needs at airports to total \$146.4 million across the state.

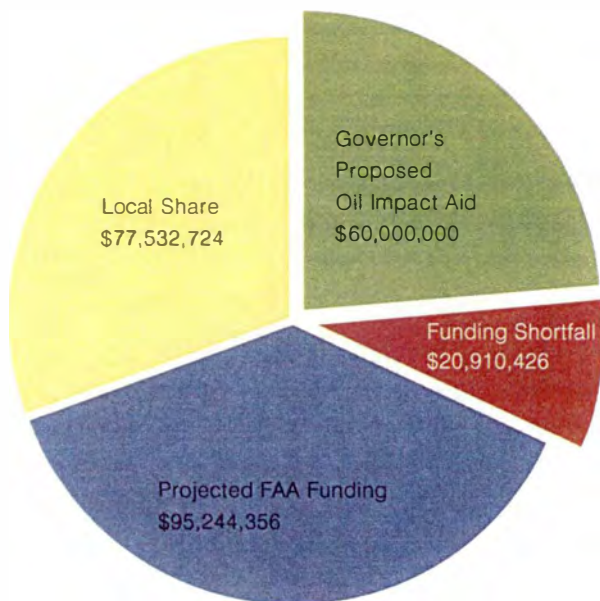
Consequence of not increasing impact funding: Airports in the oil-impacted areas were built to handle light aircraft and commuter airlines. If the airports are not upgraded to meet FAA safety standards, daily operations may be impacted and may limit airline access to western North Dakota communities.

Need: Support the \$60 million in oil impact funds for western North Dakota oil impacted airports as proposed in the Governor's budget.

Need: Add an additional \$9.45 million to the State Aeronautics Commission's General Fund.

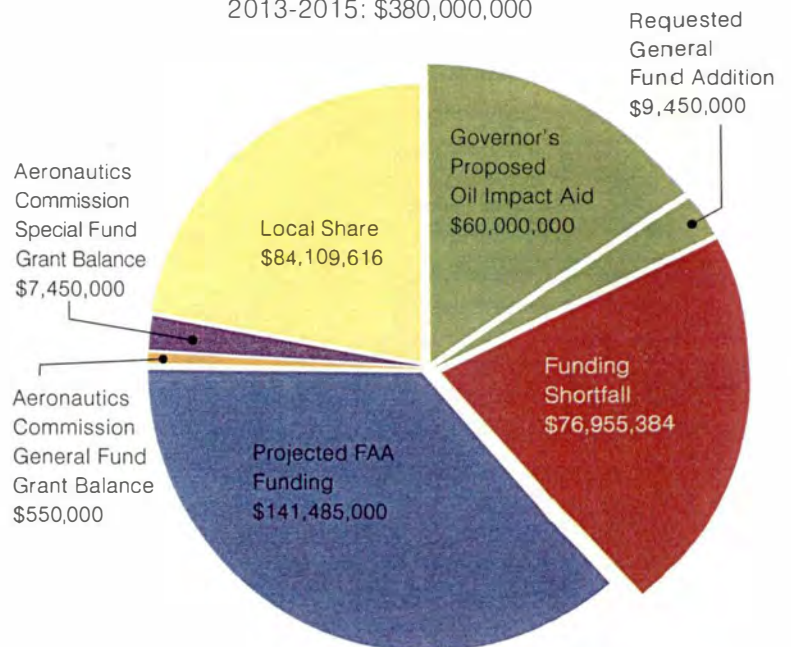
Western ND Airports Funding

Capital Improvement Plan Total Funding Needs
2013-2015: \$253,687,506

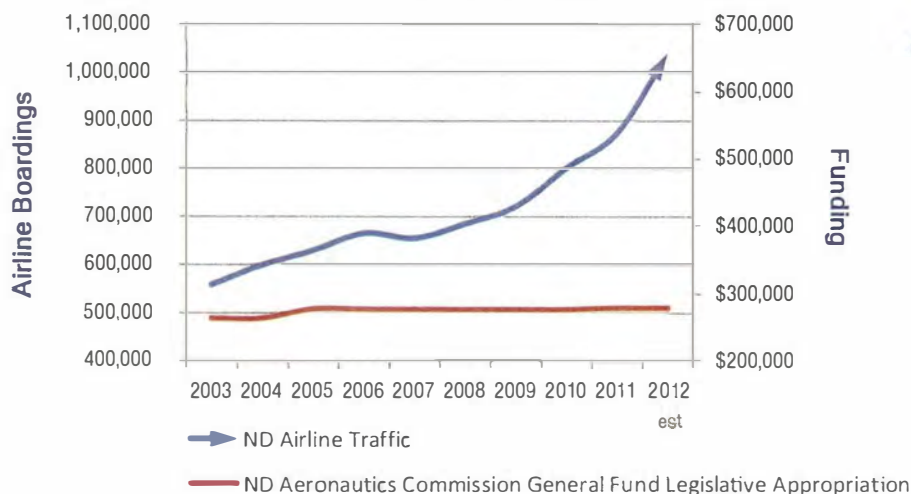


ND Airports Funding

Capital Improvement Plan Total Funding Needs
2013-2015: \$380,000,000



General Fund Appropriations Have Not Increased with Increased Passenger Boarding



*SB2006
March 8, 2013
Attachment 5*

For more information contact:

Tim Thorsen

President

Airport Association of North Dakota

1611 Pocatello Drive

Bismarck, ND 58504

Ph: 701 355 1808

Fx: 701 221 6886



INVESTING IN NORTH DAKOTA'S AVIATION FUTURE

North Dakota's aviation system derives nearly \$2 billion dollars in annual economic benefit and employs more than 19,000 people. The state's aviation system is severely underfunded and North Dakota is at risk of losing a vital driver of economic development, quality of life and emergency service providers.

Both commercial and general aviation airports are experiencing the same detrimental impacts as the state's road system. Increased traffic, larger, heavier planes, limited resources, and unmet financial needs threaten the stability of the state's aviation system.

Need Support the \$60 million in oil impact funds for western North Dakota oil impacted airports as proposed in the Governor's budget.

Need Add an additional \$9.45 million to the State Aeronautics Commission's General Fund.

Fact Aviation is a vital link to all of North Dakota's major economic drivers: agriculture, energy, manufacturing, tourism, technology and healthcare.

Fact Aviation funding from the General Fund has not increased since 1987. The North Dakota Aeronautics Commission supports 8 commercial service and 81 general aviation airports with only \$550,000 biannually.

Fact The North Dakota Aeronautics Commission provides grant funding through their Special Fund balance which is funded with aviation user fees (aviation fuel tax/excise sales tax, etc.).

Fact The North Dakota Aeronautics Commission is projected to have only \$8 million from both the Special and General Funds next biennium to allocate for airport grants and federal matching funds statewide.

Fact Airport traffic has increased 30% in the past two years and more than doubled over the past decade.

Fact The federal government typically funds airport projects at a 90% level pending availability of funds. Historical federal funding levels for the state are not sufficient to cover even half of the needed development for western North Dakota. Additional airport funding from the state can be used to leverage dollars from the FAA to complete the additional projects needed.

Fact Airports in eastern and central North Dakota need continued financial support due to increased growth.

Fact The Statewide Airport Capital Improvement Plan for North Dakota Airports identifies \$380 million in project needs within the next three years, specifically \$253,687,506 for western North Dakota airports.

Fact A significant funding shortfall exists, but the North Dakota Aeronautics Commission will prioritize needs assuring the most critical projects are funded. The remaining needs will be monitored and reassessed as necessary to assure critical needs are addressed. At the end of this biennium, needs will be reevaluated and present to the next legislative session.

Airport Benefits to Constituents

1. Provide necessary infrastructure to allow access for businesses, air ambulances, medical support, aerial applicators (crop sprayers), overnight cargo/freight and airlines.
2. Economic impact of the aviation industry accounts for approximately 5% of the state's Gross Domestic Product and generated more than \$31 million in annual tax revenue to the state in 2010.
3. Improves marketability of communities to outside investors.

2013 North Dakota Legislative Call to Action:

- Support the portion of the Governor's budget which implements the \$60 million in oil impact funds for western North Dakota's oil impacted airports.
- Support an amendment which would add an additional \$9.45 million to the State Aeronautics Commission's General Fund.



SB2006
attached 7
march 8, 2013



Grand Forks International Airport

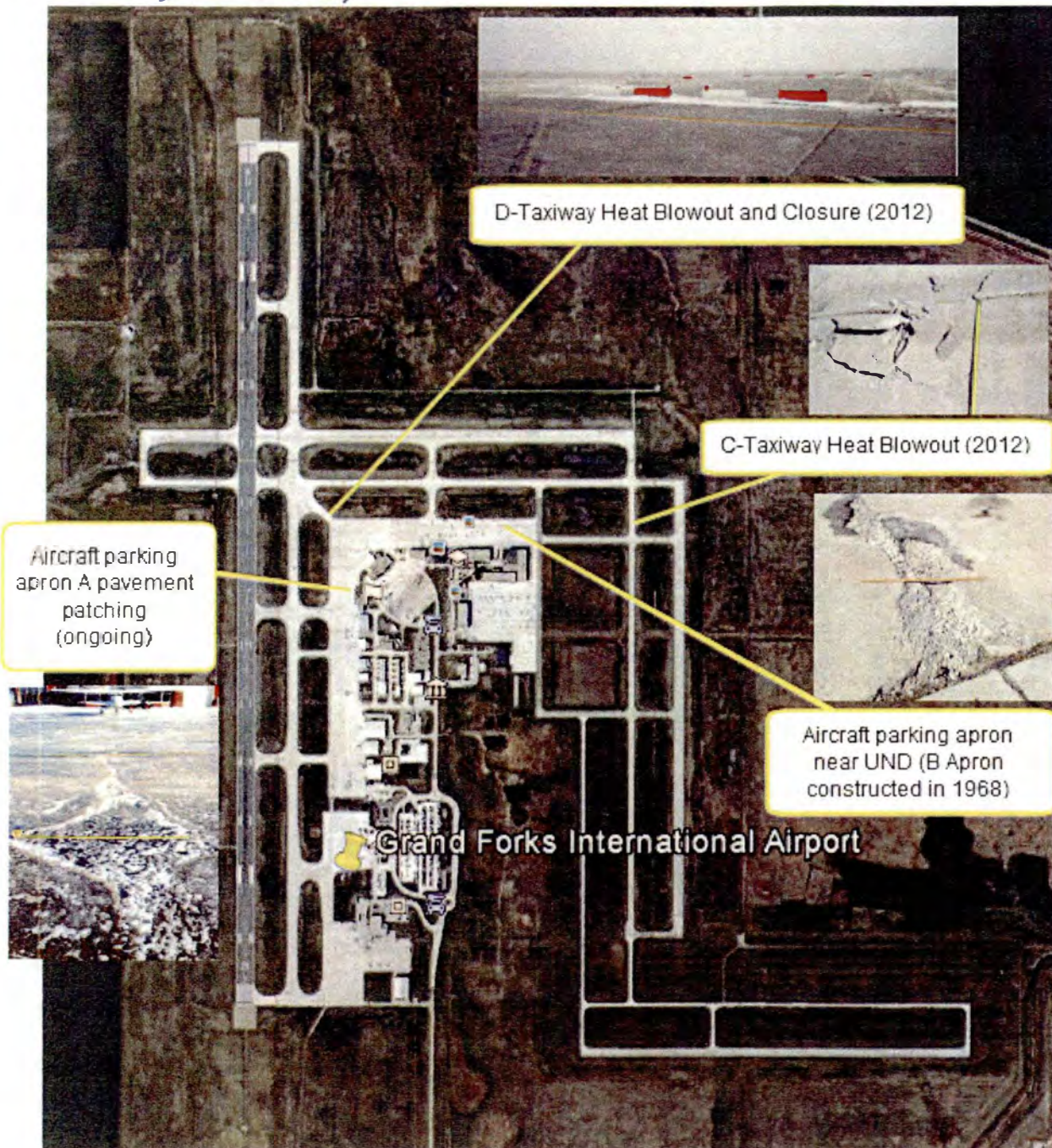
Grand Forks Regional Airport Authority

Patrick Dame, Executive Director

701-738-4646

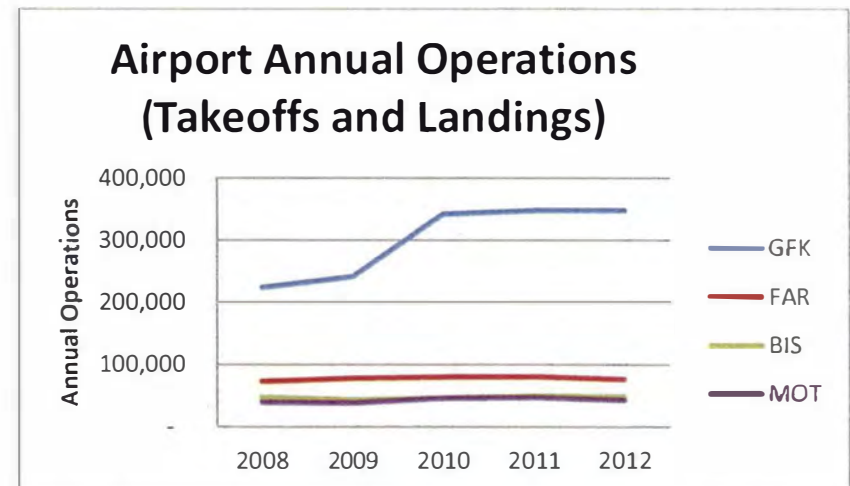
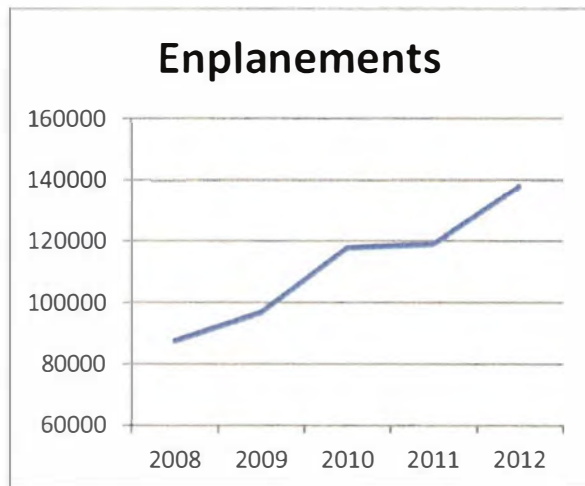
pdame@gfkairport.com

- GFK passenger enplanement records increased 4 years totaling 58% since 2008.
- GFK operations (take-offs- landings) records increased 3 of the past 4 years with a 63% total increase since 2008.
- In 2012, GFK had 366,431 operations, making us the 18th busiest airport in the country finishing just behind New York's LaGuardia Airport. Fargo is the next busiest airport in ND finishing 217th in 2012 with 76,525 operations.
- Our airport complex is the 7th largest employer in Grand Forks with over 750 FT/PT employees.
- GFK is the air cargo hub for ND with over 17.7 million lbs. of cargo enplaned annually.
- GFK has 6 million square feet of paved infrastructure, 49% of this is over 20 years old and 20% of this is over 30 years old (pavement design standards are for a 20 year lifespan but past experience and proper maintenance extends lifespan to 30 years).
- GFK is becoming unofficially known as Winnipeg's second airport.



AIRPORT DEVELOPMENT NEEDS ARE NOT LIMITED TO THE WESTERN AIRPORTS

- Issue:** In the past year, GFK has suffered pavement blowouts on two taxiways. Due to the extent of the damage, we were forced to permanently close one taxiway until we can get funds to replace it.
- Issue:** The Federal Aviation Administration has informed us that the aircraft parking aprons that are used by the University are exclusive or near and therefore not eligible for federal funding. The Airport Authority cannot afford to replace the aprons, over the next 10 years, without funding assistance.
- Issue:** Our new airline terminal was designed and constructed based on passenger enplanement numbers that hadn't grown for over 20 years. Our enplanements have grown 58% since we broke ground on the building. We are already working on plans to expand the terminal.
- Issue:** Our aging aircraft parking aprons are producing gravel and are becoming a safety concern to the University of North Dakota Flight School.
- Issue:** We have concerns that our \$5.5 million taxiway repair (closed taxiway) and Aircraft Rescue Firefighting building will not get funded in 2014 due to the volumes of funds needed for other airports needs in the state.
- Issue:** According to ND Tax levy for airport purposes, Airport Authority tax funding may be levied in an amount not to exceed 4 mills. For GFK, 11 townships and 2 cities have opted out of the Airport Authority levy thereby reducing our mill levy by over \$56,000 annually.
- Issue:** Our primary commercial service runway was originally constructed in 1963 and overlaid in 2001. The overlay lifespan is 20 years, we will have to do a full reconstruction in 2021 (for pavement calculations listed above the primary runway is calculated as 2001 and not 1964).
- Issue:** Debris from crumbling pavements can cause damage to aircraft propellers and intakes.
- Issue:** Four additional business aircraft have been added to GFK in the past year by companies doing business in the Bakken and we have only one developable hangar spot remaining on the airfield.
- Need:** Additional funding for the Aeronautics Commission to help address all the states airport needs for this biennium and future years to come.
- Need:** 1.2 million square feet of pavement at GFK has exceeded the maximum reconstruction life and an additional 1.7 million square feet will exceed that lifespan over the next 10 years (this does not include the main commercial service runway which will also reach its 20 year overlay design lifespan in the next 10 years).





SB2006
March 8, 2013
Attachment 8

January 15, 2013

Patrick Dame
Executive Director
Grand Forks Regional Airport Authority
2787 Airport Drive
Grand Forks, ND 58203

Dear Patrick,

UND Aerospace is very concerned about the current status of Aprons located at the Grand Forks International Airport. John D. Odegard School of Aerospace Sciences is one of the largest aviation colleges in the United States. Our enrollment has continued to climb the past few years and the forecast shortage of pilots around the world indicates a very strong future.

A recent Pavement Condition Index (PCI) you requested was completed at Grand Forks airport, but unfortunately the results are still not available. We are anxiously awaiting the results of the study to justify our opinion that infrastructure concerns that have the potential to impact our program.

UND Aerospace's primary concerns are:

- Safety of our Students and Staff – current conditions leave foreign objects of debris (FOD). Loose objects can be picked up by a propeller and become a flying projectile.
- Safety of our Equipment – UND has already sustained damage to a propeller from FOD.
- Adequate Space for Aircraft – UND currently operates a fleet of 100+ aircraft and space is already at a critical point. UND could actually use additional ramp space, but the idea of losing ramp space is crippling
- Cost of Repair/Replacement – If acted upon in a timely manner, some of the current ramp may be repaired vs being completely torn out and replaced.

Sincerely,

Dick A Schultz
Director of Flight Operations
University of North Dakota
John D Odegard School of Aerospace Sciences

Division of Flight Operations

John D. Odegard School of Aerospace Sciences
Grand Forks International Airport
Mark Andrews Field
Grand Forks, ND 58202-9007
701/777-7800 • FAX 701/777-7897



Representative Blair Thoreson, Chair
600 E Boulevard Ave
Bismarck, ND 58501

March 7, 2013

RE: SB2006

Dear Chairman Thoreson and Members of the Government Operations Division:

The purpose of this correspondence is to express Allegiant Air's support of SB2006 and the potential increase of \$6 million in additional funding to the North Dakota Aeronautics Commission.

Allegiant Air provides a significant amount of air service to the State of North Dakota. Currently, we offer flights to Bismarck, Fargo, Minot, and Grand Forks. In total, we anticipate operating nearly 1500 departures from North Dakota airports during 2013. Additionally, we are optimistic about future opportunities to expand our North Dakota service.

State funding for airport projects helps airports keep costs and fees low, which, in turn, provides airports with the best chance for healthy, sustainable commercial air service, which in turn is a significant driver of local economies. Indeed, high airport costs are a significant barrier to new service and a threat to any existing service. Airports without sufficient state funding are often forced to incur substantial amounts of debt to pay for necessary infrastructure projects. Such debt is generally repaid through an increase in airport fees, which often leads to decreasing service levels.

We strongly encourage the North Dakota State Legislature to pass SB2006. Doing so will provide North Dakota airports with the best chance for continued success, as well as additional opportunities to expand commercial air service in the state.

Once you have had an opportunity to review the foregoing, please contact me with any questions, comments, or concerns. In that regard, I look forward to hearing from you.

Sincerely,

Keith Hansen
Director of Airports
Allegiant Travel Company
8360 S. Durango Drive
Las Vegas, NV 89113
702-719-8105
Keith.hansen@allegiantair.com







3/8/2013
 March 8, 2013
 Attachment 9

3/7/2013

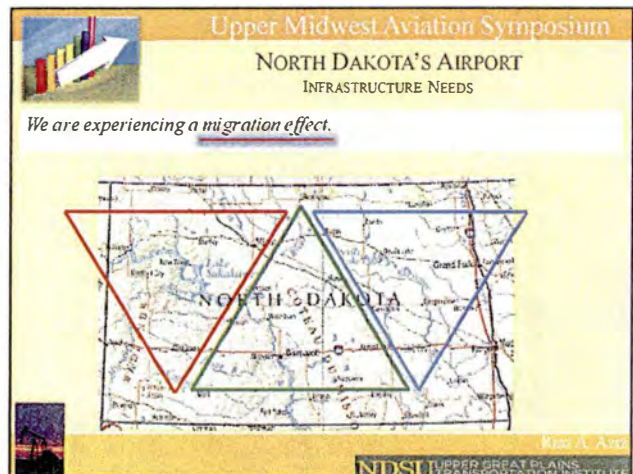
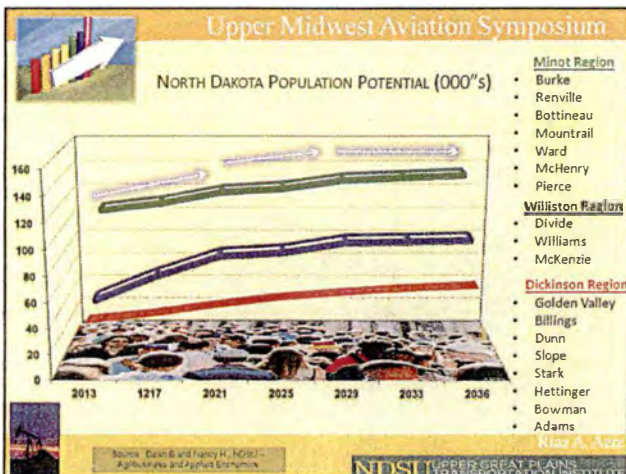
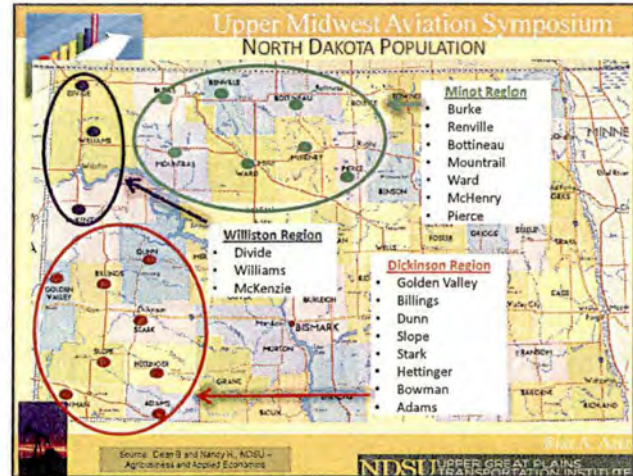
Riaz A. Aziz

NORTH DAKOTA'S AIRPORT INFRASTRUCTURE NEEDS

March 11, 2013

NDSU UPPER GREAT PLAINS TRANSPORTATION INSTITUTE



Upper Midwest Aviation Symposium

U.S. ON FAST TRACK TO ENERGY INDEPENDENCE
FEBRUARY 12, 2013

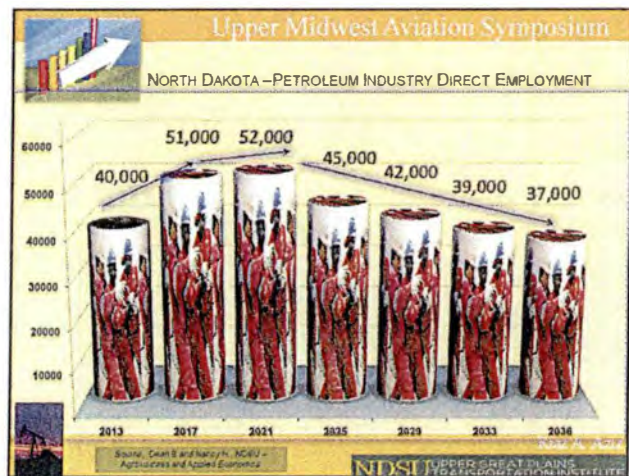
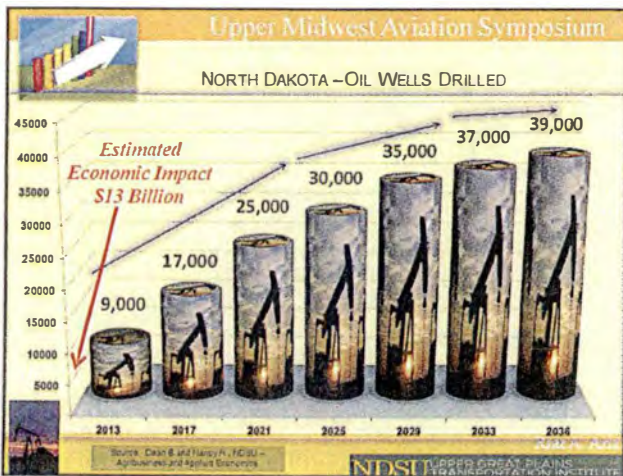
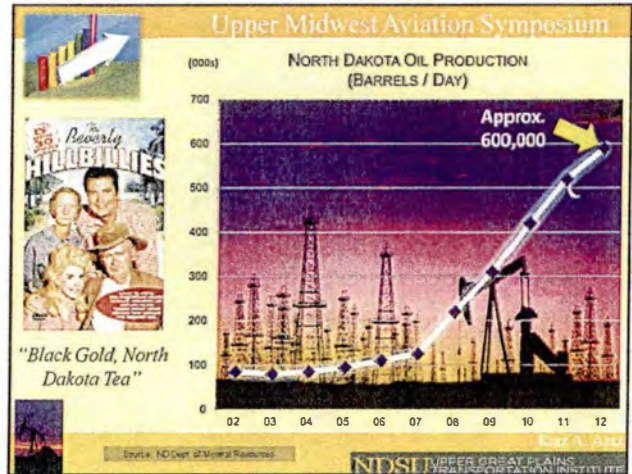
"The U.S. is a winner in many ways . . . because of oil and shale gas production, made possible by "fracking" & other non-conventional drilling technologies."

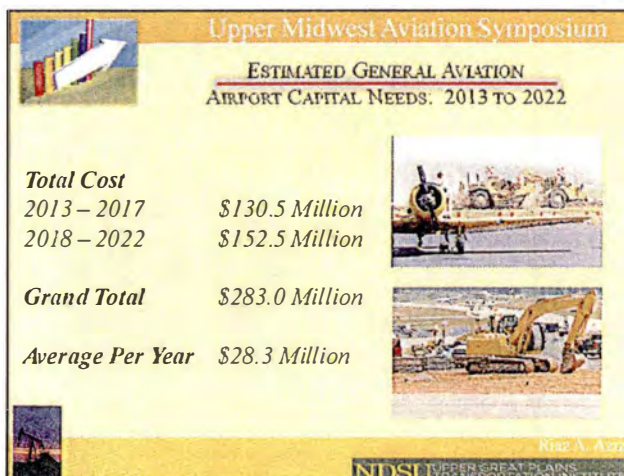
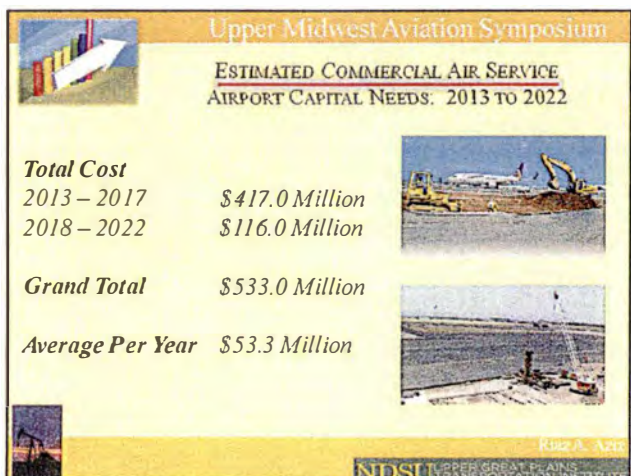
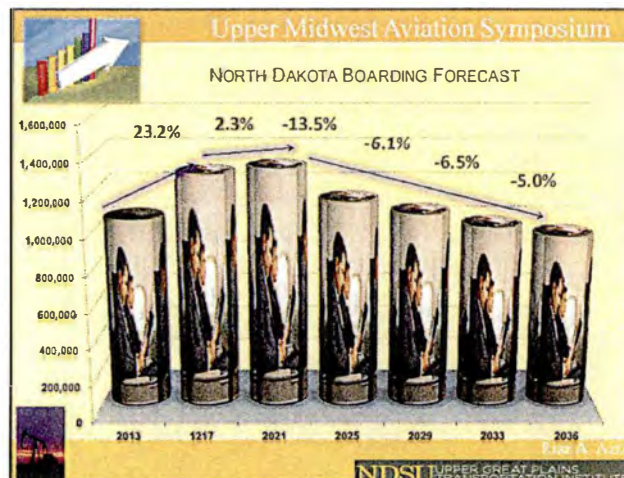
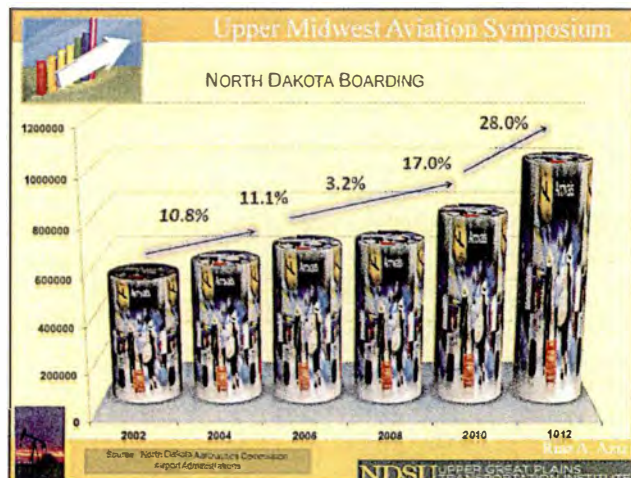
"Crude oil generated the largest single increase in liquids production in U.S. last year. Oil production is booming in Texas and North Dakota, which has the lowest unemployment in the country."



Source: NBC News

NDSU UPPER GREAT PLAINS TRANSPORTATION INSTITUTE





Upper Midwest Aviation Symposium
ESTIMATED CAPITAL NEEDS
COMMERCIAL AND GENERAL AVIATION AIRPORTS

Total Cost

- 2013 - 2017 \$548 Million
- 2018 - 2022 \$268 Million

Grand Total \$816 Million

Average Per Year

- 2013 - 2017 \$109.6 Million
- 2018 - 2022 \$53.6 Million




Roger A. Aron

NDSU UPPER GREAT PLAINS TRANSPORTATION INSTITUTE

Upper Midwest Aviation Symposium
THE FEDERAL GOVERNMENT IS A PARTNER
SUPPORTING AVIATION NEEDS IN NORTH DAKOTA

The Federal Aviation Administration provides essential funding for aviation infrastructure. In 2012, the federal government provided a record level of airport infrastructure grants for North Dakota in the amount of \$51.1 million

This was an increase of \$22.6 million or 79 percent over the average of the previous 5 years



Federal Aviation Administration

Roger A. Aron

NDSU UPPER GREAT PLAINS TRANSPORTATION INSTITUTE

Upper Midwest Aviation Symposium
MAKING A CASE FOR TRANSPORTATION
DECEMBER 05, 2012

At the request of the Legislature, UGPTI reported on the State's transportation investment needs, including:

- County and township roads in oil producing as well as other counties and the status of bridges deemed poor, critical, or in serious condition.



Roger A. Aron

NDSU UPPER GREAT PLAINS TRANSPORTATION INSTITUTE

Upper Midwest Aviation Symposium
MAKING A CASE FOR TRANSPORTATION
DECEMBER 05, 2012

The Legislature did not request an update on the infrastructure needs at airports, runways, taxiways, terminals, tarmacs, etc.

- No mention of \$97 million shortfall forecasted for airports from 2013 to 2015
- No mention of the 10 percent or (\$5 million per year or \$10 million per biennium) matching funds needed to secure federal funding
- Nor any mention that the NDAC continues to receive funding (from general) to airports at the 1987 level




Roger A. Aron

NDSU UPPER GREAT PLAINS TRANSPORTATION INSTITUTE

North Dakota

AIRPORT DIRECTORY

2013-2014

SB2006

March 8, 2013

Attachment 10



NORTH DAKOTA AERONAUTICS COMMISSION



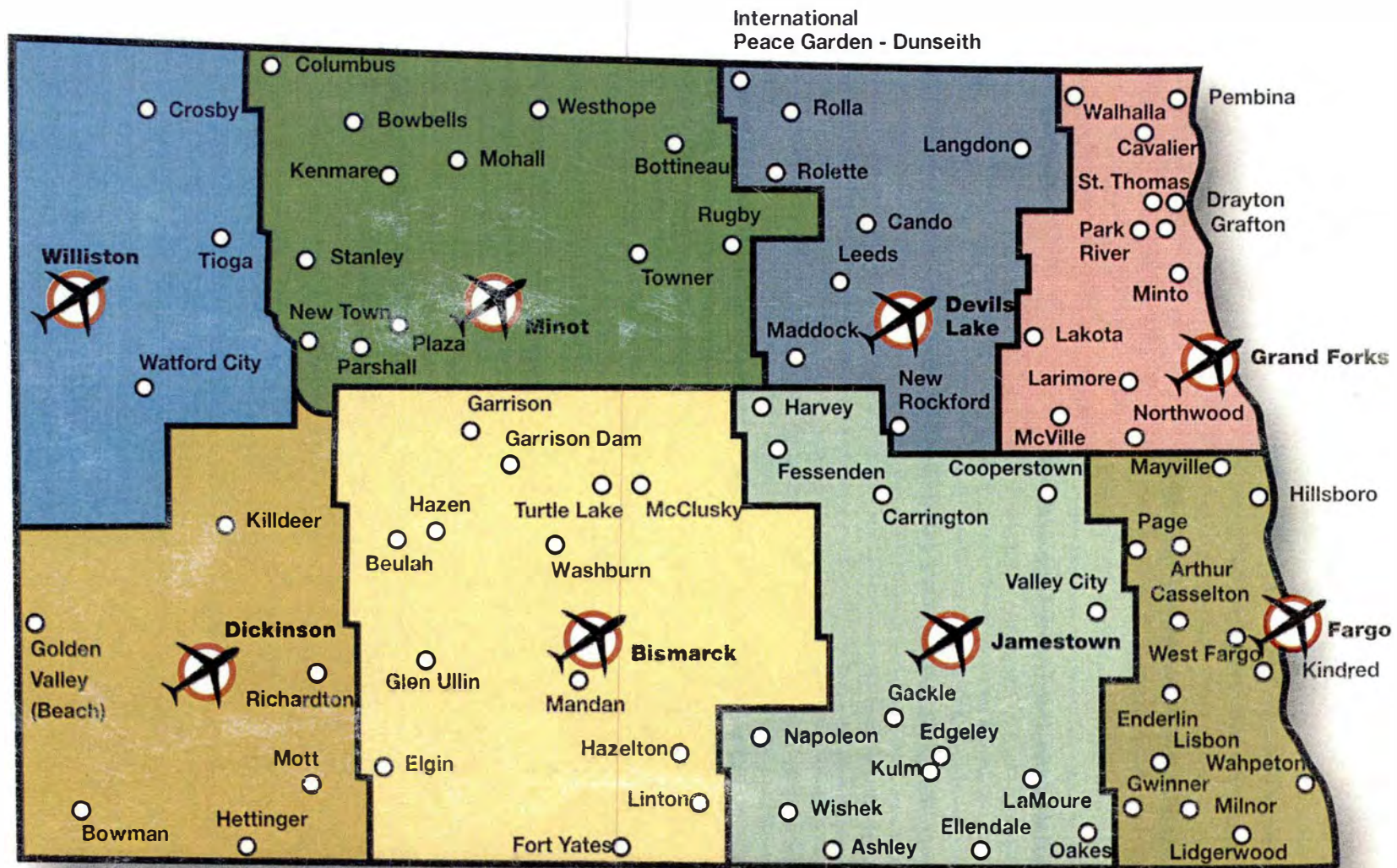
PO BOX 5020 • BISMARCK, ND 58502

701.328.9650

ndaero@nd.gov

www.nd.gov/ndaero





89 TOTAL AIRPORTS =



Air Carrier Service Airport (8)

○ General Aviation Facility (82)

PUBLIC AIRPORTS IN NORTH DAKOTA

FOREWORD

This airport directory has been prepared and is distributed by the North Dakota Aeronautics Commission for the purpose of making your flights over the state more safe and enjoyable. The information compiled in this directory was acquired by safety inspections conducted by the North Dakota Aeronautics Commission and through utilization of the Airport Facility Directory. Airports listed are publicly owned facilities.

Every effort has been made to provide a complete and accurate directory but due to constantly changing airport conditions, the North Dakota Aeronautics Commission assumes no responsibility for any action taken by a pilot on the basis of information contained herein. The publisher assumes no responsibility for the accuracy of the information presented.

NOTAMS - 1-877-487-6867 - Pilots are reminded that it is their responsibility to check all sources including FAA NOTAMS and the Aeronautical Information Manual for current information as well as making a fly-over visual inspection of the airport before landing.

Suggestions with respect to corrections, additions, or deletions of any of the data contained in this directory are welcomed by the North Dakota Aeronautics Commission. We are proud of our airport management within the North Dakota communities for being committed to operating safe and modern airports. *May all North Dakota and visiting aviators think safety and enjoy the time of flight.*

Copies of this directory are complimentary and available by writing or calling:

Commissioners

Jay B. Lindquist, Chairman, Hettinger
Maurice Cook, Member, Bismarck
Dr. Kim Kenville, Grand Forks
Warren Pietsch, Minot
Cindy Schreiber-Beck, Wahpeton

Staff

Larry Taborsky, Director
Sheila Doll, Licensing Specialist
Joshua Simmers, Project Manager
Kyle Wanner, Airport Planner
Malinda Weninger, Admin Officer



North Dakota Aeronautics Commission
P.O. Box 5020, Bismarck, North Dakota 58502-5020

TEL: (701) 328-9650 FAX: (701) 328-9656

E-mail: ndaero@nd.gov

Visit our website: <http://www.nd.gov/ndaero/>

ND Tourism: www.ndtourism.com

Tel: 1-800-435-5663



"Like Us"

Special appreciation to NDDOT for airport photos.

Amenities Listed for Each Airport



Fuel Wx Planning Lounge Maintenance Hangar Courtesy Car Food Golf Fishing Hiking Park

LOCATION & FREQ.	IDENT	REMARKS
BISMARCK (BIS) ASOS Vortac/DME 116.5 ILS3I 110.3 ILSI3 111.5 RCO 122.2 Tower 118.3 Ground 121.9 App/Dep Con 126.3 ATIS 119.35 Unicom 122.95 Center 125.6	BIS 1-BIS I-BZX	(701) 255-7563 HIWAS Rwy 31 Rwyl3 GFK FSS CTAF (L) Tower Open (1200-0600Z) MPLS Center (0600-1200Z) - 0600-1200Z (Tower Closed) MPLS Center (0600-1200Z)
BOTTINEAU (DO9) Center 127.6 Minot APP 119.6 Unicom 122.8		MPLS Center CTAF (L)
BOWMAN (BPP) AWOS-3 374 NDB 374 Center 126.85 RCO 122.4 Unicom 122.8	BOD	(701) 523-3412 Salt Lake Center GFK FSS CTAF (L)
CARRINGTON (46D) AWOS-3 118.575 Center 124.2 122.9		701-652-1875 MPLS Center CTAF (L)
CASSELTON (5N8) Center 127.35 Fargo APP 120.4 Vortac FAR 116.2 Unicom 122.8		(0500-1200Z) (1200-0500Z) CTAF (L)
CAVALIER (2C8) AWOS-3 118.275 Devils Lake RCC 122.3 122.8		701-265-8050 GFK Radio CTAF (L)
COOPERSTOWN (S32) AWOS-3 118.750 Jamestown RCC 123.6 122.9		701-797-2566 GFK Radio CTAF (L)
CROSBY (D50) AWOS-3 118.025 Center 126.85 122.9		701-965-6732 Salt Lake Center CTAF (L)
DEVILS LAKE (DVL) AWOS-3 125.875 Vortac/DME 111.0 ILS 31 108.7 NDB 332 RCO 122.3 Unicom 122.8	DVL I-VKE VIKORVK	(701) 662-7214 Hiwas Rwy 31 LOM GFK FSS CTAF (L)

LOCATION & FREQ.	IDENT	REMARKS
DICKINSON (DIK) ASOS 118.375 NDB 353 Vortac W 112.9 ILS32 108.3 RCO 122.2 Center 124.25 Unicom 123.0	NOSON-131 DIK 1-DIK	(701) 227-0280 LOM/IAF HIWAS Rwy32 GFK FSS MPLS Center CTAF (L)
FARGO (FAR) ASOS Vortac W 116.2 NOB 365 RCO 122.425 ILS18 108.9 ILS36 110.3 App/Dep Con 120.4 Center 127.35 Tower 133.8 Ground 121.9 ATIS 124.5 Unicom 122.95	FAR Kenie-AA IAAM I-FAR	(701) 298-3877 HW/LOM GFKFSS Rwy18 Rwy36 125.125 (1200-0500Z) (0500Z-1200Z) (1200Z-0500Z)
GARRISON (DO5) Center 127.6 122.9		MPLS Center CTAF (L)
GRAFTON (GAF) AWOS-3 118.625 Center 132.15 GFKApp 118.1 Unicom 122.8		(701) 352-0581 (0330-1200Z) (1200Z-0530Z) CTAF (L)
GRAND FORKS (GFK) ASOS Vortac/DME 114.3 ILS35L 109.1 LOC BC Rwy17R 109.1 NOB 345 RCO 122.2-122.6 App/Dep Con 118.1 Center 133.15 Tower 118.4-120.55 Flight Watch 122.0 Ground 124.575 ATIS 119.4 Unicom 122.95	GFK I-GFK I-GFK Miser GF	(701) 772-3486 HIWAS Rwy 35L Rwy 17R LOM GFK FSS GFK Air Base (1200Z-0530Z) MPLS (0530-1200Z) CTAF (L) Tower Open (1200-0530) Flight Watch Remoted to PNM Available (1200-0530Z)
GWINNER (GWR) AWOS 118.325 NDB 278 Center 127.35 Unicom 122.7 Vortac (H) 116.2	GWR FAR	(701) 678-6801 MPLS Center CTAF(L)

LOCATION & FREQ.	IDENT	REMARKS
HARVEY (5H4) AWOS-3 118.825 Center 124.2 Unicom 122.8 DVL AWOS 125.875		(701) 324-2058 MPLS Center CTAF (L) Devils Lake
HAZEN (HZE) AWOS-3 118.675 Center 124.25 RCO 122.45 Unicom 122.8		(701) 748-2443 MPLS Center GFK FSS CTAF (L)
HETTINGER (HEI) ASOS 119.925 Center 124.25 Unicom 122.8		(701) 567-4594 MPLS Center CTAF (L)
HILLSBORO (3H4) Center 127.35 Fargo App/DEP 120.4 Unicom 122.9	CTAF (L)	MPLS (0500Z-1200Z) (1200-0500Z)
JAMESTOWN (JMS) ASOS 118.425 VORIDME (L) 114.5 NDB 395 ILS31 109.3 RCO 1 22.2-123.6 Center App/DEP 124.2 Unicom 123.0	JMS Sabon-JM I-JMS	(701) 251-9002 HIWAS LOM Rwy 31 GFK FSS MPLS Center CTAF (L)
KENMARE (7K5) Center MSP 127.6 Center MSP 127.6 Minot App/DEP 119.6 122.8	CTAF (L)	Mon-Fri (1300Z-1400Z) Sat-Sun (1500Z-2300Z)
MANDAN (Y19) AWOS-3 118.225 Bismarck App/DEP 126.3 Center 125.6 Unicom 122.8		(701) 663-0271 (1200-0600Z) MPLS Center (0600-1200Z) CTAF (L)
MINOT (MOT) ASOS 118.725 Vortac W 117.1 ILS31 / DME 111.9 LOC BC Rwy 13 111.9 App/Dep Con 119.6 Tower 118.2 Ground 121.9 RCO 122.2 Unicom 122.95 Center 127.6	MOT I-MOT 1-MOT	(701) 837-9379 HIWAS Rwy31 Rwy 13 Minot Air Base CTAF (L) Tower open (1300-0400Z) GFK FSS MPLS Center (AFT HRS)

LOCATION & FREQ.	IDENT	REMARKS
MOHALL (HBC) Minot App/DEP 119.6 Center 127.6 122.8	MPLS Center CTAF (L)	(AFT HRS)
OAKES (2D5) AWOS-3 118.675 Center App/DEP 124.2 122.9	MPLS Center CTAF (L)	(701) 742-3991
PEMBINA (PMB) AWOS-3 126.475 Hurnboltd Vor(H) 112.4 FSS 122.1 R Center 132.15 Unicom 122.8	HML	(218) 843-2415 (Hallock, MN) Receive Humbolt VOR Outlet at HML remoted to PNM MPLS Center CTAF (L)
ROLLA (06D) AWOS-3 118.125 Center 127.6 RCO 122.65 Unicom 122.8	MPLS Center GFK FSS CTAF (L)	(701) 477-0055
RUGBY (RUG) AWOS-3 118.475 RCO 122.2 Unicom 122.8		(701) 776-6100 GFK FSS CTAF (L)
STANLEY (08D) AWOS-3 121.100 Center App/DEP 127.6 122.9	MPLS Center CTAF (L)	(701) 628-1737
TIOGA (D60) AWOS-3 118.575 Center 127.6 122.9	MPLS Center CTAF (L)	(701) 664-4490
VALLEY CITY (BAC) AWOS-3 118.225 NDB 382 VOR/OME(L) 114.5 RCO 122.2 Center App/DEP 124.2 Unicom 122.8	VCY JMS	(701) 845-9117 GFK FSS MPLS Center CTAF (L)
WAHPETON (BWP) AWOS-3 127.875 NOB 233 Vortac W 116.2 RCO 122.425 Unicom 123.0	BWP FAR	(701) 642-9800 Receive Fargo Vortac Fargo RCO to GFK FSS CTAF (L)

LOCATION & FREQ.	IDENT	REMARKS
WALHALLA (96D) AWOS-3 118.175 Center App/DEP 132.15 WATFORD CITY (S25) Center 126.85 Unicom 122.8 AWOS 3 118.125		(701) 549-3402 MPLS Center Salt Lake Center CTAF (L)
WILLISTON (ISN) ASOS 125.92 Vortac (L) 116.3 NDB 275 ILS29 108.7 RCO 123.6 Center App/DEP 126.85 Unicom 122.8	ISN Yuson SF I-SFW	(701) 774-3124 HIWAS LOM Rwy 29 Williston RCO to GFK FSS Salt Lake Center CTAF (L)

Temporary Flight Restrictions

FAA NOTAMS 1-877-487-6867

Temporary Flight Restrictions (TFR) are tools used by the Federal Aviation Administration (FAA) to restrict aircraft operations within designated areas. TFR's are used by air traffic management as a means of separating "non-participating" aircraft from those engaged in certain activities, such as fire fighting, rescue, and law enforcement operations. They are also used to keep aircraft away from surface-based hazards that could impact safety of flight. Due to regulatory changes and issues with national security, TFR's, along with Air Defense Identification Zones (ADIZ) and Flight Restriction Zones (RFZ), have been widely and increasingly used to restrict over-flights through certain airspace.

While TFR's may be triggered by different events, it is important that pilots familiarize themselves with each type of restriction, and how it may impact a pilot's proposed flight. Of equal importance, pilots must know how best to gain information concerning TFR's before each flight. Inadvertent flight into a TFR not only places a pilot's certificate at risk; it also increases the chances of being intercepted by military or law enforcement aircraft. Straying into TFR airspace may also increase the risk of a mid-air collision.

For further information on TFR's, you may visit FAA's website at www.faa.gov

AIR TRAFFIC CONTROLLER (ATCT)

Bismarck ATCT – 701-223-8790
 Fargo ATCT – 701-239-5188
 Grand Forks ATCT – 701-775-2898
 Minot ATCT – 701-852-2346

AIRPORT FIXED BASE OPERATORS

Ashley

LaDelles Flying Service .T: 288-3194

Beulah

Dakota Helicopter Services .T: 873-4100
(Shawn Morten) .C: 870-4100
www.dakotahelicopters.com

Bismarck

Bismarck Aero CenterT: 223-4754
(Jon Simmers)
www.bismarckaero.com

Executive Air TaxiT: 258-5024
(Paul Vetter)T: 1-800-932-8924
www.executive-air.com

Bottineau

Botno Aircraft Service. . . .T: 228-5265
(Curt Aalund).T: 228-5103

Bowman

Bottom Line Aviation. . . .T: 523-7484
(Brent Kline).T: 440-7449

Casselton

AIC MaintenanceT: 347-4680
(Trent Teets)C: 730-0123
www.aicaviation.com

Aircraft Investment Co. . . .T: 347-4303
(Randy Vining).T: 799-5782

Custom Aircraft Refinishing .T: 347-5262
(Roy Kieffer)T: 1-877-347-5262
www.aircraftrefinishing.com

Tundra AviationT: 347-4303
(Randy Vining).T: 799-5782
www.tundraaviation.com

Cavalier

Hartje Aviation.T: 507-560-5638
Cavalier Air Service.T: 265-4466

Devils Lake

Foss & Meier FlightT: 662-3221
(Troy Meier)C: 351-4082

DL Aero Service.T: 662-4416
(Tanner Sotvik).C: 520-0229

DL AviationT: 739-9349
(Scott Dimmler)T: 644-2618

Dickinson

Western Edge Aviation, LLC .T: 483-4221
(Pat Giese)C: 260-4221
www.westernedgeaviation.net

Edgeley

Delux Aviation.T: 320-8740

Fargo

Exclusive AviationT: 235-3600
(Randy Jenson).T: 1-800-770-0538
www.exclusiveaviation.com

Fargo Flight SchoolT: 373-8816
(Mike Paulson).T: 1-800-770-0538
www.fargopilot.com

Fargo Jet CenterT: 235-3600
(Jim Sweeney)T: 1-800-770-0538
www.fargojet.com

Kindred Arcft Maintenance .T: 232-8403
(David Sahl)C: 610-1094

Red River AeroT: 232-2403
(Lyle Andvik)
www.redriveraero.com

Vic's Aircraft SalesT: 293-8362
(Victor Gelking)
www.vicsaircraftsales.net

Grafton

AgrimaxT: 352-0271
(Wayne Gerszewski)C: 360-2295

Grand Forks

Grand Forks Flight Support .T: 772-5504
(Brent Seifert)T: 740-3974
www.flygfk.com

Hazen

Vanco Aviation.T: 748-5592
(Joe Van Inwagen)

Hettinger

Air Dakota FliteT: 567-2069
(JB Lindquist)T: 567-2223
T: 567-4469

Hillsboro

Sky Tractor SupplyT: 436-5880
(Ron Deck)T: 430-0071

On-Site AviationT: 400-1113
(Chad Hanson)T: 636-2661
www.on-siteaviation.com

North Dakota Area Code is 701

Jamestown

James River AviationT: 252-7978
(Allen Lamp).C: 320-7978

First Class AviationT: 952-1515
(Jon Cave)C: 320-7861

Jametown Avionics, Inc.T: 252-4676
(Greg Earnest)C: 269-3334
www.jamestownavionics.com

Kindred

Kindred Arcft Maintenance . .T: 428-9954
(David Sahl)C: 610-1094

Odegaard Aviation.T: 428-9990
www.odegaardaviation.homestead.com

Odegaard WingsT: 428-3457
(Brent Meester)

Langdon

Ring Aerial SprayingT: 256-5900
(Richard Ring)T: 256-3259

Forest Flying ServiceT: 256-5108

Larimore

Larimore Air ServiceT: 343-2065
(Jesse Morten)T: 343-2790

Linton

North Central AviationT: 254-5449
(Mike Gunia).C: 321-0913

Mandan

Air Motive ServicesT: 663-9925
(Gary Stagl)T: 663-1305

Double M Helicopter Service .T: 642-5777
www.doubleMhelicopters.com

Minot

Minot Aero Center.T: 857-4738
www.minotaerocenter.com

Northwood

Northwood Aero Service . . .T: 587-5171
(Richard Altendorf)T: 218-779-1242

Oakes

Plath AviationT: 742-3145
(Jim Plath)T: 645-2244

Page

Tall Towers.T: 668-2302
(Tim McPherson).T: 799-8629

Park River

Northern Aircraft Service . . .T: 284-7303
(Glen/Jayse Wharam)T: 284-7804/6798

Rolla

Rolla Flying Service.T: 477-5145
(Gordon Krech)T: 477-6780
C: 550-9884

Rugby

Schneider Aerial Spraying. . .T: 776-5171
(Steve Schneider).T: 776-5176

Stanley

Jay's Flying ServiceT: 628-2110
(Jay Mackey)T: 628-2113
C: 629-0345

St Thomas

TLB Air.T: 257-6629

Valley City

North Valley AircraftT: 845-2100
(Paul & Jarrod Lindemann) .C: 793-0626
www.northvalleyaircraft.com

Wahpeton

Three Rivers AviationT: 642-5969
(Kirby Hahn)

Tri-State AviationT: 642-5777
(Cindy-Schreiber-Beck) . . .T: 899-3232
www.tri-stateaviation.com

Walhalla

Walhalla Aviation LLCT: 281-9394

Watford City

Taylor Aviation.T: 444-3772
(Kent Taylor)T: 842-6188
C: 770-6739

West Fargo

West Fargo AviationT: 281-9394
(Keith Schonert)

Williston

Western Edge Aviation, LLC .T: 577-3773
(Eric Anderson)C: 570-9549
www.westernedgeaviation.net

Automated Weather Observation System

The Automated Weather Observation System (AWOS) enhances safety by providing critical airport weather information to pilots to be used for flight planning and in-flight decision-making. The system provides real-time weather observations including wind, visibility, current weather, sky conditions, temperature, dew point, altimeter setting, and remarks, such as density altitude and local airport conditions.

AWOS information can be accessed in a variety of ways, including radio frequency, telephone and weather terminals at airports with AWOS. It can also be accessed from a variety of Web sites, most AWOS information is disseminated nationwide through a system called NADIN, making it available to sources like Flight Service Stations, the National Weather Service and Weather Channel.

What every pilot should know about AWOS

Wind

- taken every second and a running 2-minute average is updated every 5 seconds
- wind speeds of less than 3 knots are reported as calm
- if the difference between the highest 5-second average and 2-minute average exceeds 5 knots, gusts are reported
- wind direction is reported from the nearest 10 degree magnetic heading

Visibility

- readings are taken every 15 seconds and are averaged over a 10-minute period

Present weather

- a precipitation sensor samples every 15 seconds
- temperature and visibility measurements are used to determine precipitation type

Sky conditions (ceilings)

- readings are taken every 30 seconds and averaged over a 30-minute period
- ceiling measurements are rounded as follows:
 - nearest 100' up to 5000' AGL
 - nearest 500' from 5000'-10,000' AGL
 - nearest 1000' above 10,000'

Temperature and dew point

- four, 1-minute averages are used to determine the temperature

Altimeter (barometric pressure)

- pressure sensors take readings every 10 seconds and a 1-minute average is calculated

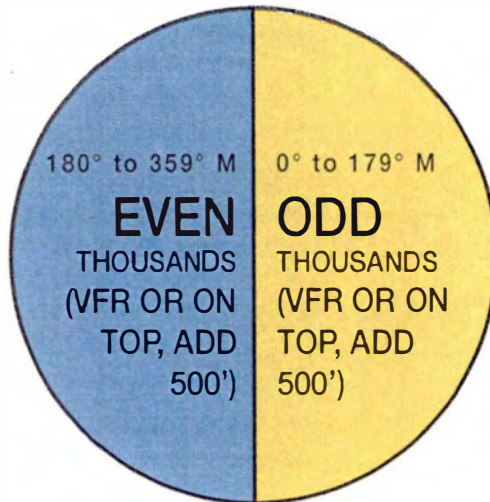
Remarks

- a calculated density altitude report is provided, if density altitude is greater than 1000' above the airport's field elevation
- Occasionally, airport managers will provide recorded remarks regarding NOTAM's or local airport conditions.

AWOS is maintained by the airport in North Dakota and is continuously monitored to ensure its operational status. Individual sites are also maintained and calibrated on a regular basis to ensure reliability and accuracy. As with any electronic device, care must be used when interpreting data. By knowing how AWOS data is collected, a pilot can better understand the information they are receiving.

DIRECTIONAL ALTITUDE CHART

CRUISING ALTITUDES
(IFR WITHIN CONTROLLED AIRSPACE
MAY BE MODIFIED BY ATC)



Below 29,000' MSL

MORSE CODE AND PHONETIC ALPHABET

Alfa .__	Juliett .__ __	Sierra ...	2 ..__ __
Bravo __...	Kilo __. __	Tango __	3 ...__
Charlie __. __.	Lima .__..	Uniform ..__	4
Delta __..	Mike __ __	Victor ...__	5
Echo .	November __.	Whiskey .__ __	6 ____.
Foxtrot ..__.	Oscar ____	Xray __. __	7 ____.
Golf ____.	Papa .__.	Yankee __. __	8 ____.
Hotel ...	Quebec ____.	Zulu ____.	9 ____.
India ..	Romeo .__.	1. ____	0 ____.

VFR TRANSPONDER CODES

Code 1200 – Surface to 18,000 Feet

Code 7600 – Radio Failure

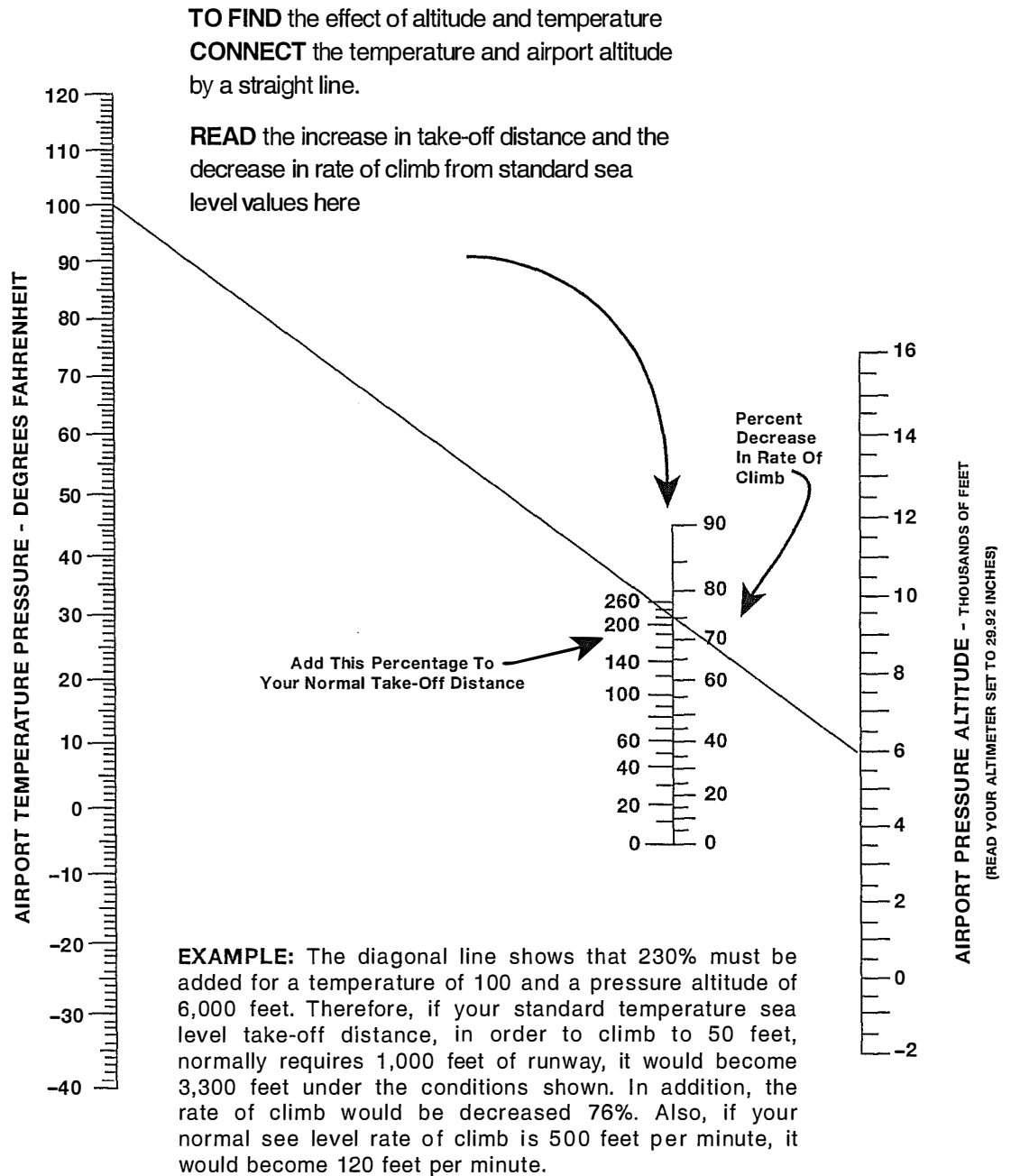
Code 7700 – Emergency

ASOS or AWOS

CITY	ID.	FREQ.	PHONE
Beach	20U	118.175	(701) 872-9225
Bismarck	BIS	119.35*	(701) 255-7563
NWS			**(701) 223-4582
Bowman	BPP	374	(701) 523-3412
Cando	9D7	118.325	(701) 968-3625
Carrington	46D	118.575	(701) 652-1875
Cavalier	2C8	118.275	(701) 265-8050
Cooperstown	S32	118.750	(701) 797-2566
Crosby	D50	118.025	(701) 965-6732
Devils Lake	DVL	125.875	(701) 662-7214
Dickinson	DIK	118.375	(701) 227-0280
Fargo	FAR	124.50*	(701) 298-3877
Glen Ullin	D57	118.750	(701) 348-9581
Grafton	GAF	118.625	(701) 352-0581
Grand Forks	GFK	119.40*	(701) 772-3486
NWS			**(701) 772-0720
Gwinner	GWR	118.325	(701) 678-6801
Harvey	5H4	118.825	(701) 324-2058
Hazen	HZE	118.675	(701) 748-2443
Hettinger	HEI	119.925	(701) 567-4594
Jamestown	JMS	118.425	(701) 251-9002
Langdon	D55	118.225	(701) 256-2121
Linton	7L2	118.175	(701) 254-4965
Mandan	Y19	118.225	(701) 663-0271
Minot	MOT	118.725	(701) 837-9379
Oakes	2D5	118.675	(701) 742-3991
Rolla	06D	118.125	(701) 477-0055
Rugby	RUG	118.475	(701) 776-6100
Stanley	08D	121.100	(701) 628-1737
Tioga	D60	118.575	(701) 664-4490
Valley City	BAC	118.725	(701) 845-9117
Wahpeton	BWP	127.875	(701) 642-9800
Walhalla	96D	118.175	(701) 549-3402
Watford City	S25	118.125	(701) 842-4855
Williston	ISN	125.92	(701) 774-3124
NWS			**(701) 572-3198

*ATIS **NATIONAL WEATHER SERVICE (NWS)

MODIFIED KOCH CHART FOR ALTITUDE AND TEMPERATURE EFFECTS



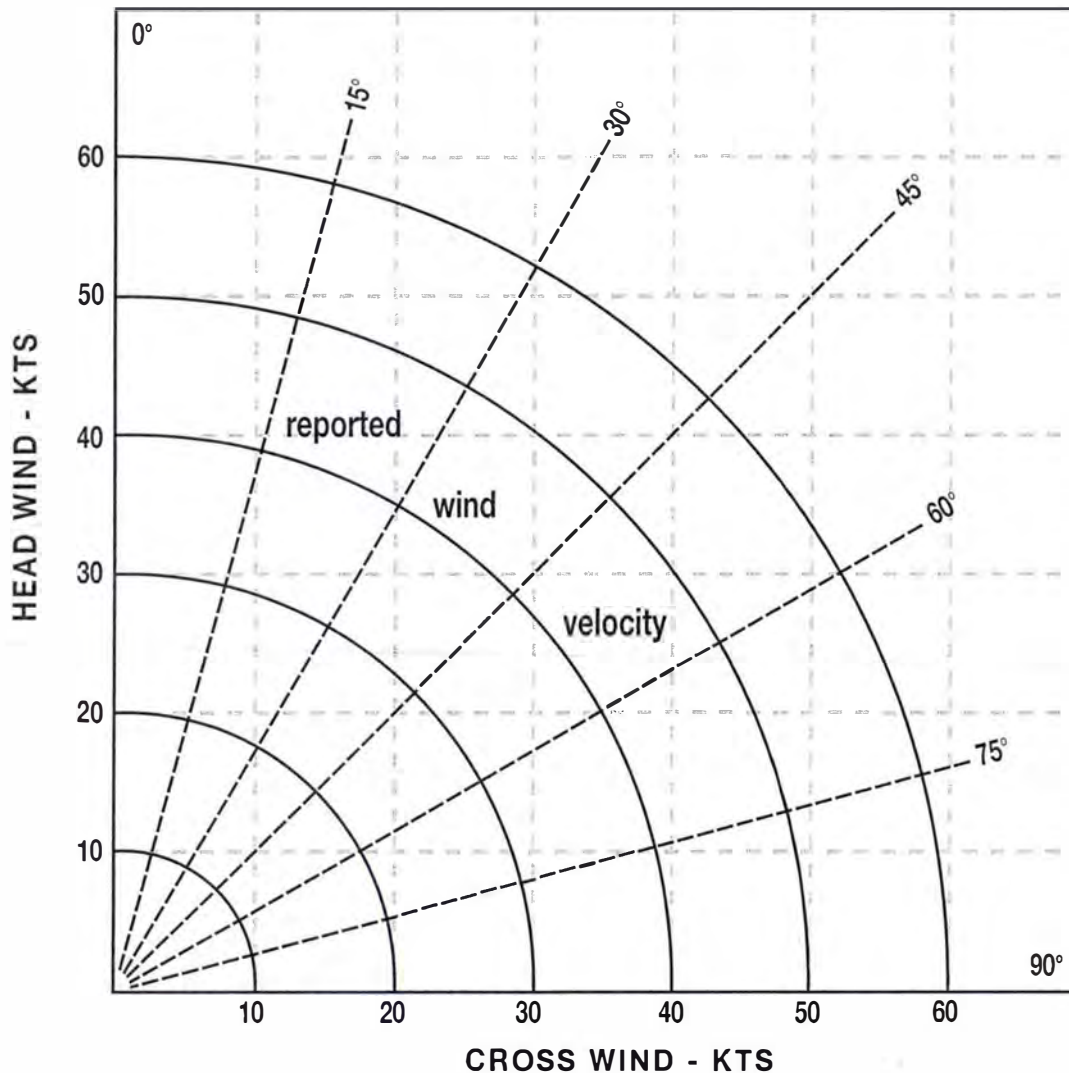
This chart indicates typical representative values for “personal” airplanes.

For exact values, consult your airplane flight manual.

The chart may be conservative for airplanes with supercharged engines.

Also, remember that long grass, sand, mud or deep snow can easily double your take-off distance.

WIND CHART FOR TAKEOFF

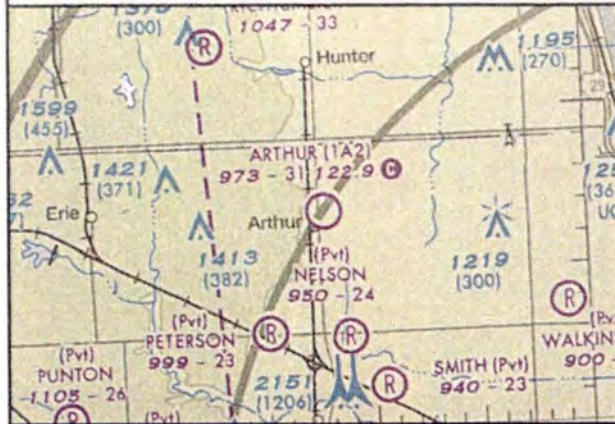


INSTRUCTIONS

1. Determine maximum 90° Cross Wind that you can handle.
(Suggest 20% X Stall Speed). Place dot on 90° line at this value.
2. Determine maximum 45° Cross Wind that you can handle.
(Suggest 30% X Stall Speed). Place dot on 45° line at this value.
3. Determine maximum Head Wind that you can handle.
(Suggest 60% X Stall Speed). Place dot on 0° line at this value.
4. Connect dots with red line. Values to left of line are go wind velocities and directions.



ARTHUR



ATTENDANCE: UNATNDD	
FUEL: None	REPAIRS: None
PUBLIC TERMINAL PHONE: None	
MANAGER: Rick Burgum	
PHONE: 701-371-0540	
ADDL. PHONE: 701-967-8364	
UNICOM:	NAV: None
LIGHTS: None	BEACON: None
SNOW REMOVAL: None	
CTAF: 122.9 REMARKS: Roadway at south end	
of runway, closed winter months due to lack of	
snow removal, irregular mowing	



Lat: 47-06.67'N

FIELD ELEV.

IDENT. # 1A2

Long: 097-12.44'W

973

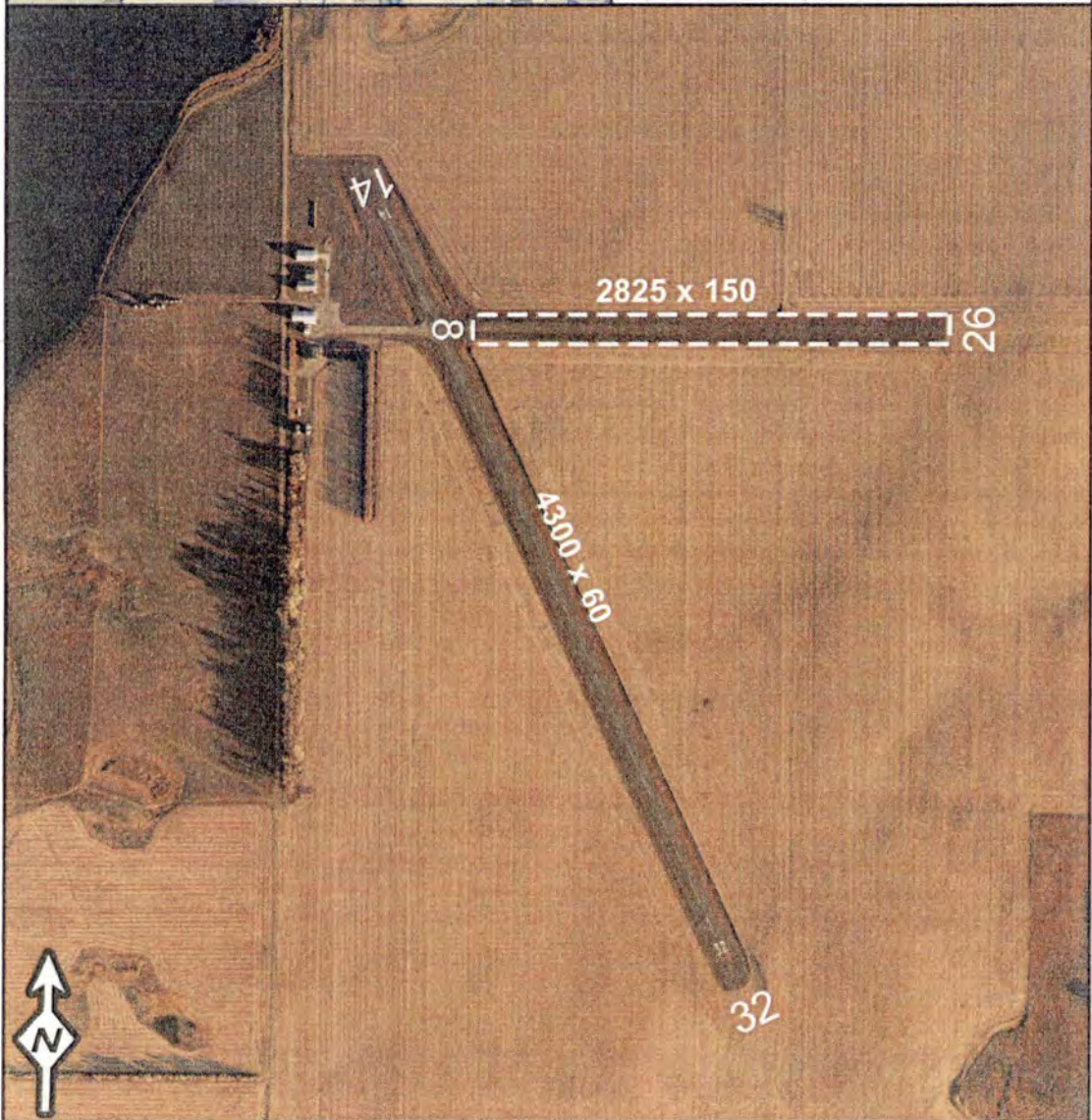
ARTHUR



ASHLEY



ATTENDANCE: UNATNDD	
FUEL: *100LL, Jet A	REPAIRS: None
PUBLIC TERMINAL PHONE: Yes	
MANAGER: Ladelle George	
PHONE: *701-371-8707	
ADDL. PHONE: 701-288-3194	
UNICOM:	NAV: None
LIGHTS: Low*RDO-CTL	BEACON: CG
SNOW REMOVAL: Confirm aft storms	
CTAF: 122.9 REMARKS: Rwy 8/26 closed winter months, surface holes possible, Reg mowing.	
Rwy 14/32 Activate lights CTAF. MxGWt S-6	



Lat: 46-01.48' N

FIELD ELEV.

IDENT. # ASY

Long: 099-21.10' W

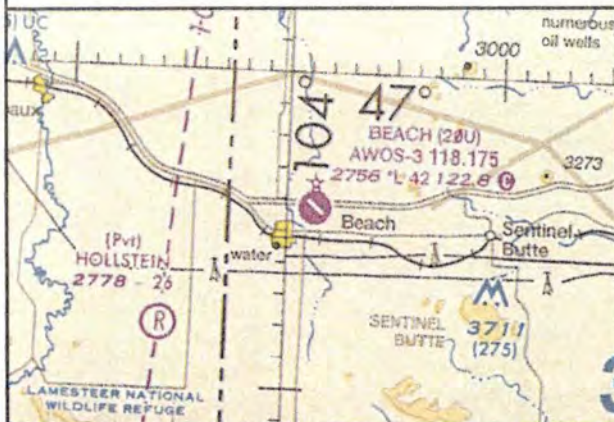
2032

ASHLEY

ASHLEY MUNICIPAL



BEACH



ATTENDANCE: Unattended	
FUEL: *100LL	REPAIRS: None
PUBLIC TERMINAL PHONE: Yes	
MANAGER: Boyd Trestler	
PHONE: 701-260-1053	
ADDL. PHONE: 872-4461/4308/4158	
UNICOM: 122.80	NAV: PAPI,AWOS
LIGHTS: Med*RDO-CTL	BEACON: CG
SNOW REMOVAL: Confirm after storms	
CTAF: 122.8 REMARKS: For fuel-self service	
credit card. Activate MIRL&PAPI-CTAF. Deer on/	
near airport. Unicom seasonal. MxGWt S-12.5	



Lat: 46-55.51' N

FIELD ELEV.

IDENT. # 20U

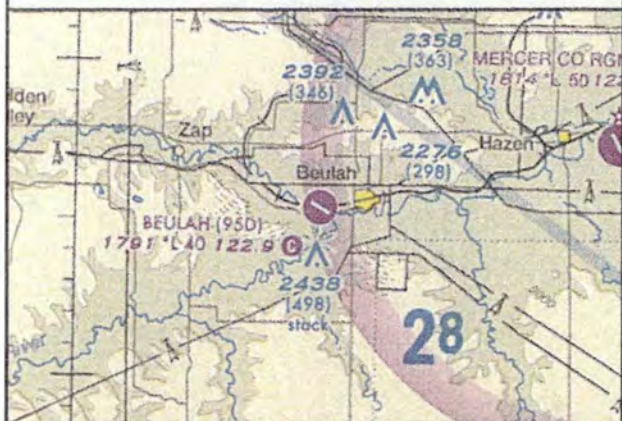
Long: 103-58.92' W

2756

BEACH



BEULAH



ATTENDANCE: Mon-Fri 8-5pm/On Call	
FUEL: *100LL JetA	REPAIRS: Major
PUBLIC TERMINAL PHONE: Yes	
MANAGER: *Shawn Morten	
PHONE: 701-873-4100	
ADDL. PHONE: 873-2259/2311/5837	
UNICOM:	NAV: Savasi Ry 28
LIGHTS: Low*RDO-CTL	BEACON: *CG
SNOW REMOVAL: Irregular-Confirm	
CTAF: 122.9 REMARKS: Lighted stack 498' AGL	
located 1.8 NM south, activate lights, SAVASI	
and beacon CTAF. MxGwt S-12.5	



Lat: 47-15.05' N

FIELD ELEV.

IDENT. # 95D

Long: 101-48.84' W

1791

BEULAH

BEULAH MUNICIPAL



BISMARCK



ATTENDANCE: 24 hour services	
FUEL: 100LL Jet A	REPAIRS: Major
PUBLIC TERMINAL PHONE: Yes	
MANAGER: Greg Haug	
PHONE: 701-355-1808	
ADDL. PHONE: See FBO listing	
UNICOM: 122.95	NAV: ILS,VOR,PAPI,ASOS
LIGHTS: High*SS-SR	BEACON: CG
SNOW REMOVAL: Regular Service	
CTAF: 118.3 REMARKS: When tower closed lights	
preset med. Intensity. Deer/birds on airport	
vicinity. Atis 119.35. ASOS 255-7563	



Lat: 46-46.36' N

FIELD ELEV.

IDENT. # BIS

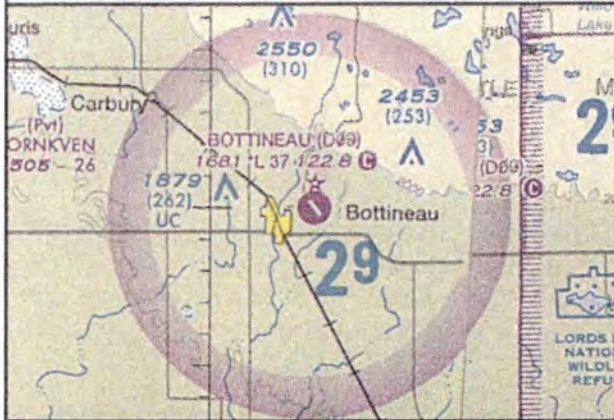
Long: 100-44.75' W

1661

BISMARCK
BISMARCK MUNICIPAL



BOTTINEAU



ATTENDANCE: Mon-Fri 8-5pm/On call
FUEL: 100LL REPAIRS: Major
PUBLIC TERMINAL PHONE: Yes
MANAGER: Curt Aalund
PHONE: 701-228-5265 / 5103
ADDL. PHONE: 228-3703/3987/2983
UNICOM: 122.80 NAV: PAPI, GPS
LIGHTS: Med*RDO-CTL BEACON: CG
SNOW REMOVAL: Confirm aft storm
CTAF: 122.8 REMARKS: Ry 3/21 closed winter months.
Migratory birds in area. Ry 13/31 activate lights 1 hour
after sunset. MxGWt S-12.5. 3/21 dsplcd thrsholds.



Lat: 48-49.83' N

FIELD ELEV.

IDENT. # D09

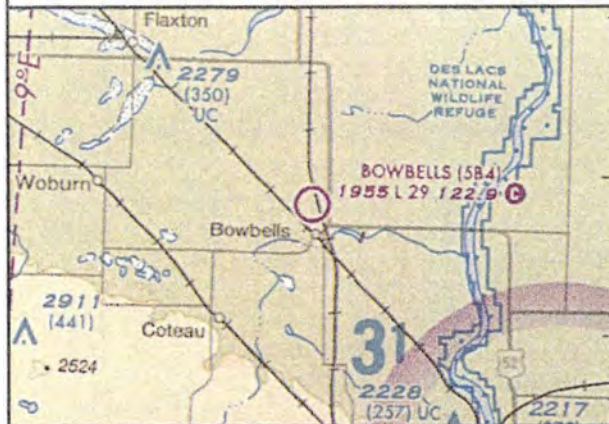
Long: 100-25.04' W

1679

BOTTINEAU
BOTTINEAU MUNICIPAL



BOWBELLS



ATTENDANCE: UNATNDD	
FUEL: None	REPAIRS: None
MANAGER: *Wayne Jacobson	
PHONE: 701-377-2731/339-1574	
ADDL. PHONE: 701-377-2608	
UNICOM:	NAV: None
LIGHTS: inop	BEACON: None
SNOW REMOVAL: Irregular-confirm	
CTAF: 122.9 REMARKS: Turf surface after rain, standing water at midpoint. Left traffic runway 8. Ry	
26 railroad tracks: displaced threshold 460 marked day only.	



Lat: 48-48.58' N

FIELD ELEV.

IDENT. # 5B4

Long: 102-14.73' W

1955

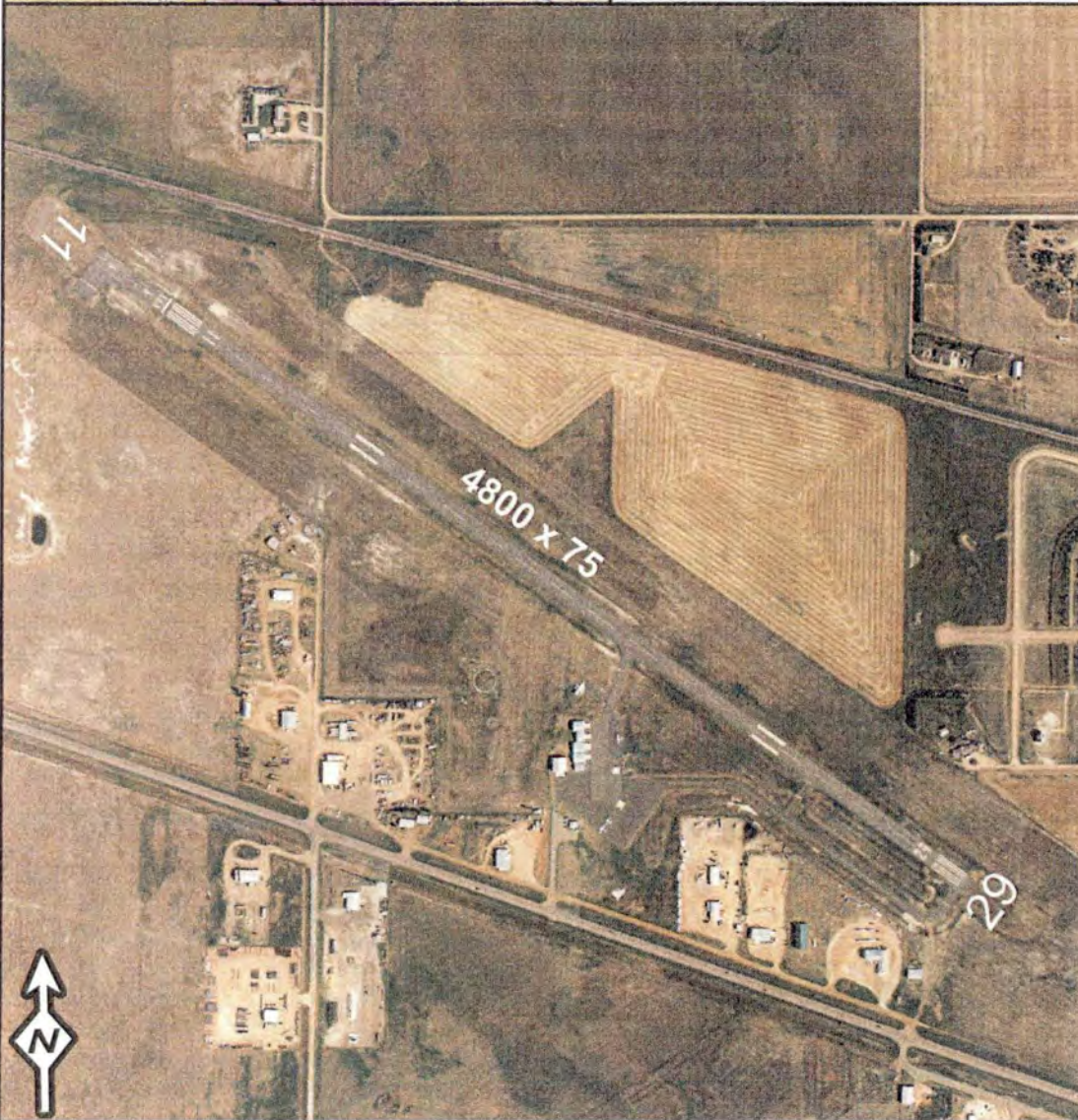
BOWBELLS
BOWBELLS MUNICIPAL



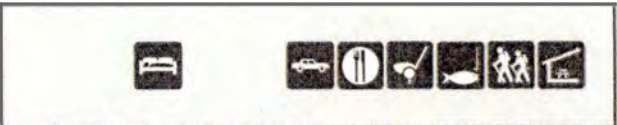
BOWMAN



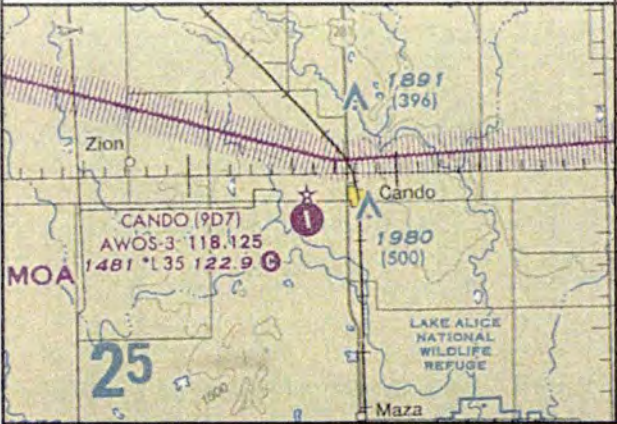
ATTENDANCE: Mon-Fri 8-5:30pm/On call
FUEL: *100LL Jet A REPAIRS: Major
MANAGER: *Brent Kline
PHONE: 701-523-7484, 701-440-7449
ADDL. PHONE:
UNICOM: 122.80 NAV: VASI,NDB,AWOS,PAPI,GPS
LIGHTS: Low*Dusk1800 BEACON: CG
SNOW REMOVAL: Confirm after storm
CTAF: 122.8 REMARKS: MxGWT S-12.5
NDB and AWOS freq 374 (701-532-3412). Act its,
VASI CTAF. Ry 11 right traffic, displaced threshold.
New airport construction, 4mi east.



Lat: 46-11.22' N	FIELD ELEV. 2958	IDENT. # BPP BOWMAN BOWMAN MUNICIPAL
Long: 103-25.69' W		



CANDO



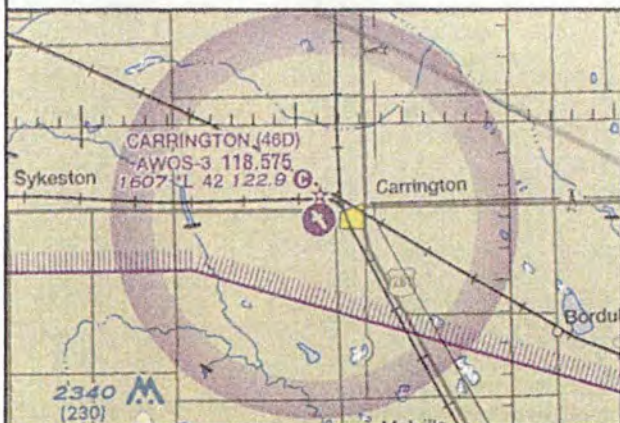
ATTENDANCE: UNATNDD	
FUEL: None	REPAIRS: None
PUBLIC TERMINAL PHONE: None	
MANAGER: Bob Curl	
PHONE: 701-968-3736/740-7442	
ADDL. PHONE: 968-3802/4497/3904 & 3483	
UNICOM:	NAV: PAPI, AWOS
LIGHTS: Med*Dusk	BEACON: CG
SNOW REMOVAL: Irregular-confirm	
CTAF: 122.9 REMARKS: Migratory waterfowl in vicinity, Activate MIRL and PAPI after 2200 hour CTAF, AWOS 118.325 968-3625. MxGWT S-12.	



Lat: 48-28.80' N	FIELD ELEV. 1481	IDENT. # 9D7 CANDO CANDO MUNICIPAL
Long: 099-14.18' W		



CARRINGTON



ATTENDANCE: UNATTND	
FUEL: 100 LL	REPAIRS: None
PUBLIC TERMINAL PHONE: Yes	
MANAGER: Frank Klein	
PHONE: *701-652-2658/3131	
ADDL. PHONE: 652-3131/2911	
UNICOM:	NAV: PAPI, AWOS
LIGHTS: Med*Dusk2400	BEACON: CG
SNOW REMOVAL: Confirm 652-2911city	
CTAF: 122.9 REMARKS: AWOS 652-1875. Self-service 24hour credit card fueling. Activate MRL/PAPI aft 2400hr. CTAF	



Lat: 47-27.07' N

Long: 099-09.08' W

FIELD ELEV.

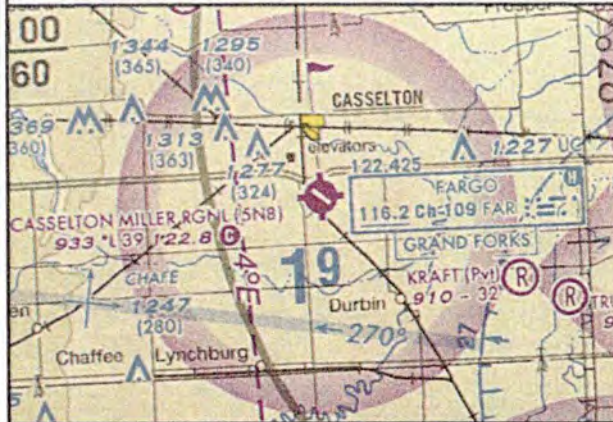
1604

IDENT. # 46D

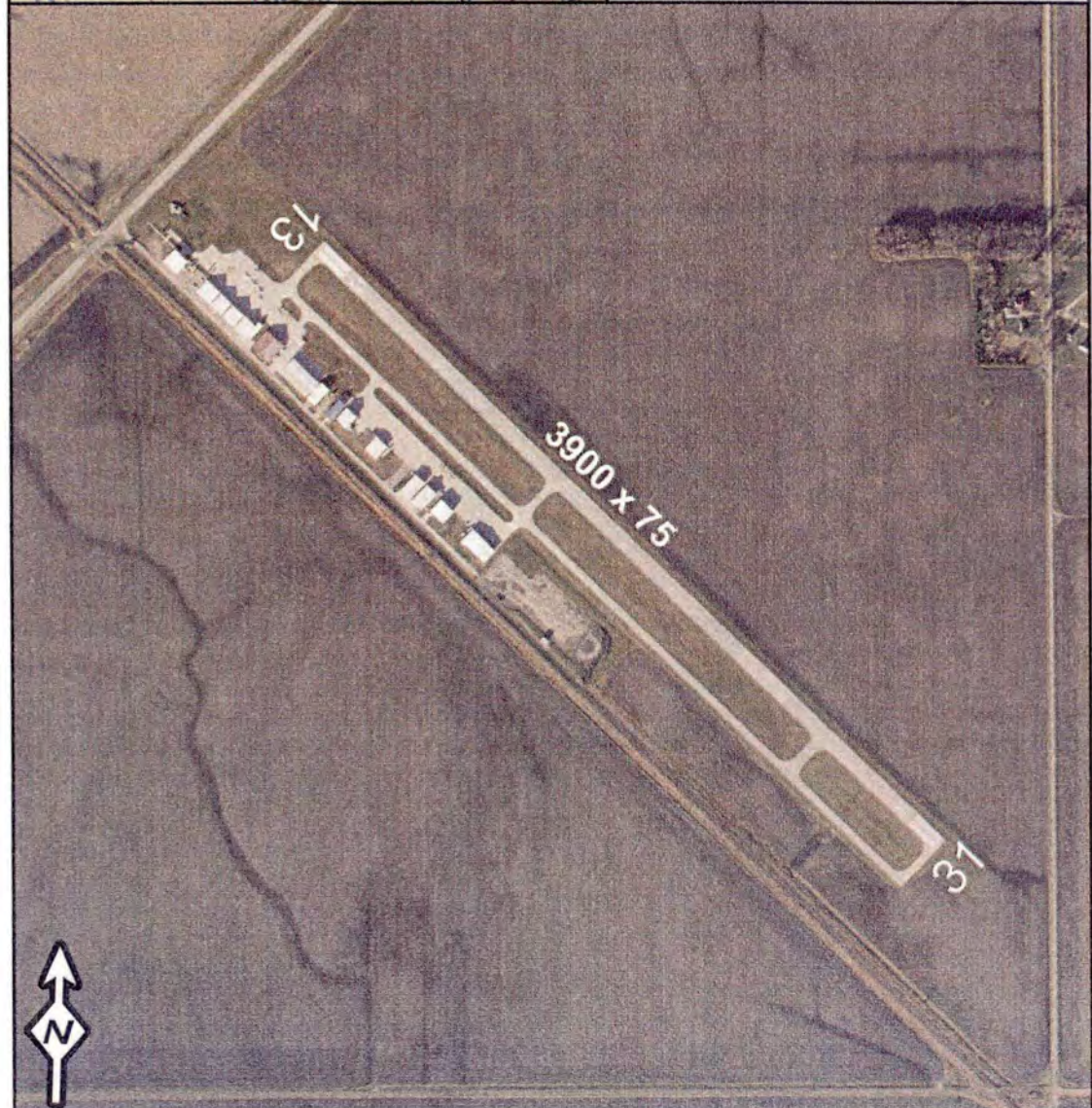
CARRINGTON
CARRINGTON MUNICIPAL



CASSELTON



ATTENDANCE: Mon-Sat 8-5pm/On call	
FUEL: *100LL	REPAIRS: Major
PUBLIC TERMINAL PHONE: Yes	
MANAGER: Robert Miller-chrmn	
PHONE: *701-347-0201	
ADDL. PHONE: 347-5519 / 799-4606	
UNICOM: 122.80	NAV: PAPI,REIL,VOR,GPS
LIGHTS: Med*RDO-CTL	BEACON: None
SNOW REMOVAL: Available - confirm	
CTAF: 122.8 REMARKS: Fuel-self service credit card . Activate med. lights & PAPI CTAF.	
MxGWT S-12 Casselton.com/community/airport	



Lat: 46-51.24' N

Long: 097-12.47' W

FIELD ELEV.

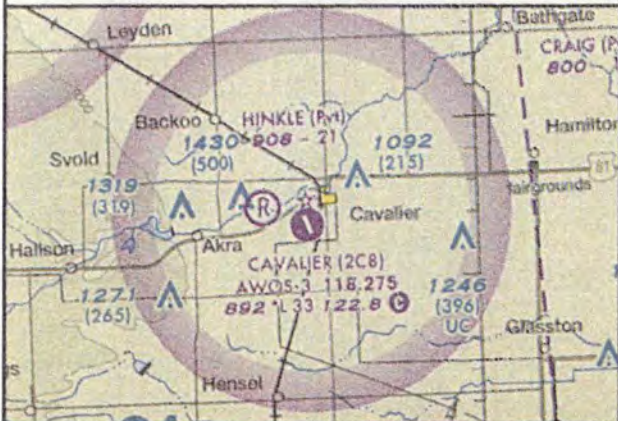
933

IDENT. # 5N8

CASSELTON
ROBERT MILLER REGIONAL



CAVALIER



ATTENDANCE: On Call	
FUEL: 100LL, Jet A	REPAIRS: None
PUBLIC TERMINAL PHONE: Yes	
MANAGER: Harold McConnell	
PHONE: 701-265-3186, 701-520-8631	
ADDL. PHONE: 701-265-4466	
UNICOM: 122.80	NAV: PAPI, AWOS, GPS
LIGHTS: Med*dusk2230	BEACON: CG
SNOW REMOVAL: Confirm after storm	
CTAF: 122.8 REMARKS: AWOS 265-8050. Rw34	
+ 32' powerline 1200' from threshold. Building SE of	
rwy 34 centerline. MxGWt S-12.5	



Lat: 48-47.02' N

Long: 097-37.92' W

FIELD ELEV.

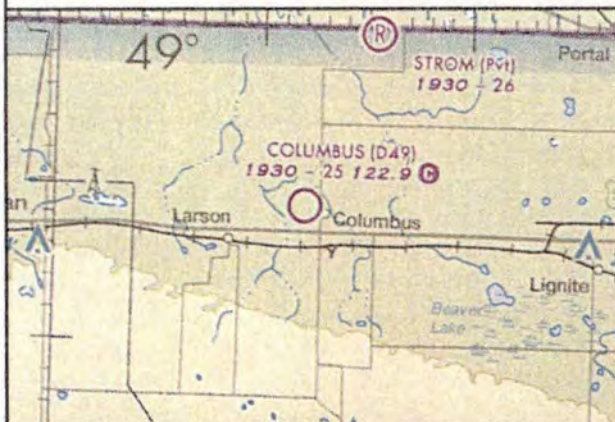
892

IDENT. # 2C8

CAVALIER
CAVALIER MUNICIPAL



COLUMBUS



ATTENDANCE: UNATNDD	
FUEL: None	REPAIRS: None
PUBLIC TERMINAL PHONE: No	
MANAGER: Wes Peterson-chrmn	
PHONE: *701-939-5288	
ADDL. PHONE: 939-7831/4511	
UNICOM:	NAV: Visual APAP
LIGHTS: Reflectors	BEACON:
SNOW REMOVAL: Closed winter mths	
CTAF: 122.9 REMARKS: Closed winter mths.	
Call for grass mowing. Rwy10/28 and 16/34 closed permanently.	



Lat: 48-53.92' N

Long: 102-47.53' W

FIELD ELEV.

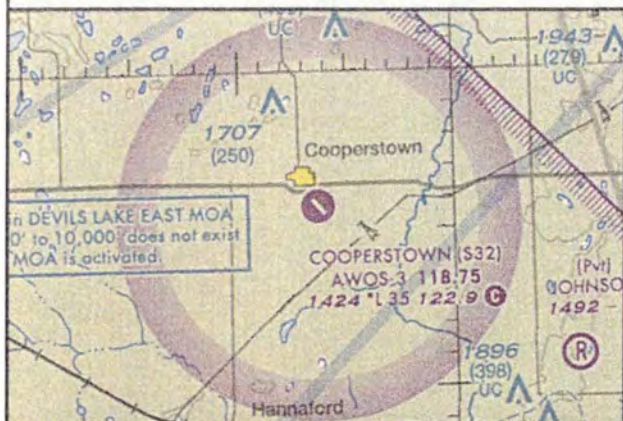
1930

IDENT. # D49

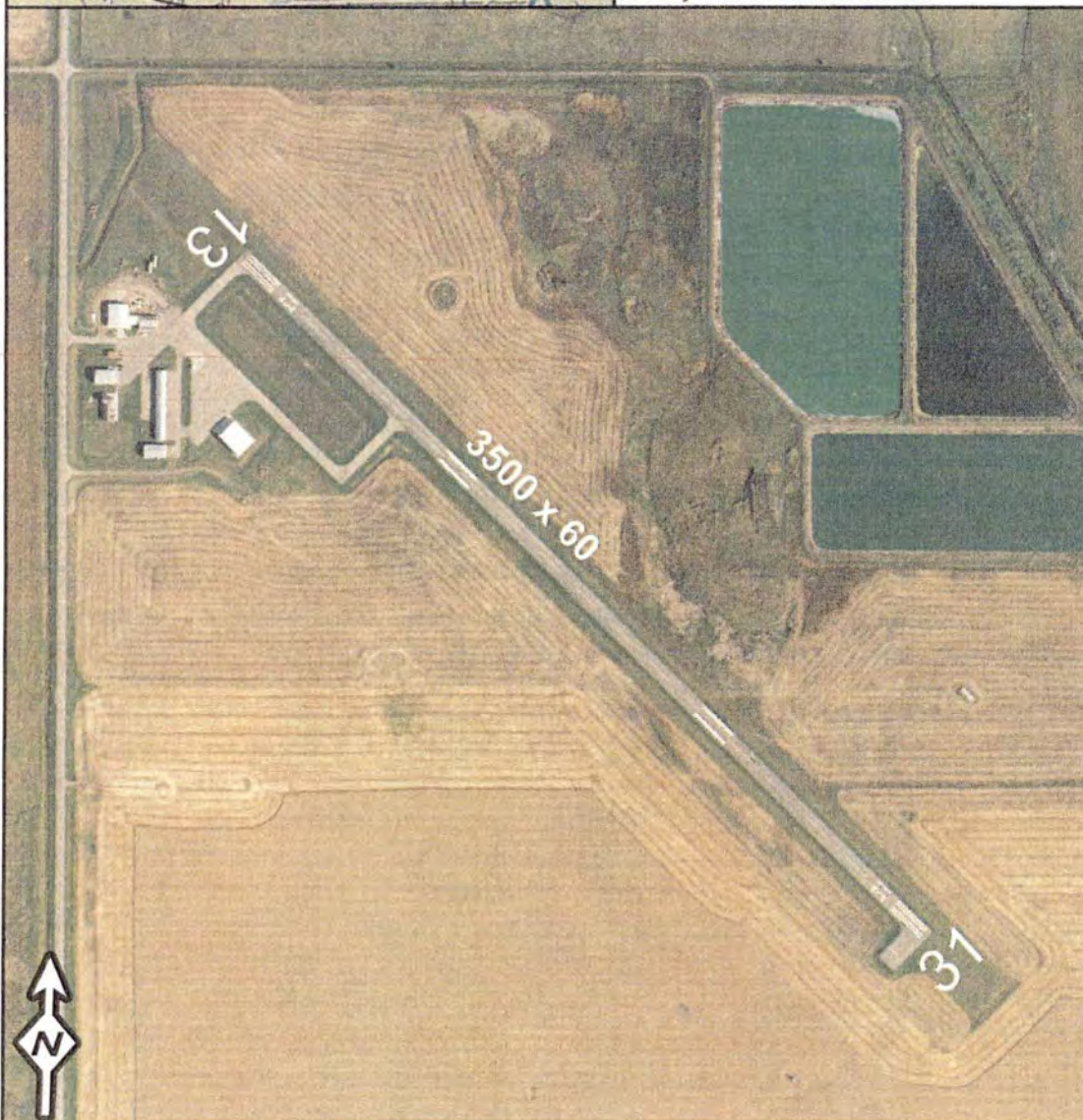
COLUMBUS
COLUMBUS MUNICIPAL



COOPERSTOWN



ATTENDANCE: May-Sep 8-5 Mon-Fri	
FUEL: *100LL	REPAIRS: None
PUBLIC TERMINAL PHONE: Yes	
MANAGER: John Wakefield	
PHONE: *701-789-0666	
ADDL. PHONE: 701-789-0667	
UNICOM:	NAV: AWOS
LIGHTS: Med* duskdawn	BEACON:
SNOW REMOVAL: Irregular-Confirm	
CTAF: 122.9 REMARKS: For fuel-self service	
credit card. AWOS 797-2566 CTAF increase	
intensity to medium. MxGWt S-12.5	



Lat: 47-25.37' N

FIELD ELEV.

IDENT. # S32

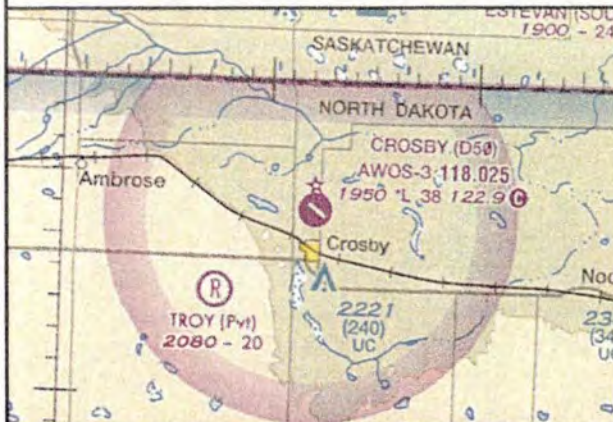
Long: 098-06.35' W

1424

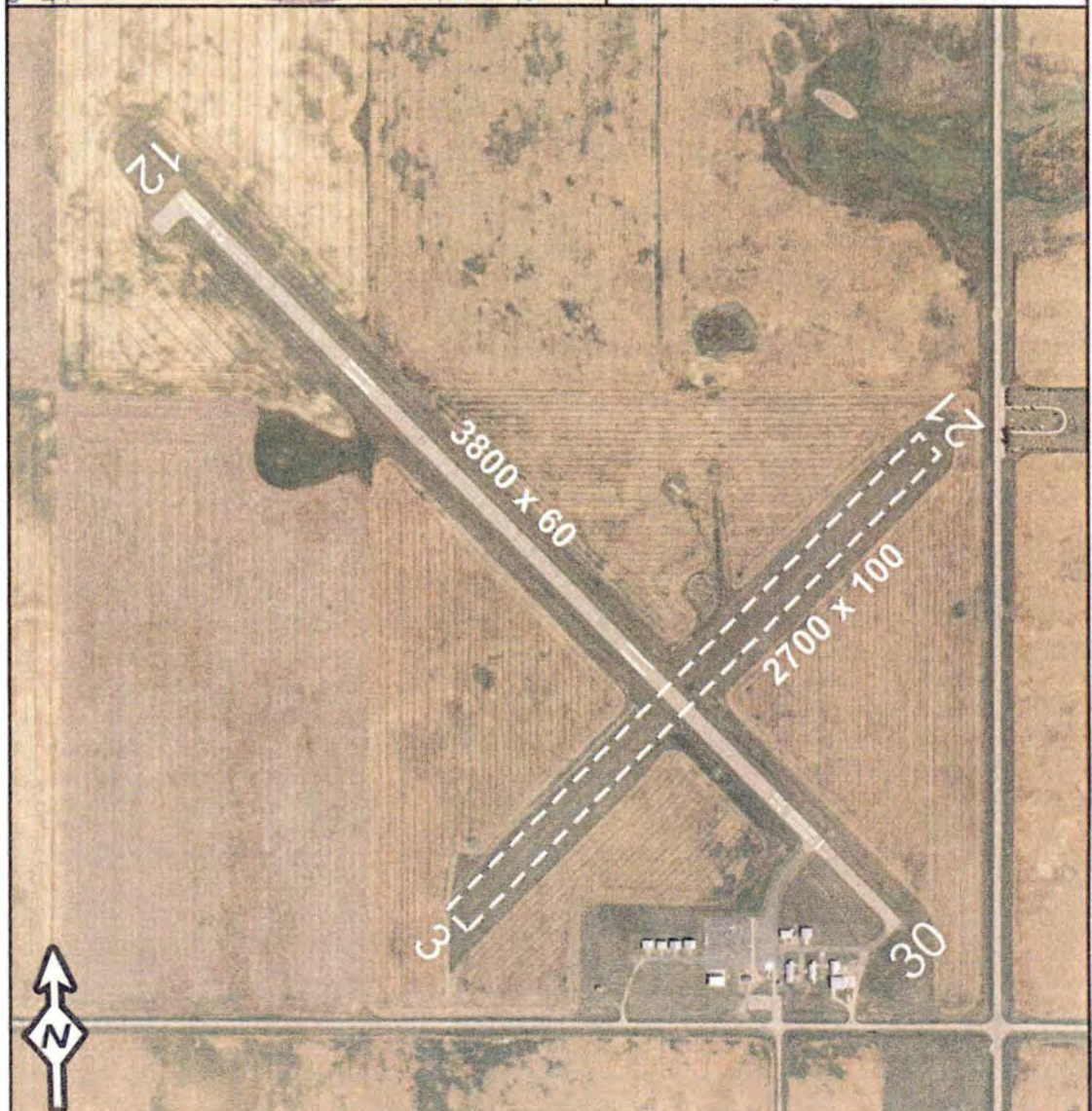
COOPERSTOWN
COOPERSTOWN MUNICIPAL



CROSBY



ATTENDANCE: UNATNDD	
FUEL: *100LL	REPAIRS: None
PUBLIC TERMINAL PHONE: Yes	
MANAGER: Mike Melby-chairman	
PHONE: *701-570-0944/965-4284	
ADDL. PHONE: 965-6512/4279/6038	
UNICOM:	NAV: PAPI, AWOS, GPS
LIGHTS: Med*dusk0100	BEACON: CG
SNOW REMOVAL: Confirm after storm.	
CTAF: 122.9 REMARKS: Rwy 03/21 closed winter.	
AWOS 965-6732 Fuel-self service credit card.	
CTAF after 0100 lights/PAPI. MxGWt S-12.5	



Lat: 48-55.71' N

Long: 103-17.84' W

FIELD ELEV.

1950

IDENT. # D50

CROSBY
CROSBY MUNICIPAL



DEVILS LAKE



ATTENDANCE: Daytime hours	
FUEL: JetA, 100LL	REPAIRS: Major
PUBLIC TERMINAL PHONE: Yes	
MANAGER: John Nord	
PHONE: 701-662-5833	
ADDL. PHONE: 662-3221 FBO	
UNICOM: 122.80	NAV: ILS, VOR, VASI, PAPI, GPS
LIGHTS: Med* duskdawn	BEACON: CG
SNOW REMOVAL: Confirm after storm	
CTAF: 122.8 REMARKS: AWOS-3 freq 125.875	
(701-662-7214) To increase to med. lights CTAF.	
Birds/deer possible. dsplcd thshd 13/31.	



Lat: 48-06.88' N

FIELD ELEV.

IDENT. # DVL

Long: 098-54.50' W

1456

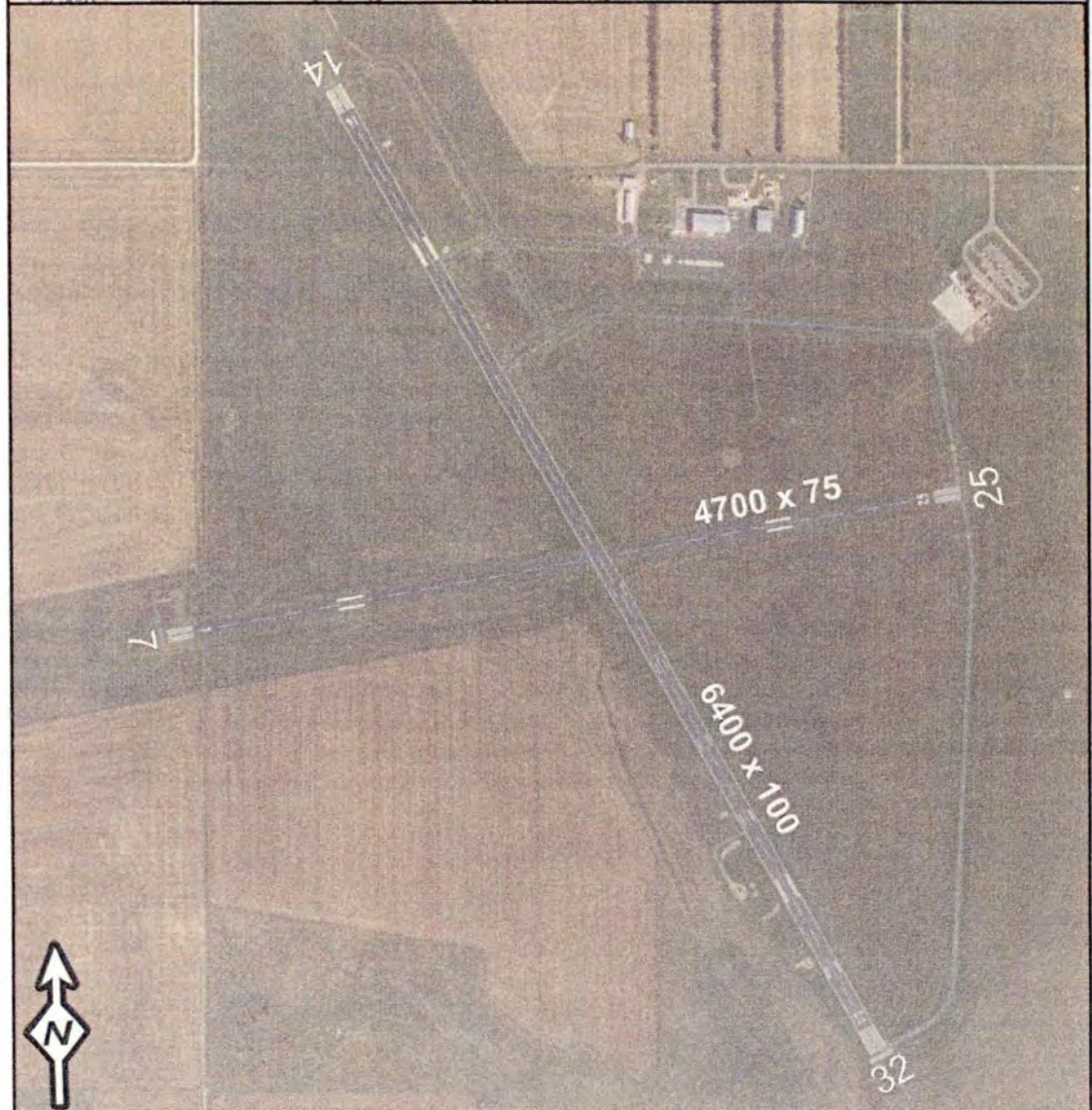
DEVILS LAKE
DEVILS LAKE REGIONAL



DICKINSON



ATTENDANCE: All days 8-5pm MST	
FUEL: 100LL Jet A	REPAIRS: Major
PUBLIC TERMINAL PHONE: Yes	
MANAGER: Matthew Remyense	
PHONE: 701-483-4221	
ADDL. PHONE: 701-483-1062, 290-0605	
UNICOM: 123.00	NAV: LOC,ILS,VOR,RNAV,GPS
LIGHTS: Med*dusk2200	BEACON: CG
SNOW REMOVAL: Regular confirm	
CTAF: 123	REMARKS: Self-service 24-hr fuel
After 2200 hrs act. MIRL/PAPI/REILS. ASOS	
118.375 / 701-227-0280, TPA 1000, multi 1500.	



Lat: 46-47.84' N

FIELD ELEV.

IDENT. # DIK

Long: 102-48.11' W

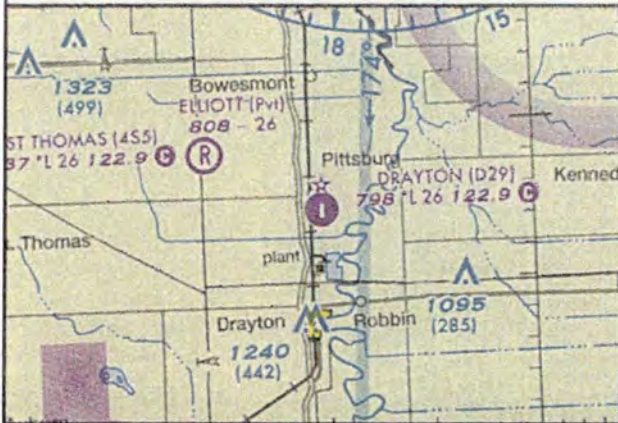
2592

DICKINSON

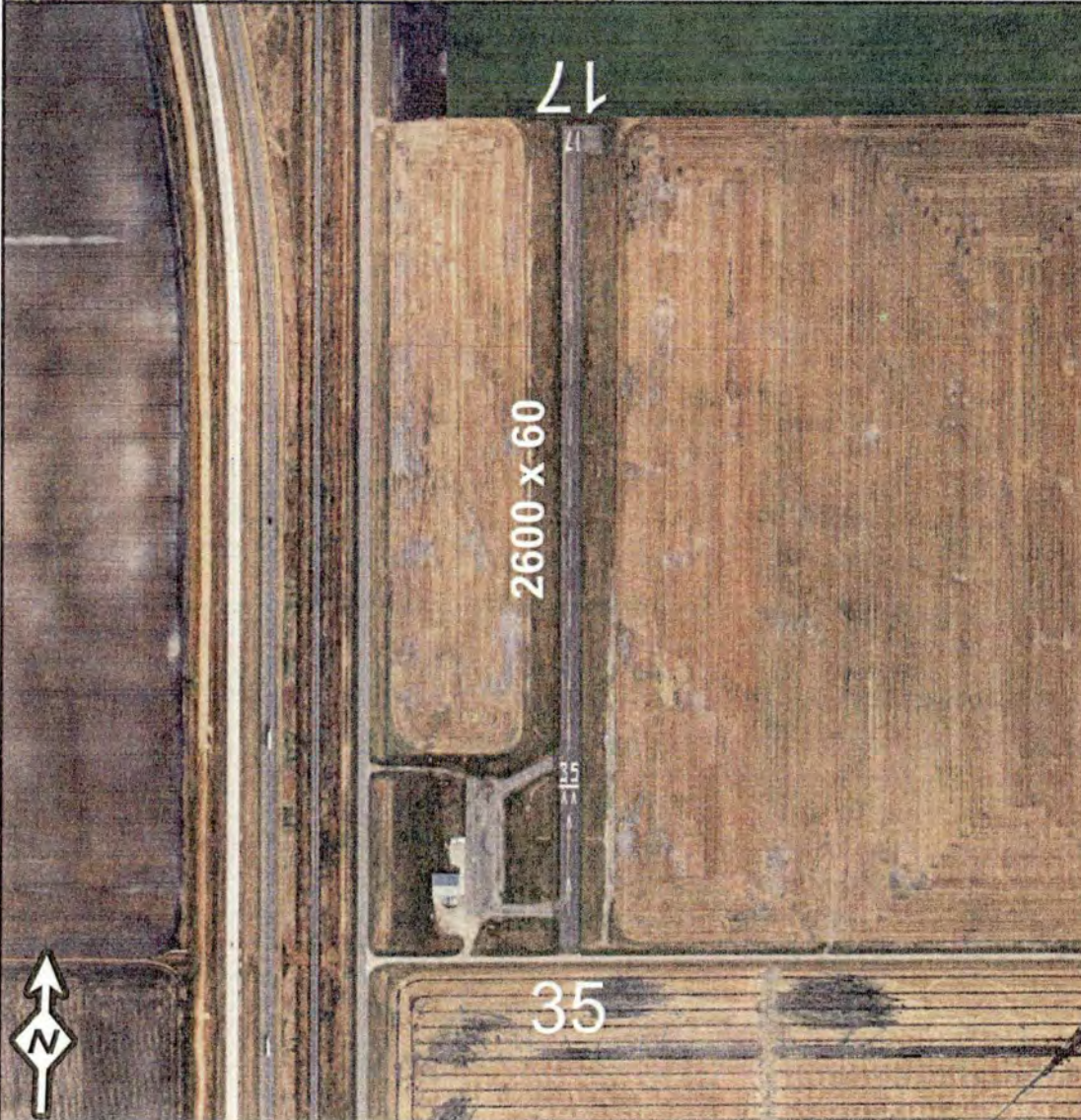
DICKINSON THEODORE
ROOSEVELT REGIONAL



DRAYTON



ATTENDANCE: UNATNDD	
FUEL: None	REPAIRS: None
PUBLIC TERMINAL PHONE: None	
MANAGER: Rob Boll	
PHONE: 454-3317/6103 apt auth	
ADDL. PHONE: 454-3590/6573	
UNICOM:	NAV: None
LIGHTS: Low	BEACON:
SNOW REMOVAL: Irregular - confirm	
CTAF: 122.9 REMARKS: Ry 35 displaced 320'	
to clear road. Apron soft when frost season.	
Small aircraft pavement rating. MxGWt S-4	



Lat: 48-37.11' N

Long: 097-10.62' W

FIELD ELEV.

798

IDENT. # D29

DRAYTON

DRAYTON MUNICIPAL



DUNSEITH



ATTENDANCE: UNATNDD	
FUEL: None	REPAIRS: None
PUBLIC TERMINAL PHONE: Customs	
MANAGER: Larry Taborsky	
PHONE: 701-328-9650	
ADDL. PHONE: 701-425-3165/425-5926	
UNICOM: 122.80	NAV: None
LIGHTS: None	BEACON: None
SNOW REMOVAL: Irregular must confirm	
CTAF: 122.8 REMARKS: Deer/bird on airport	
caution advised. For US Customs 701-263-4513 or	
204-534-6820 Canadian. MxGWt \$12.5. Day use only.	



Lat: 48-59.87' N

FIELD ELEV.

IDENT. # S28

Long: 100-02.61' W

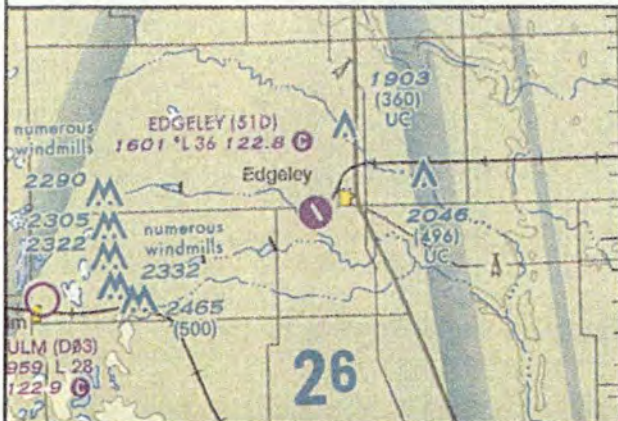
2314

DUNSEITH

INTERNATIONAL PEACE GARDEN



EDGELEY



ATTENDANCE: UNATNDD	
FUEL: *100LL	REPAIRS: Major
PUBLIC TERMINAL PHONE: Yes	
MANAGER: Mike Boruvka	
PHONE: 701-493-2927/269-2732	
ADDL. PHONE: 307-660-9938	
UNICOM: 122.80	NAV: PAPI, VASI
LIGHTS: Med*RDO-CTL	BEACON: None
SNOW REMOVAL: Irregular - confirm	
CTAF: 122.8	REMARKS: Activate MIRL/PAPI-
CTAF, Deer on/near airport possible. MxGWt S-12.5	
Confirm snow removal before use, Self Service Fuel.	



Lat: 46-20.98' N

Long: 098-44.10' W

FIELD ELEV.

1601

IDENT. # 51D

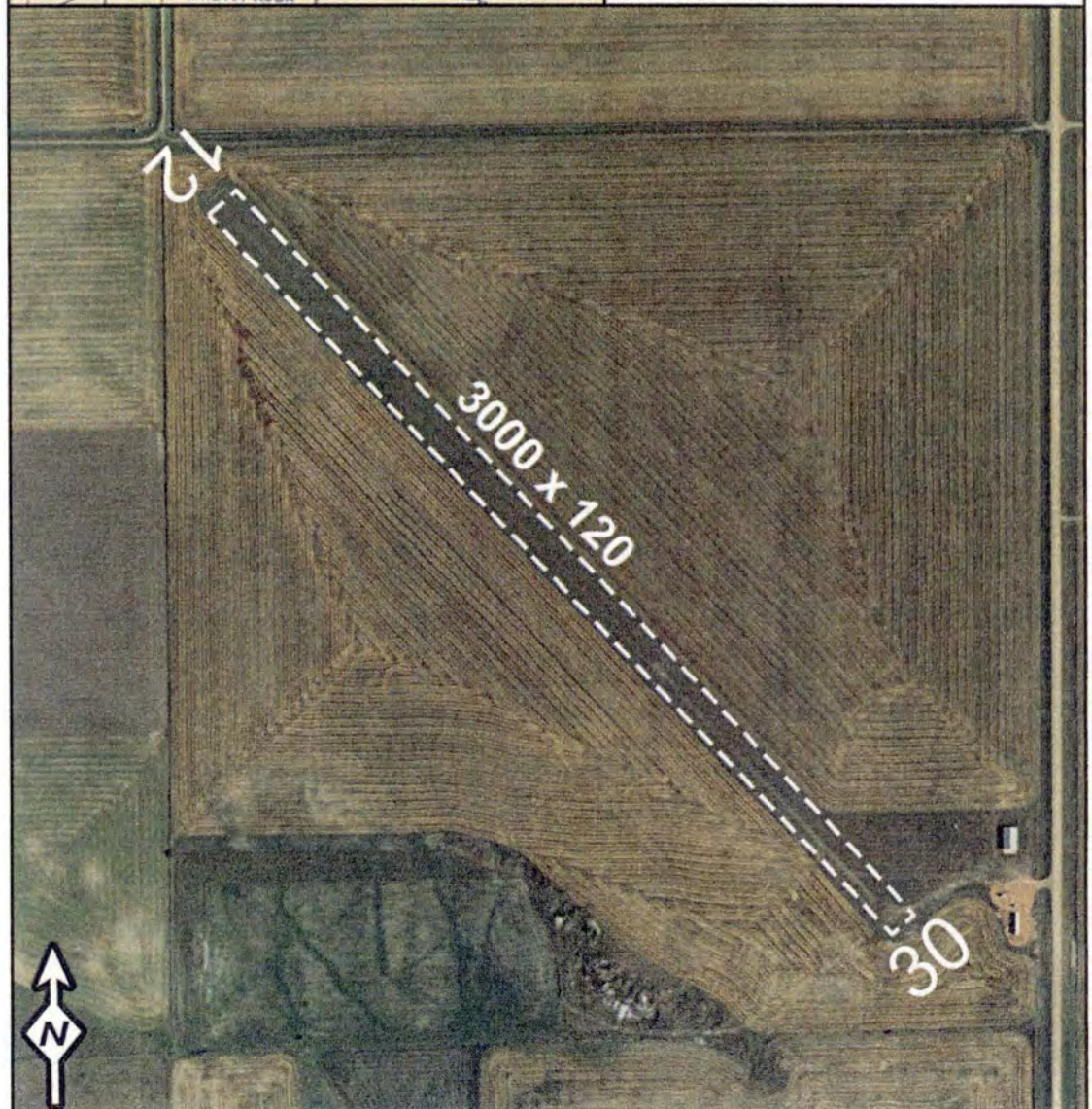
EDGELEY
EDGELEY MUNICIPAL



ELGIN



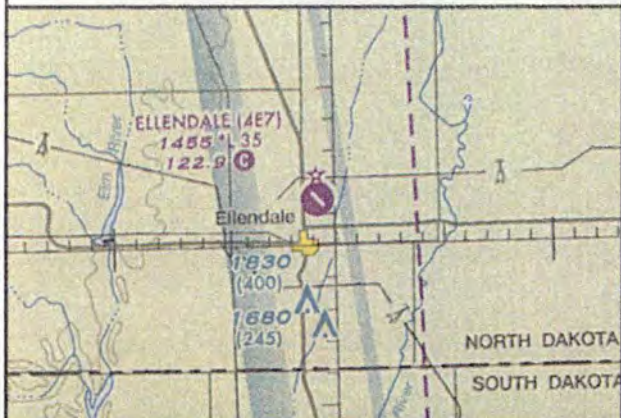
ATTENDANCE: UNATNDD	
FUEL: None	REPAIRS: None
PUBLIC TERMINAL PHONE: None	
MANAGER: Ronald Weikum	
PHONE: *701-584-2988	
ADDL. PHONE:	
UNICOM:	NAV: None
LIGHTS: Low*RDO-CTL	BEACON:
SNOW REMOVAL: Irregular on request	
CTAF: 122.9 REMARKS: Ry 30 - 10' dropoff	
100 from thr. No line-sight between Ry ends.	
Activate lights on CTAF	



Lat: 46-22.97' N	FIELD ELEV. 2355	IDENT. # Y71 ELGIN ELGIN MUNICIPAL
Long: 101-50.71' W		



ELLENDALE



ATTENDANCE: UNATNDD	
FUEL: None	REPAIRS: None
PUBLIC TERMINAL PHONE: Yes	
MANAGER: Tom Ulmer	
PHONE: *701-349-3390	
ADDL. PHONE: 349-4152/4544/3252	
UNICOM:	NAV: None
LIGHTS: Low*RDO-CTL	BEACON: CG
SNOW REMOVAL: Irregular - confirm	
CTAF: 122.9 REMARKS: Ry 17/35 closed winter	
months, surface clumpy & holes possible. Deer and	
birds possible. MxGWt S-12.5. Power lines N. of Airport.	



Lat: 46-00.02' N

Long: 098-30.94' W

FIELD ELEV.

1455

IDENT. # 4E7

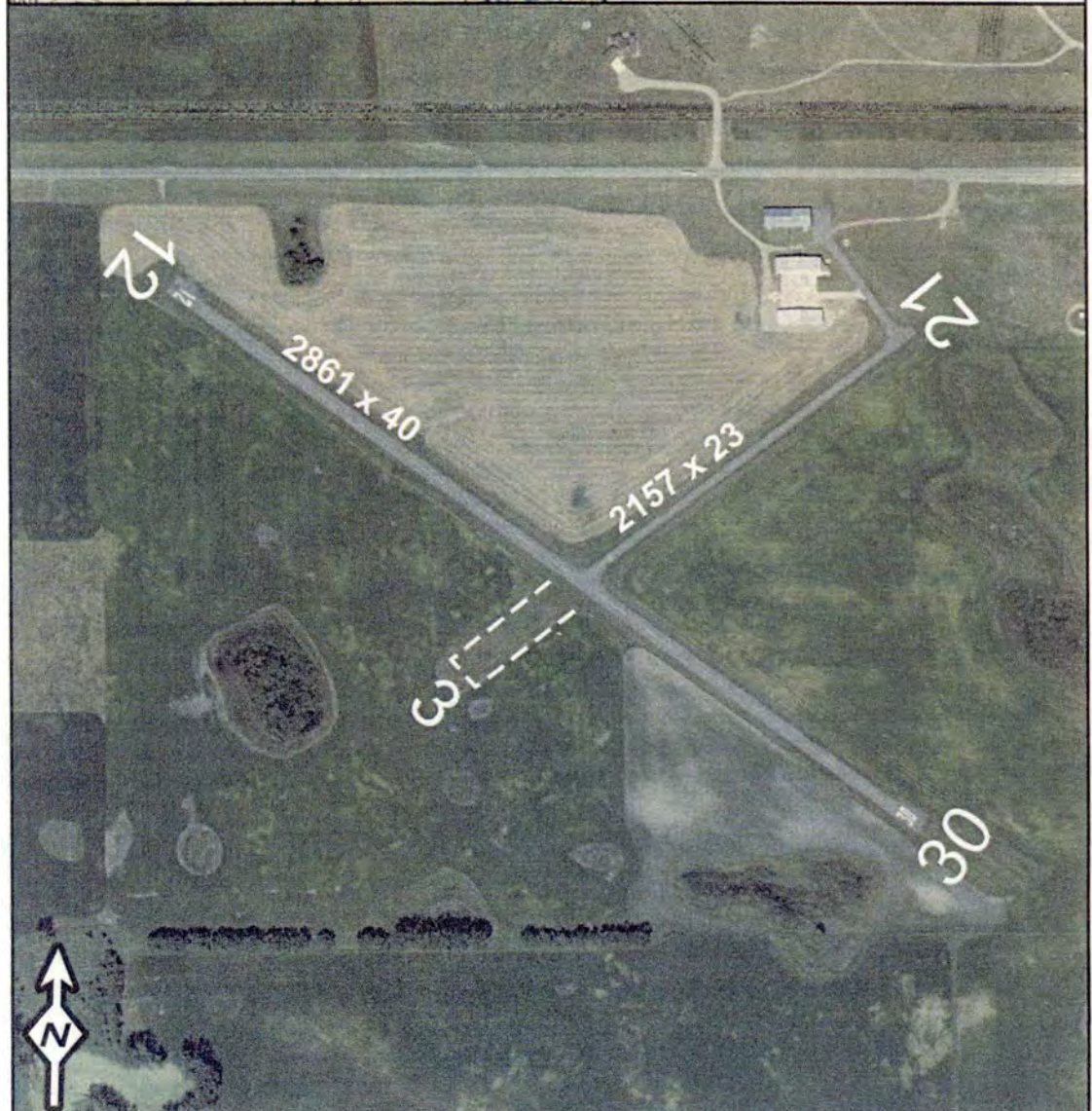
ELLENDALE
ELLENDALE MUNICIPAL



ENDERLIN



ATTENDANCE: UNATNDD	
FUEL: 100LL	REPAIRS: None
PUBLIC TERMINAL PHONE: Yes	
MANAGER: Bobby Geske	
PHONE: 701-437-3437	
ADDL. PHONE: 799-6082	
UNICOM: 122.9	NAV: None
LIGHTS: Low*RDO-CTL	BEACON: None
SNOW REMOVAL: Regular-confirm	
CTAF: 122.9 REMARKS: Ry 3/21 no snow removal	
and use only as emergency X-wind. Ry 12/30	
activate lights on CTAF. MxGWt S-8	



Lat: 46-37.63' N

FIELD ELEV.

IDENT. # 5N4

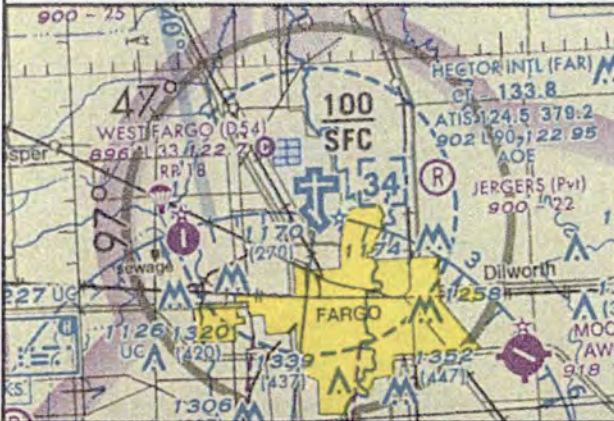
Long: 097-37.22' W

1147

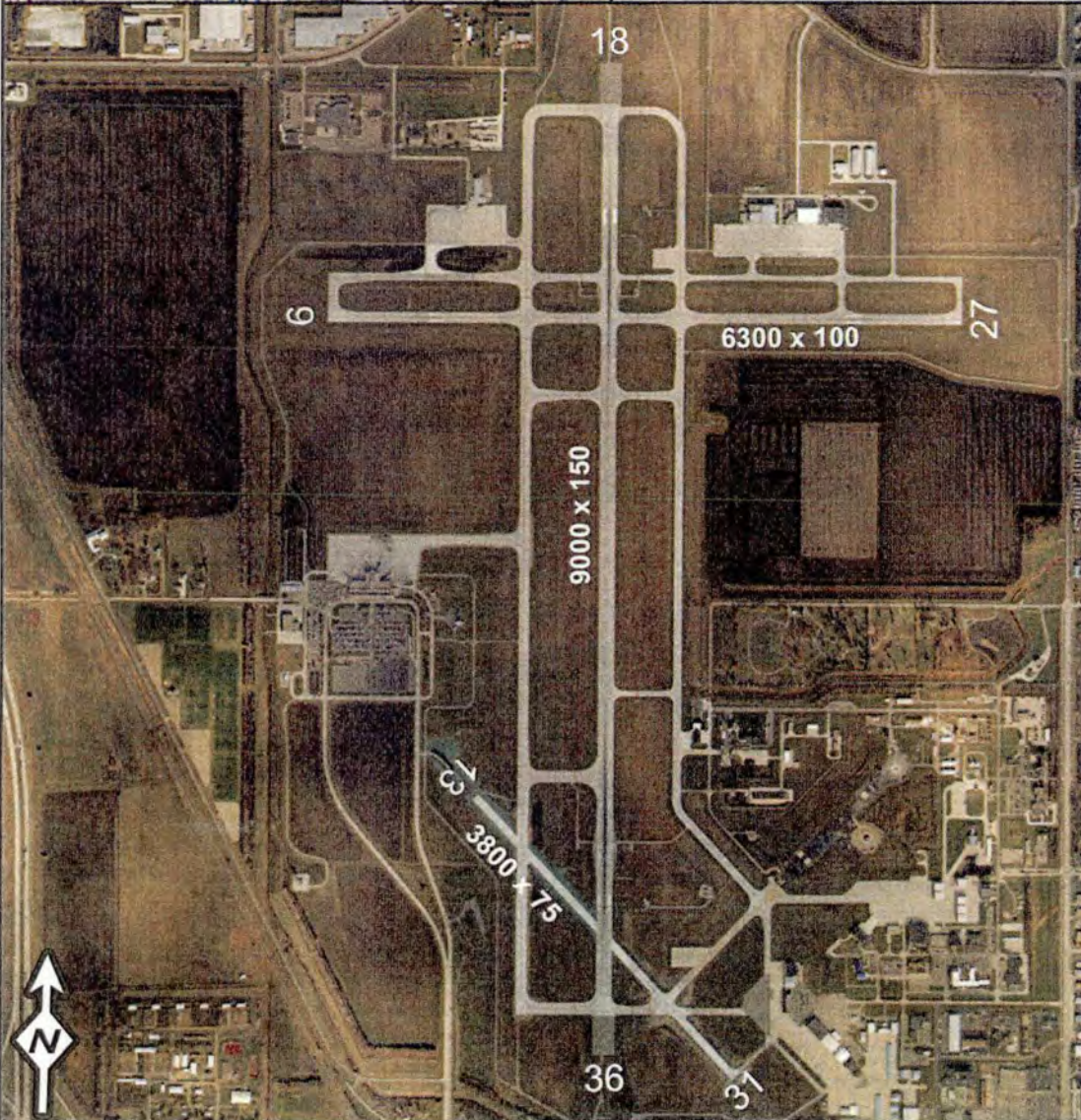
ENDERLIN
SKY HAVEN



FARGO



ATTENDANCE: Attended all hours	
FUEL: Jet A, 100LL J8	REPAIRS: Major
MANAGER: Shawn Dobberstein	
PHONE: 701-241-1501	
ADDL. PHONE: See FBO list in front	
UNICOM: 122.95	NAV: ILS,VOR,PAPI,GPS
LIGHTS: High*duskdawn	BEACON: CG
SNOW REMOVAL: Regularly schedule	
CTAF:	REMARKS: US Customs port of entry
ATIS 124.5 TWR 133.8 GND CON 121.9 ASOS	
701-298-3877, TPA 900'AGL piston.	
Fargo Air Museum SE corner of airport.	



Lat: 46-55.24' N

Long: 096-48.95' W

FIELD ELEV.

902

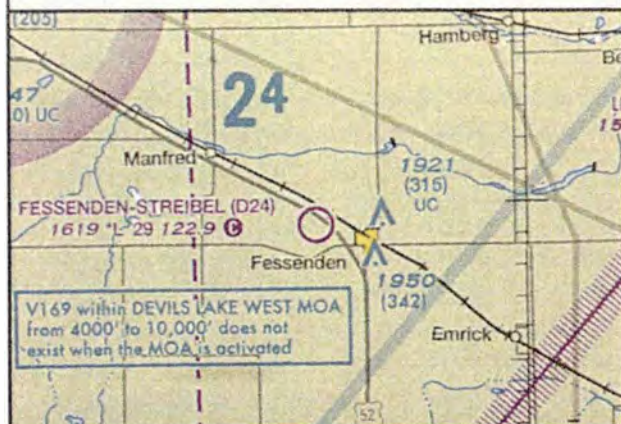
IDENT. # FAR

FARGO

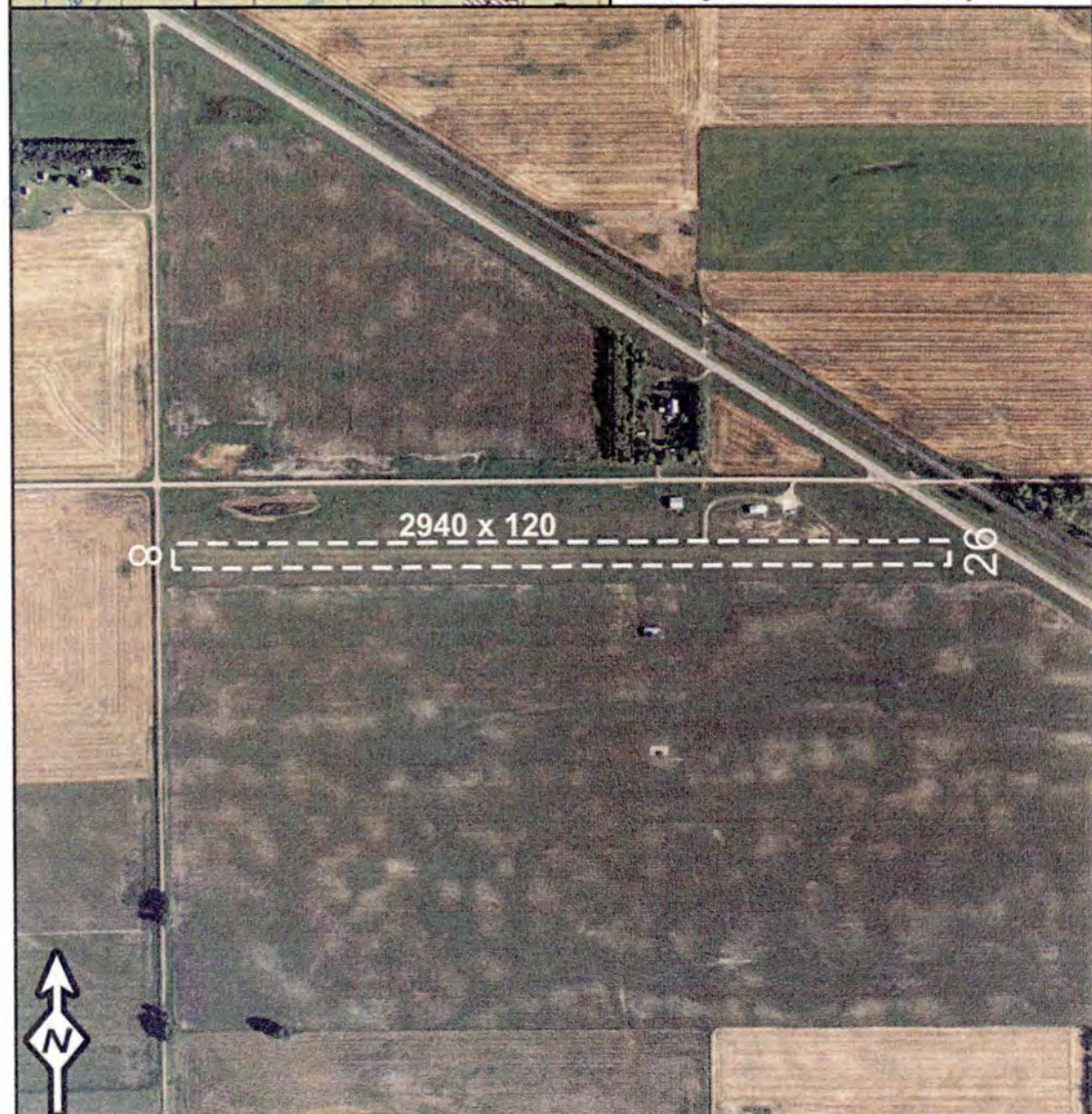
HECTOR INTERNATIONAL



FESSENDEN



ATTENDANCE: UNATNDD	
FUEL: None	REPAIRS: None
PUBLIC TERMINAL PHONE: None	
MANAGER: Mark Nelson-chrmn	
PHONE: 701-547-3731	
ADDL. PHONE: 701-653-5069	
UNICOM:	NAV: None
LIGHTS: Low*RDO-CTL	BEACON: None
SNOW REMOVAL: NONE	
CTAF: 122.9 REMARKS: Daylight cone markers	
Ry 08 has 300' stwy & Ry 26 has 550' stwy lighted.	
Activate lights CTAF. Note road of end ry	



Lat: 47-39.58' N	FIELD ELEV. 1619	IDENT. # D24 FESSENDEN FESSENDEN-STREIBEL MUN.
Long: 099-39.66' W		



FORT YATES



ATTENDANCE: UNATNDD	
FUEL: None	REPAIRS: None
PUBLIC TERMINAL PHONE: None	
MANAGER: Pete Red Tomahawk	
PHONE: *701-854-7000	
ADDL. PHONE: 854-7560 Tribal office	
UNICOM:	NAV: None
LIGHTS: None	BEACON: None
SNOW REMOVAL: Irregular-confirm	
CTAF: 122.9 REMARKS: Holes possible & irregular mowing. Irrigators near rwy edges.	
Deer possible. MxGWt S-11.5	



Lat: 46-04.02' N

FIELD ELEV.

IDENT. # Y27

Long: 100-37.97' W

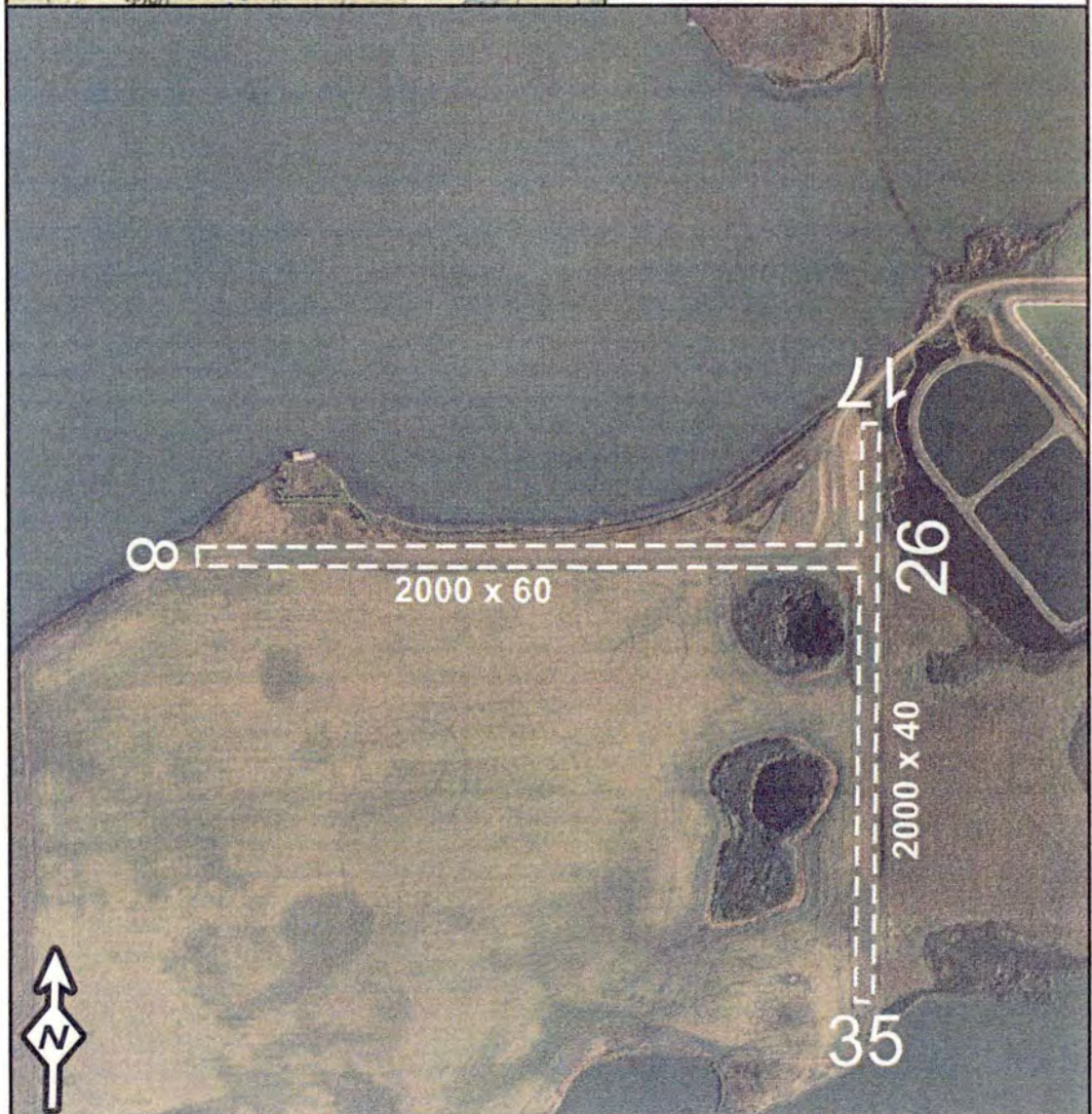
1633

FORT YATES
STANDING ROCK

GACKLE



ATTENDANCE: UNATNDD	
FUEL: None	REPAIRS: None
PUBLIC TERMINAL PHONE: None	
MANAGER: Ardell Schmidt-public works	
PHONE: *701-320-3655/485-3655	
ADDL. PHONE: 485-3331	
UNICOM:	NAV: None
LIGHTS: None	BEACON: None
SNOW REMOVAL: None - call prior	
CTAF: 122.9 REMARKS: Yellow barrels on rwy	
edges. Animal holes & grass clumpy, Deer/birds	
in vicinity. No snow removal. Check notams.	



Lat: 46-37.00' N

FIELD ELEV.

IDENT. # 9G9

Long: 099-10.02' W

1904

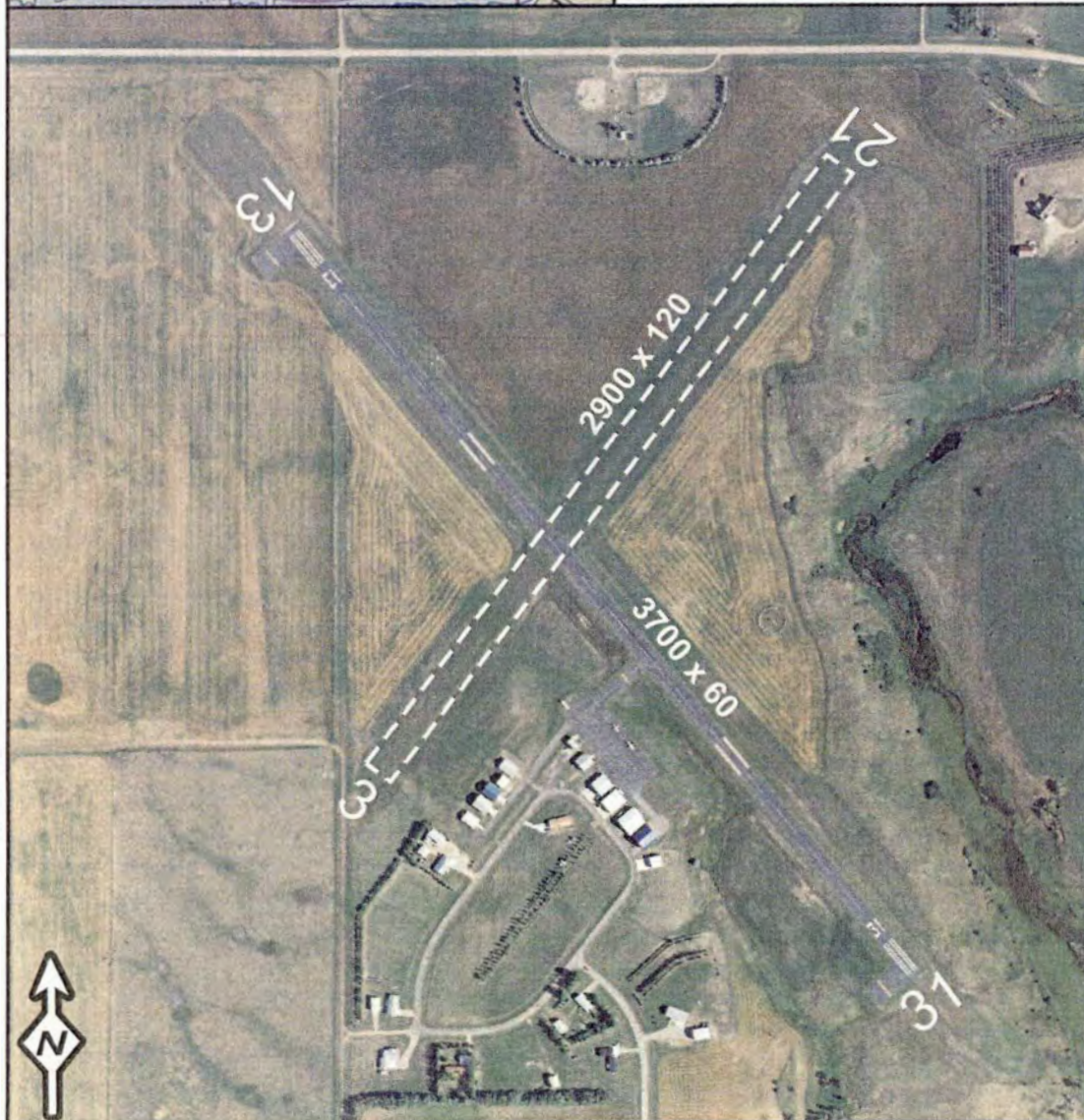
GACKLE
GACKLE MUNICIPAL



GARRISON



ATTENDANCE: UNATNDD	
FUEL: *100LL	REPAIRS: None
PUBLIC TERMINAL PHONE: Yes	
MANAGER: Jim Wilcox - Chairman	
PHONE: *701-463-7699/897-1571	
ADDL. PHONE: 463-2600 city	
UNICOM:	NAV: PAPI, GPS
LIGHTS: Low*Dusk0000	BEACON: None
SNOW REMOVAL: Irregular - confirm	
CTAF: 122.9 REMARKS: Ry 3/21 closed in winter.	
Birds/deer possible. Courtesy car available.	
Self-service credit card fuel. MxGWI S-12.5	



Lat: 47-39.36' N

Long: 101-26.22' W

FIELD ELEV.

1935

IDENT. # D05

GARRISON
GARRISON MUNICIPAL



GLEN ULLIN



ATTENDANCE: UNATNDD	
FUEL: *100LL	REPAIRS: None
PUBLIC TERMINAL PHONE: Yes	
MANAGER: Gene Glasser	
PHONE: *701-226-1147	
ADDL. PHONE: 701-226-7994	
UNICOM:	NAV: PAPI, ASOS
LIGHTS: Med*RDO-CTL	BEACON: CG
SNOW REMOVAL: Irregular-confirm	
CTAF: 122.9 REMARKS: Deer/birds on and in vicinity of airport. Activate RDO-CTL for MIRL/PAPI on CTAF. Fuel call ahead. AWOS 118.75 MxGWT S-12.5	



Lat: 46-48.77' N

Long: 101-51.61' W

FIELD ELEV.

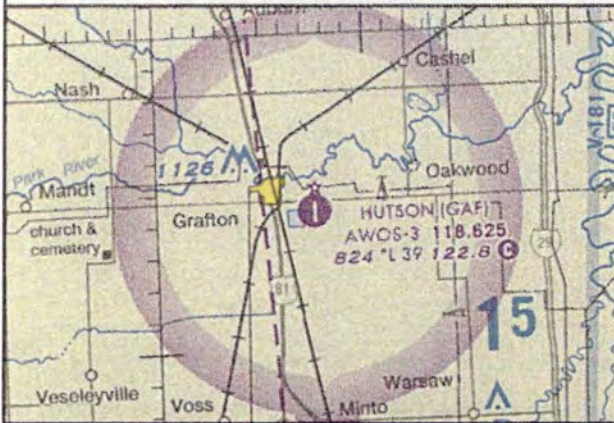
2089

IDENT. # D57

GLEN ULLIN
GLEN ULLIN REGIONAL



GRAFTON



ATTENDANCE: regular business hours	
FUEL: JET A, 10LL	REPAIRS: Minor
PUBLIC TERMINAL PHONE: Yes	
MANAGER: Andrew Tibert	
PHONE: *701-352-0271	
ADDL. PHONE: 520-9174	
UNICOM: 122.80	NAV: PAPI, AWOS, GPS
LIGHTS: Med*Dusk2200	BEACON: CG
SNOW REMOVAL: Yes	
CTAF: 122.8 REMARKS: Ry 8/26 soft if wet.	
Birds on/near airport. MIRL/PAPI aft 2200-CTAF.	
Self service credit card fuel. MxGWt. S-12.5.	



Lat: 48-24.28'

Long: 097-22.26' W

FIELD ELEV.

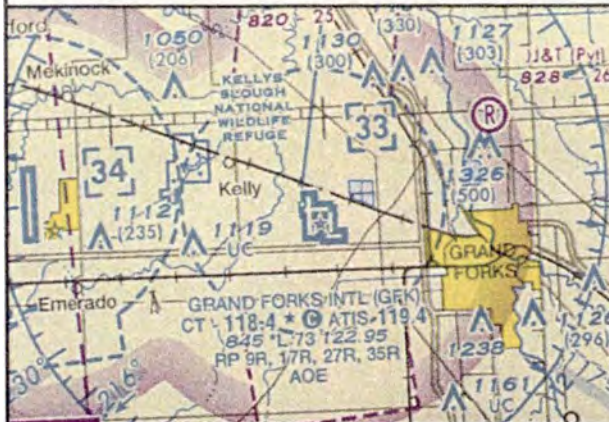
824

IDENT. # GAF

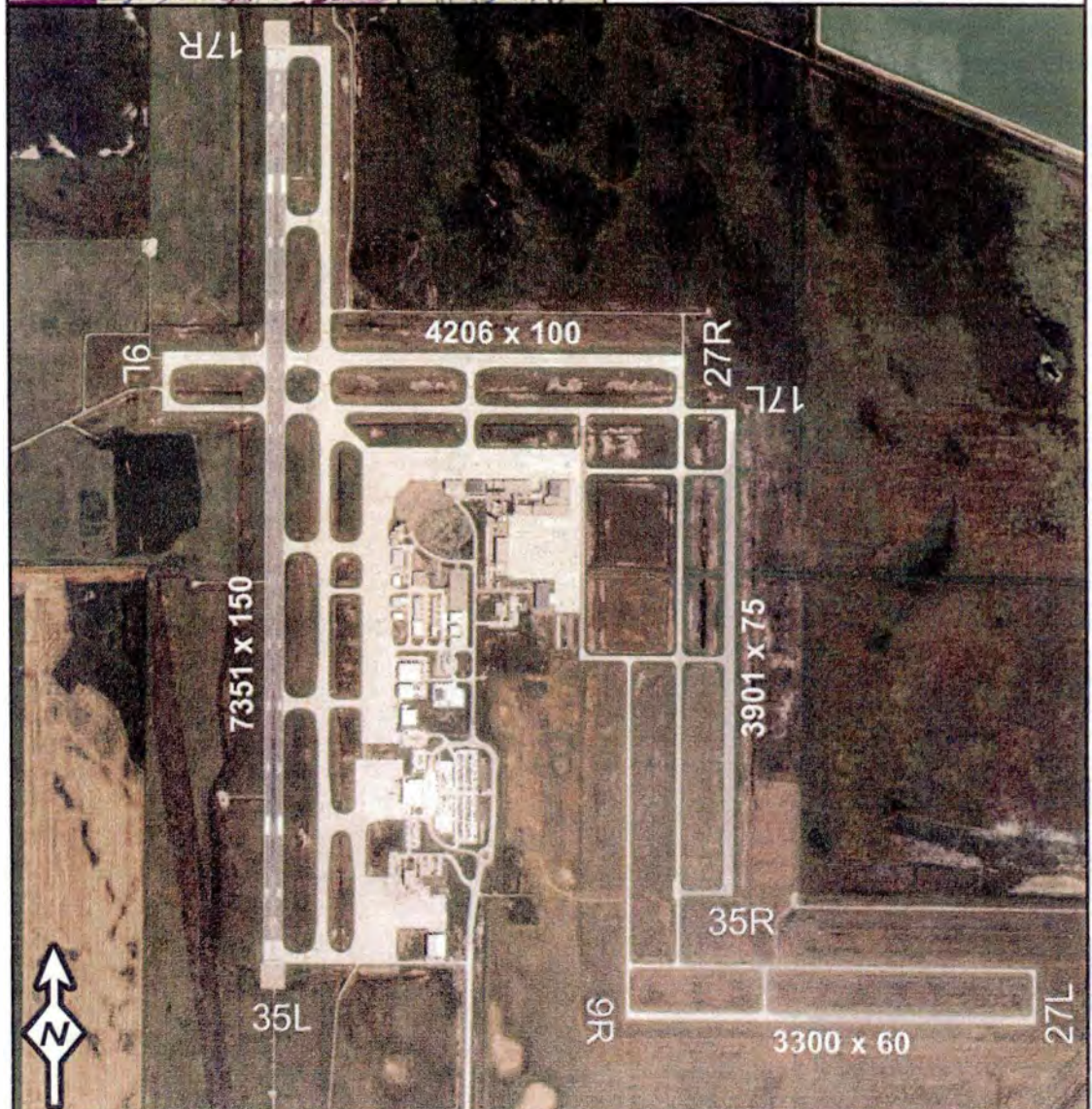
GRAFTON
GRAFTON HUTSON FIELD



GRAND FORKS International



ATTENDANCE: All hours	
FUEL: 100LL, Jet A	REPAIRS: Major
PUBLIC TERMINAL PHONE: Yes	
MANAGER: Patrick Dame	
PHONE: 701-795-6984	
ADDL. PHONE: 701-772-5504	
UNICOM: 122.95	NAV: ILS, VOR, PAPI, ASOS, GPS
LIGHTS: High* Duskdawn	BEACON: CG
SNOW REMOVAL: If tower clsd-CTAF	
CTAF: 118.4 REMARKS: US Customs 0900-1700	
Mon-Sat or call 772-3301. Birds on or near airport.	
Atis 119.4, Pilot controlled lighting for 17R/35L	



Lat: 47-56.84' N

Long: 097-10.43' W

FIELD ELEV.

845

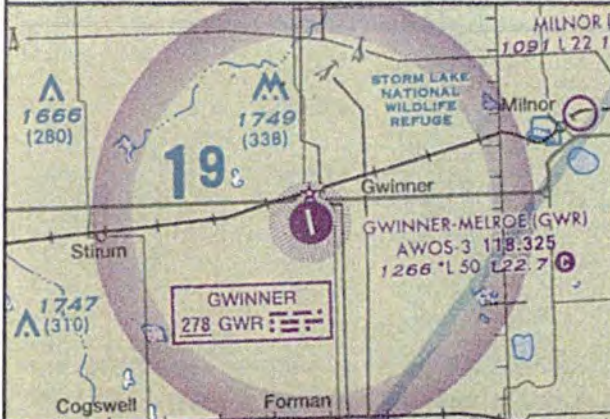
IDENT. # GFK

GRAND FORKS

MARK ANDREWS FIELD



GWINNER



ATTENDANCE: UNATNDD	
FUEL: 100 LL	REPAIRS: None
PUBLIC TERMINAL PHONE: Yes	
MANAGER: Rick Hoistad-chrmn	
PHONE: 701-680-8000 / 724-3068	
ADDL. PHONE: 678-2639/6363/6371	
UNICOM: 122.7	NAV: PAPI, REIL, NDB, AWOS
LIGHTS: Med*RDO-CTL	BEACON: CG
SNOW REMOVAL: Confirm after storm	
CTAF: 122.7 REMARKS: Ry 6/24 closed winter	
months & ends marked with red cones AWOS	
678-6801 - 118.325 freq. MxGWt S-14	



Lat: 46-13.12' N

Long: 097-38.61' W

FIELD ELEV.

1266

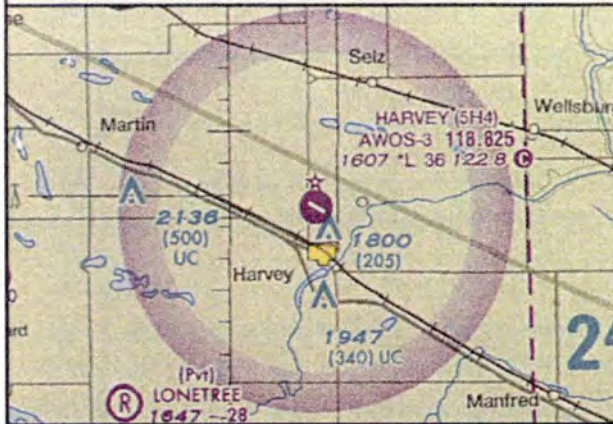
IDENT. # GWR

GWINNER

GWINNER-ROGER MELROE FIELD



HARVEY



ATTENDANCE: UNATNDD	
FUEL: *100LL	REPAIRS: None
PUBLIC TERMINAL PHONE: None	
MANAGER: Shari Nyhus-chairperson	
PHONE: *701-324-2000	
ADDL. PHONE: 701-324-4137/341-1042	
UNICOM: 122.80	NAV: PAPI, AWOS
LIGHTS: Med*duskdawn	BEACON:
SNOW REMOVAL: Regular-confirm	
CTAF: 122.8 REMARKS: Self service credit card	
fuel. Increase light intensity activate	
CTAF. AWOS 324-2058. MxGwt S-12.5	



Lat: 47-47.47' N

FIELD ELEV.

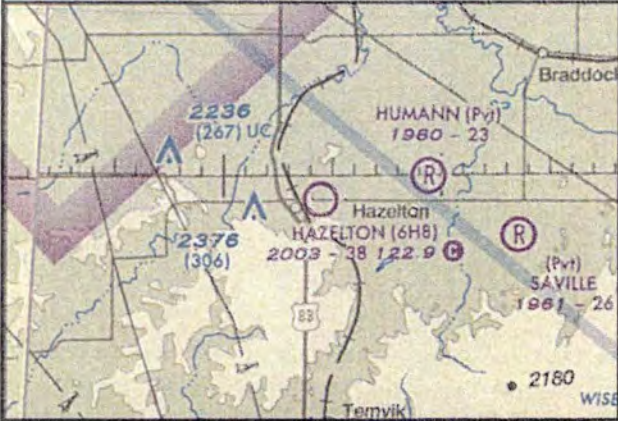
IDENT. # 5H4

Long: 099-55.91' W

1605

HARVEY
HARVEY MUNICIPAL

HAZELTON



ATTENDANCE: UNATNDD	
FUEL: None	REPAIRS: None
PUBLIC TERMINAL PHONE: None	
MANAGER: Roxanne Schrantz	
PHONE: *701-782-6878	
ADDL. PHONE: 651-231-7203	
UNICOM:	NAV: None
LIGHTS: None	BEACON: None
SNOW REMOVAL: None-confirm	
CTAF: 122.9 REMARKS: Ry17/35 turf clumpy	
on south 1200' end. Ry17 +16' Road 75' outward.	
3 tie-downs at west apron	



Lat: 46-28.92' N	FIELD ELEV. 2003	IDENT. # 6H8 HAZELTON HAZELTON MUNICIPAL
Long: 100-16.19' W		



HAZEN



ATTENDANCE: UNATNDD	
FUEL: * 100LL, Jet Aw/prist	REPAIRS: No
PUBLIC TERMINAL PHONE: Yes	
MANAGER: Gary Benton-chrmn	
PHONE: 701-880-0042	
ADDL. PHONE: 701-748-2550/800-0512	
UNICOM:	NAV: PAPI,REIL,AWOS,GPS
LIGHTS: Med*RDO-CTL	BEACON: CG
SNOW REMOVAL: Regular - confirm	
CTAF: 122.8 REMARKS: Activate lights, papi,	
reil CTAF. AWOS 118.675, 748-2443. Self-service	
credit card. Call ahead hangar. MxGWt S-17.	



Lat: 47-17.40' N

FIELD ELEV.

IDENT. # HZE

Long: 101-34.86' W

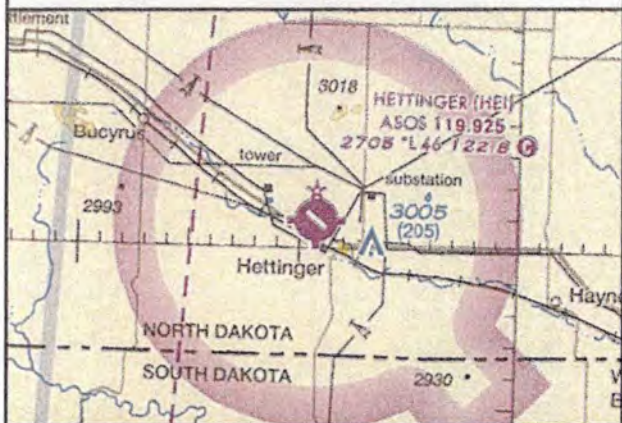
1813

HAZEN

MERCER COUNTY REGIONAL



HETTINGER



ATTENDANCE: Mon-Fri 7-5pm, Sat 7-noon
FUEL: *100 LL Jet A REPAIRS: Major
PUBLIC TERMINAL PHONE: No
MANAGER: J.B. LINDQUIST
PHONE: 701-567-2069
ADDL. PHONE: 567-4469/2714
UNICOM: 122.80 NAV: PAPI-ASOS, GPS
LIGHTS: Med*dusk2200 BEACON: CG
SNOW REMOVAL: Confirm w/mgr
CTAF: 122.8 REMARKS: Deer on/near airport.
ASOS 119.925/701-567-4594. Aft 2200 actvt lights.
Self service credit card fuel. MxGWt S-11.5



Lat: 46-00.89' N

Long: 102-39.36' W

FIELD ELEV.

2705

IDENT. # HEI

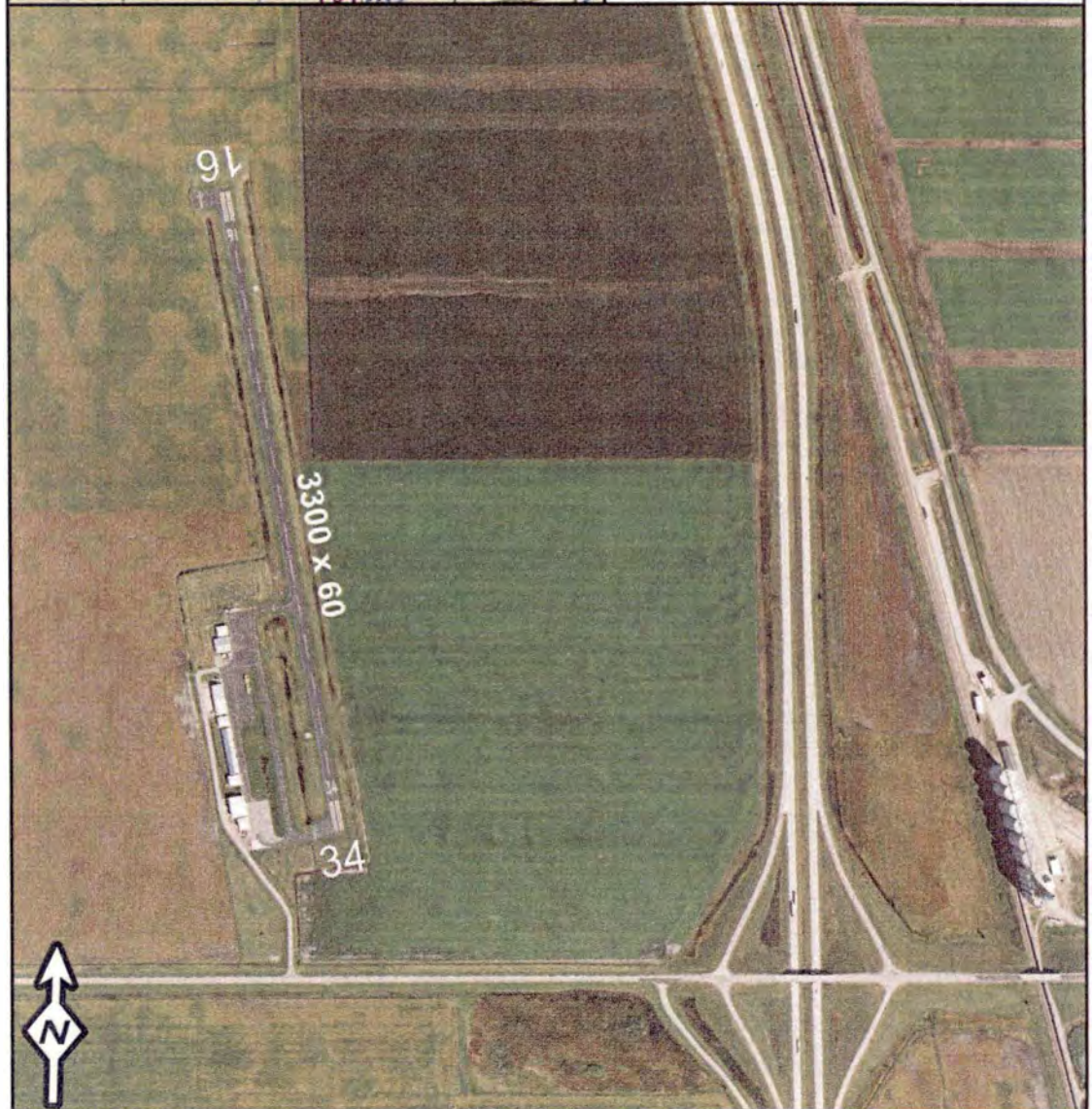
HETTINGER
HETTINGER MUNICIPAL



HILLSBORO



ATTENDANCE: Mon-Fri 8-5pm	
FUEL: *100LL	REPAIRS: Major
PUBLIC TERMINAL PHONE: Yes	
MANAGER: Chad Hanson	
PHONE: *701-436-4039 Terminal and 701-636-1113	
ADDL. PHONE: 701-400-1113 FBO	
UNICOM: 122.9	NAV: PAPI,
LIGHTS: Med*RDO-CTL	BEACON: CG
SNOW REMOVAL: Regular-confirm after storm	
CTAF: 122.9 REMARKS: Activate MIRL/PAPI-	
CTAF. For fuel-self service credit card. For snow	
removal 701-400-1113. flyhillsboro.com MxGWT S-16.5	



Lat: 47-21.57' N

FIELD ELEV.

IDENT. # 3H4

Long: 097-03.62' W

905

HILLSBORO
HILLSBORO REGIONAL



JAMESTOWN



ATTENDANCE: Mon-Fri 8-5pm	
FUEL: 100LL, Jet A +Prist	REPAIRS: Major
PUBLIC TERMINAL PHONE: Yes	
MANAGER: Matthew Leitner	
PHONE: *701-252-6466/320-6466	
ADDL. PHONE: 952-1515/7978 FBO's	
UNICOM: 123.00 NAV: ILS,VOR,PAPI,ASOS,GPS	
LIGHTS: High*RDO-CTL BEACON: CG	
SNOW REMOVAL: Regular schedule	
CTAF: 123 REMARKS: Activate lights, papi,	
reils-CTAF. Birds possible. ASOS 118.425 (701-	
251-9002). Credit card fuel	



Lat: 46-55.78' N

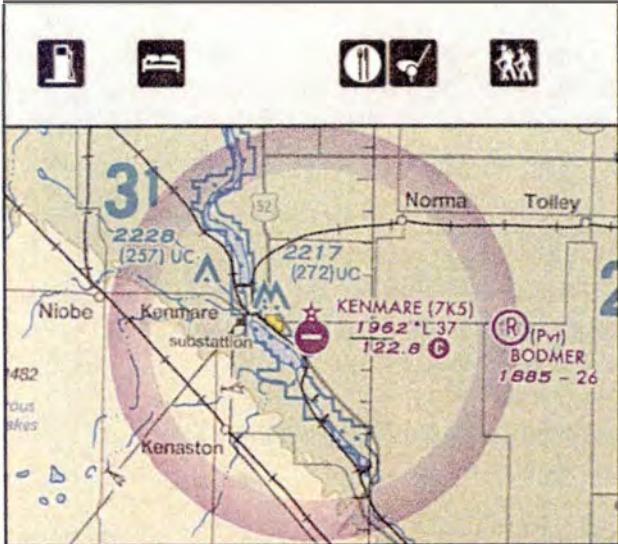
Long: 098-40.69' W

FIELD ELEV.

1500

IDENT. # JMS

JAMESTOWN
JAMESTOWN REGIONAL



KENMARE

ATTENDANCE: UNATNDD	
FUEL: *100LL	REPAIRS: None
PUBLIC TERMINAL PHONE: Yes	
MANAGER: Hank Bodmer-chrmn	
PHONE: *701-385-4029/848-6322	
ADDL. PHONE: 701-385-4071/848-6046	
UNICOM:	NAV: PAPI, GPS
LIGHTS: Med*RDO-CTL	BEACON:
SNOW REMOVAL: Irregular - confirm	
CTAF: 122.8 REMARKS: For fuel: self service	
MC/Visa. Birds vicinity of airport.	
CTAF for MIRL/PAPI. MxGWt S-12. Free Wifi.	



Lat: 48-40.06'	FIELD ELEV. 1962	IDENT. # 7K5 KENMARE KENMARE MUNICIPAL
Long: 102-02.86' W		



KILLDEER



ATTENDANCE: UNATNDD	
FUEL: None	REPAIRS: None
PUBLIC TERMINAL PHONE: Yes	
MANAGER: Steve Quintus	
PHONE: 701-764-5295 city	
ADDL. PHONE: 764-5678 police	
UNICOM:	NAV: None
LIGHTS: Low*RDO-CTL	BEACON: None
SNOW REMOVAL: Irregular - confirm	
CTAF: 122.9 REMARKS: Check NOTAMS	
Snow removal 701-764-5295/260-2317 city. Deer in area. Surface limited for small aircraft. MxGWt S-5	



Lat: 47-23.57 'N

FIELD ELEV.

IDENT. # 9Y1

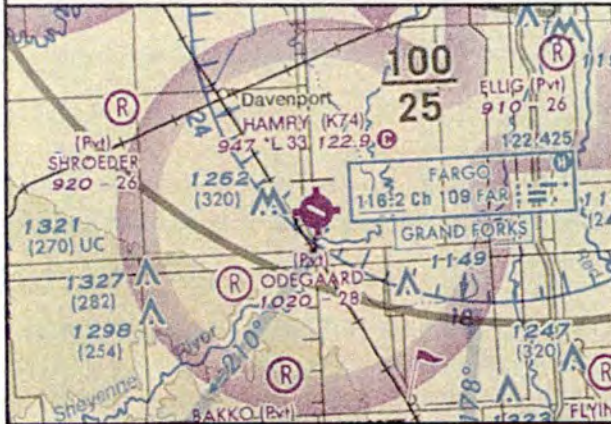
Long: 102-46.25' W

2256

KILLDEER
WEYDAHL FIELD



KINDRED-DAVENPORT



ATTENDANCE: Mon-Fri 8-5pm	
FUEL: *100 LL	REPAIRS: Major
PUBLIC TERMINAL PHONE: Yes	
MANAGER: Casey Odegaard	
PHONE: *701-367-6710	
ADDL. PHONE: 428-9990	
UNICOM:	NAV: PAPI
LIGHTS: Med*dusk2330	BEACON: None
SNOW REMOVAL: Irregular - confirm	
CTAF: 122.9 REMARKS: MIRL/PAPI after 2330	
hour-CTAF. For fuel: Self-service credit card.	
Deer possible on airport.	



Lat: 46-38.92' N

FIELD ELEV.

IDENT. # K74

Long: 096-59.94' W

947

KINDRED-DAVENPORT REGIONAL
HAMRY FIELD



KULM



ATTENDANCE: UNATNDD	
FUEL: None	REPAIRS: None
PUBLIC TERMINAL PHONE: None	
MANAGER: Lorence Holmgren	
PHONE: 701-830-2205	
ADDL. PHONE: 647-2207/2448/2280	
UNICOM:	NAV: None
LIGHTS: Dusk-dawn	BEACON: None
SNOW REMOVAL: Irregular - confirm	
CTAF: 122.9 REMARKS: Waterfowl & deer on or near airport. Snow removal irregular, confirm before use. Car available upon request.	



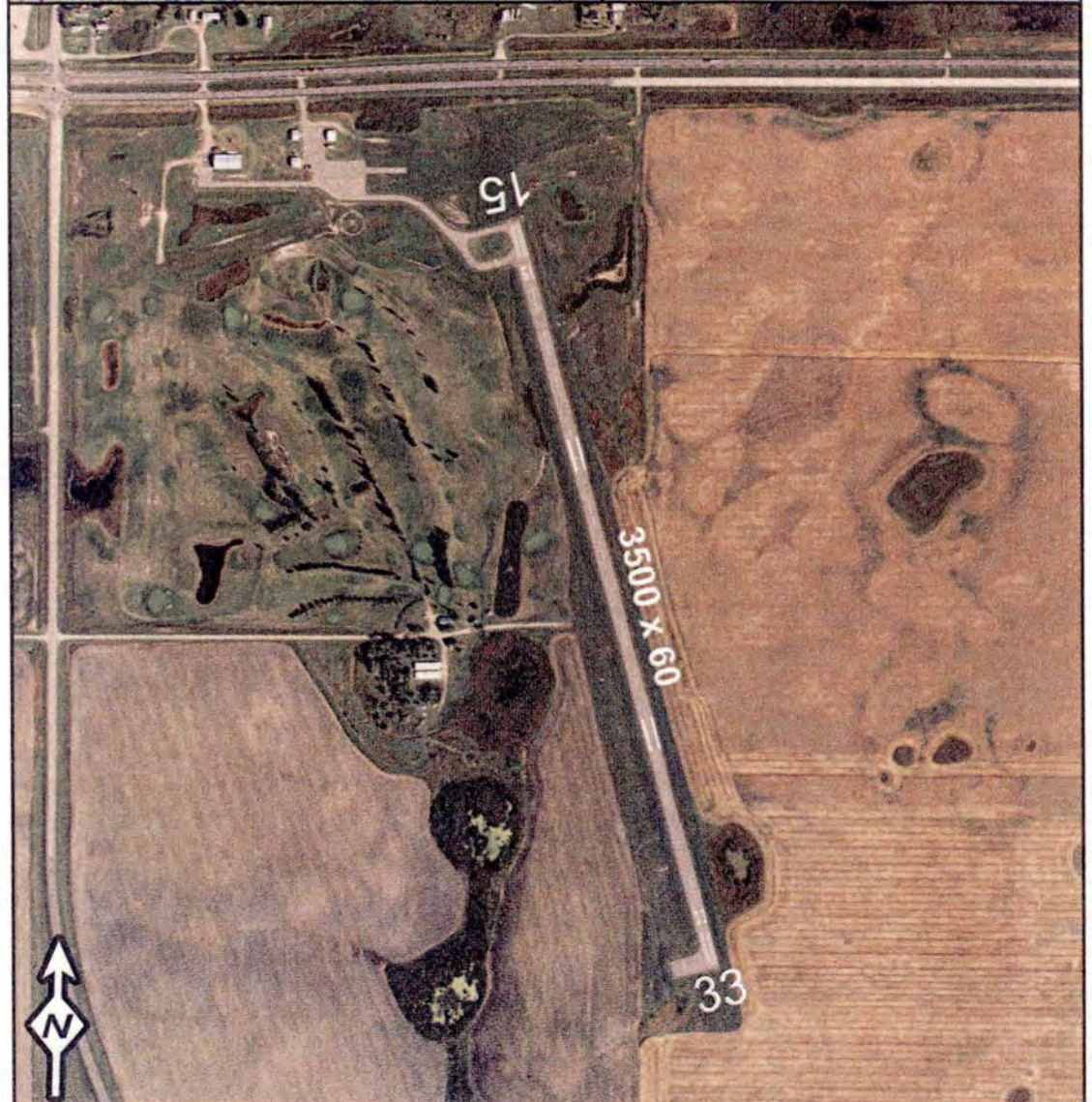
Lat: 46-18-41' N	FIELD ELEV. 1959	IDENT. # DO3 KULM PRUETZ MUNICIPAL
Long: 098-56-33' W		



LAKOTA



ATTENDANCE: UNATNDD	
FUEL: None	REPAIRS: None
PUBLIC TERMINAL PHONE: None	
MANAGER: Norris Severtson-public works	
PHONE: 701-247-2561 / 3289	
ADDL. PHONE: 247-2704/739-4095	
UNICOM:	NAV: PAPI
LIGHTS: Med*dusk-2200	BEACON: CG
SNOW REMOVAL: Irregular - confirm	
CTAF: 122.8 REMARKS: After 2200hr CTAF for	
MIRL/PAPI. Confirm snow removal 247-3289. Deer/	
birds possible on runway. MxGWt S-12.5. CTAF note 122.8	



Lat: 48-01.74' N

Long: 098-19.55' W

FIELD ELEV.

1512

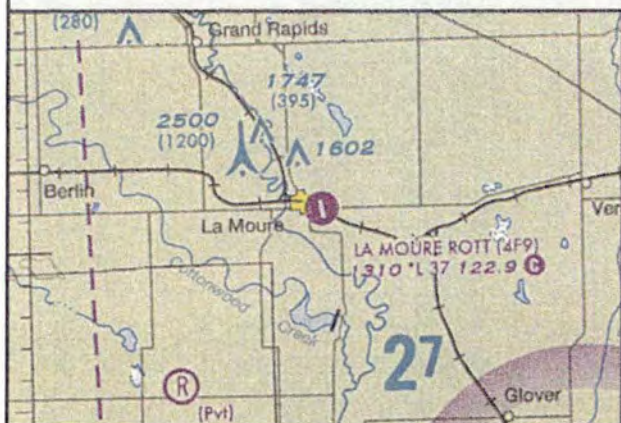
IDENT. # 5L0

LAKOTA

LAKOTA MUNICIPAL



LA MOURE



ATTENDANCE: May-Sep daylight	
FUEL: 100LL call ahead	REPAIRS: None
PUBLIC TERMINAL PHONE: None	
MANAGER: Blane Robert	
PHONE: *701-883-5047/320-4189	
ADDL. PHONE: 701-709-0284/320-5657	
UNICOM:	NAV: None
LIGHTS: Low*RDO-CTL	BEACON: None
SNOW REMOVAL: Irregular - confirm	
CTAF: 122.9 REMARKS: Irrigation 15' pivot	
120' from rwy centerline. Cultivated fields 30' from threshold. Activate lights CTAF.	



Lat: 46-20.80' N

Long: 098-17.02' W

FIELD ELEV.

1310

IDENT. # 4F9

LA MOURE

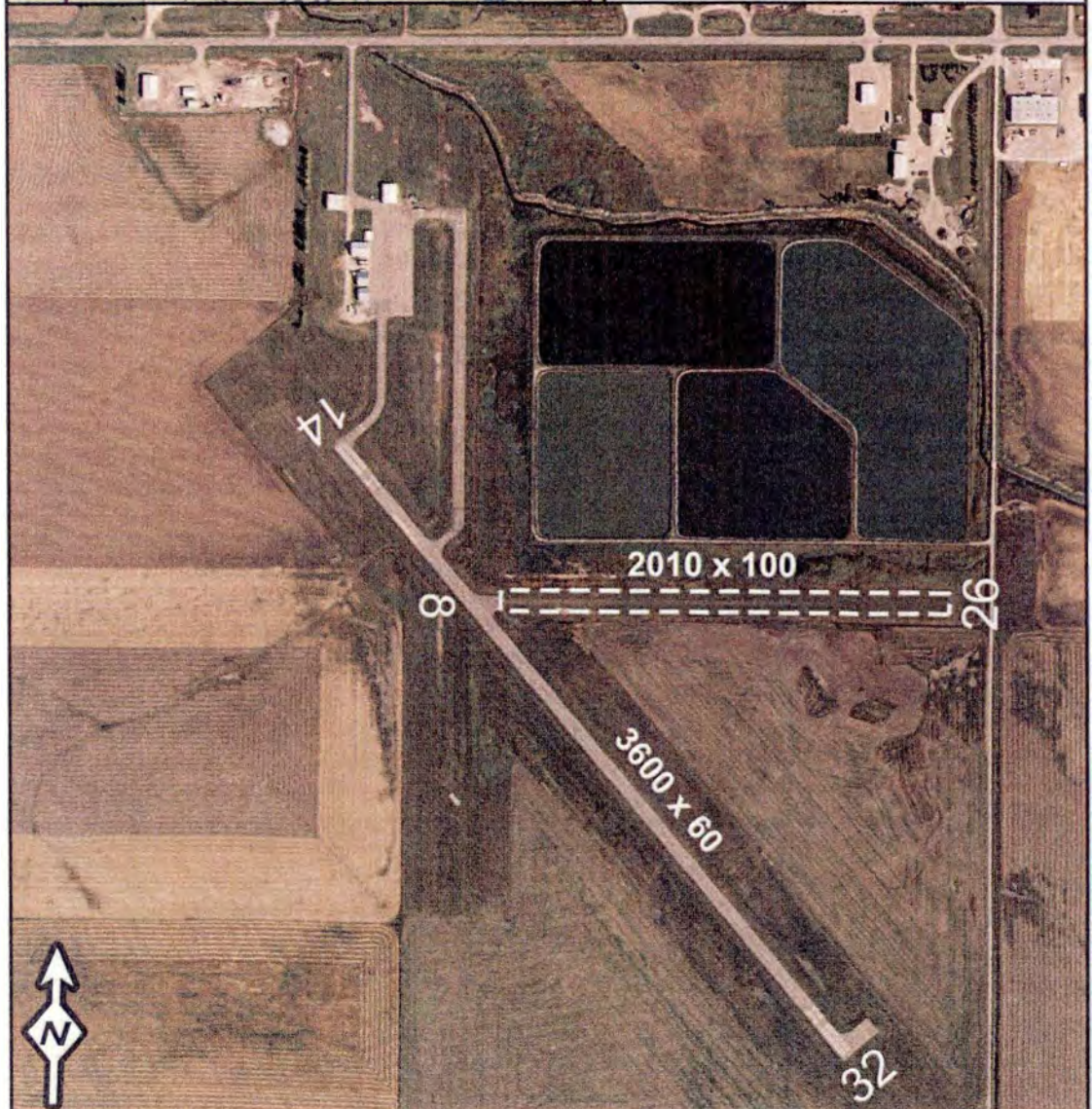
LA MOURE ROTT MUNICIPAL



LANGDON



ATTENDANCE: Mon-Fri 9-5pm	
FUEL: 100LL	REPAIRS: None
PUBLIC TERMINAL PHONE: Yes	
MANAGER: Richard Ring	
PHONE: 701-370-2003/256-5900	
ADDL. PHONE: 256-3639/256-9500/370-2076	
UNICOM: 122.80	NAV: PAPI, AWOS, GPS
LIGHTS: Med*RDO-CTL	BEACON: CG
SNOW REMOVAL: Irregular - confirm	
CTAF: 122.8 REMARKS: Ry 8/26 closed in wntr.	
Deer & Birds possible. MIRL/PAPI-CTAF.	
AWOS 256-2121. MxGWt S-12.5	



Lat: 48-45.19' N

FIELD ELEV.

IDENT. # D55

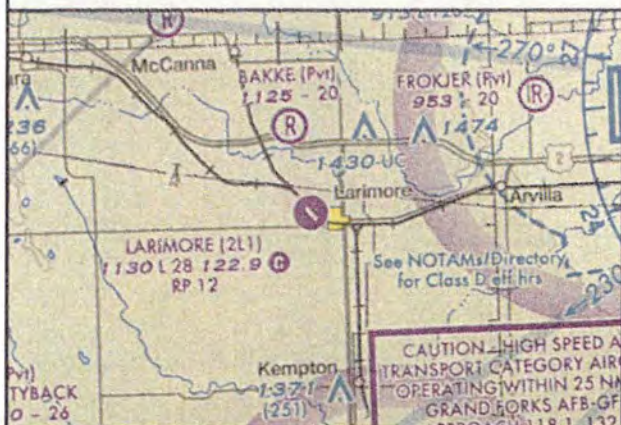
Long: 098-23.62' W

1608

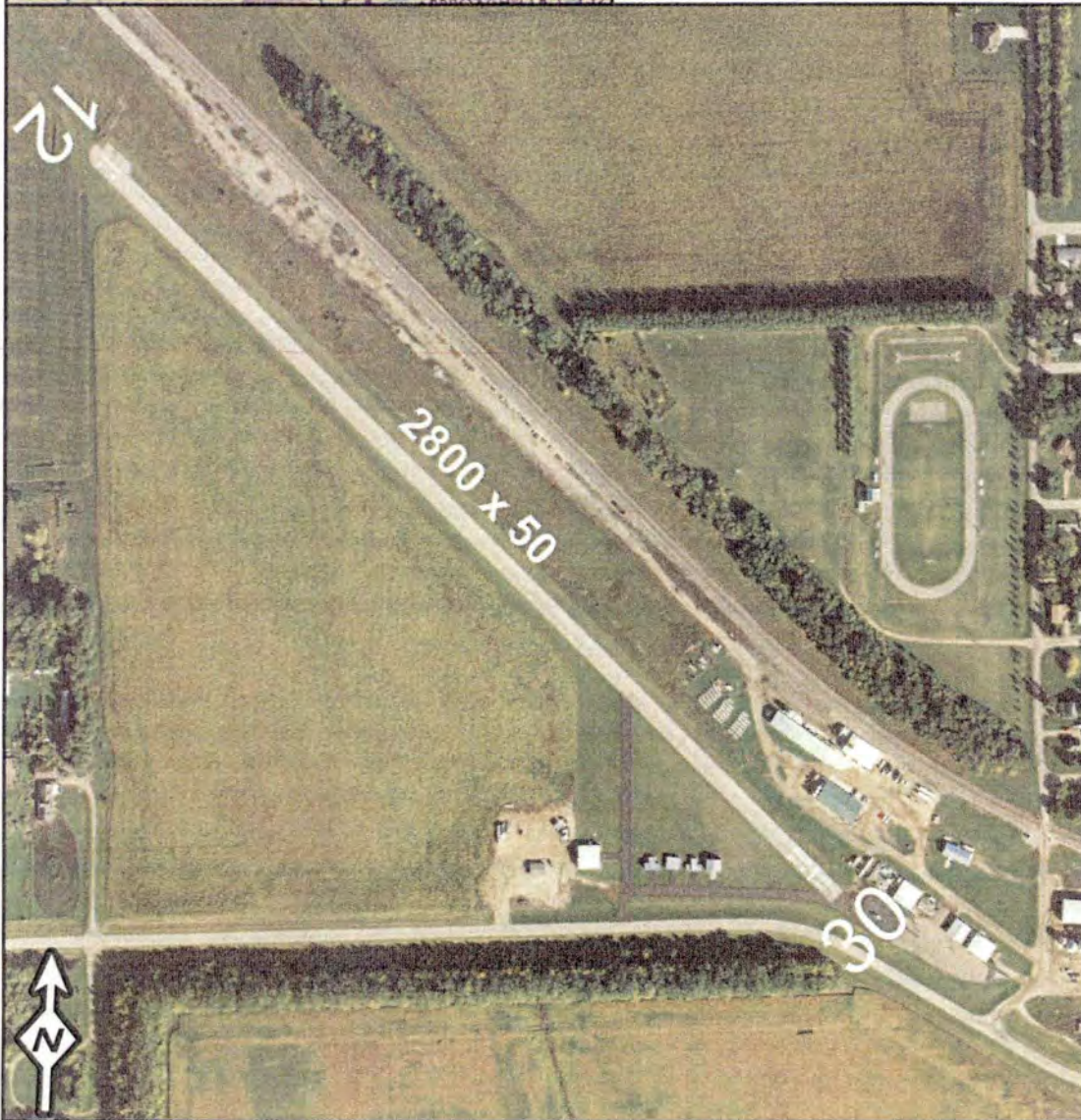
LANGDON
ROBERTSON FIELD



LARIMORE



ATTENDANCE: Mon-Sat on call
FUEL: None REPAIRS: None
PUBLIC TERMINAL PHONE: Yes
MANAGER: *JESSE MORTEN
PHONE: 701-343-2065 / 2790
ADDL. PHONE: 343-6273/218-779-4244
UNICOM: NAV: None
LIGHTS: Low*duskdawn BEACON: None
SNOW REMOVAL: Irregular - confirm
CTAF: 122.9 REMARKS: Ry shoulders soft when wet. Cultivated field @ Rwy 12 end. Ry 30 dsplcd
200'. Check Notams for lights. MxGWt S-4



Lat: 47-54.42' N

Long: 097-38.44' W

FIELD ELEV.

1130

IDENT. # 2L1

LARIMORE
LARIMORE MUNICIPAL



LEEDS



ATTENDANCE: UNATNDD	
FUEL: None	REPAIRS: None
PUBLIC TERMINAL PHONE: None	
MANAGER: DeWayne Streyle	
PHONE: 701-466-2939	
ADDL. PHONE: 701-466-2232	
UNICOM:	NAV: None
LIGHTS: Low*RDO-CTL	BEACON: CG
SNOW REMOVAL: Confirm aft storm	
CTAF: 122.8 REMARKS: Ry lights located 15'	
from edge. Ry 9 threshold lights located at	
600' grass stopway. CTAF for lights. MxGWt S-7	



Lat: 48-17.10' N

FIELD ELEV.

IDENT. # D31

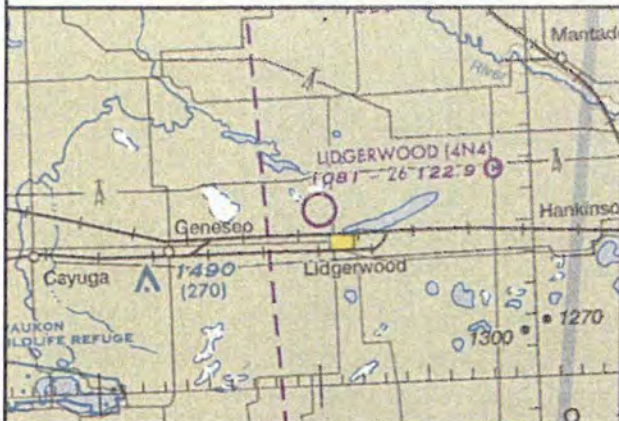
Long: 099-24.21' W

1508

LEEDS
LEEDS MUNICIPAL



LIDGERWOOD



ATTENDANCE: UNATNDD	
FUEL: None	REPAIRS: None
PUBLIC TERMINAL PHONE: None	
MANAGER: Alfred Neiber	
PHONE: 701-640-0107/538-7441	
ADDL. PHONE:	
UNICOM:	NAV: None
LIGHTS: None	BEACON: None
SNOW REMOVAL: No removal - confirm	
CTAF: 122.9 REMARKS: Ry soft when wet. Check winter conditions before use due to no snow removal, call 701-538-4343/4556. Birds in area.	



Lat: 46-05.35' N

Long: 097-09.99' W

FIELD ELEV.

1081

IDENT. # 4N4

LIDGERWOOD
LIDGERWOOD MUNICIPAL



LINTON



ATTENDANCE: Mon-Fri 8-5:30pm/on call	
FUEL: 100LL, Jet A	REPAIRS: Major
PUBLIC TERMINAL PHONE: Yes	
MANAGER: Mike Gunia	
PHONE: 701-254-5449/321-0913	
ADDL. PHONE: 254-4905/321-1226	
UNICOM:	NAV: PAPI, AWOS
LIGHTS: Med*RDO-CTL	BEACON: None
SNOW REMOVAL: Confirm prior use	
CTAF: 122.9 REMARKS: Act. MIRL/PAPI on CTAF.	
Deer & Birds possible. Self service credit card	
fueling. AWOS 254-4965. MxGWt S-12.5	



Lat: 46-13.24' N

Long: 100-14.74' W

FIELD ELEV.

1779

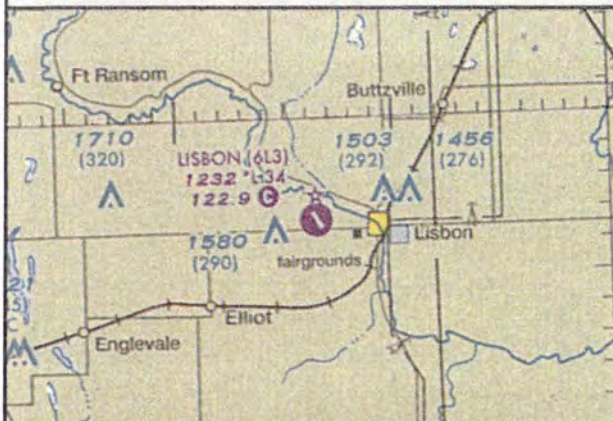
IDENT. # 7L2

LINTON

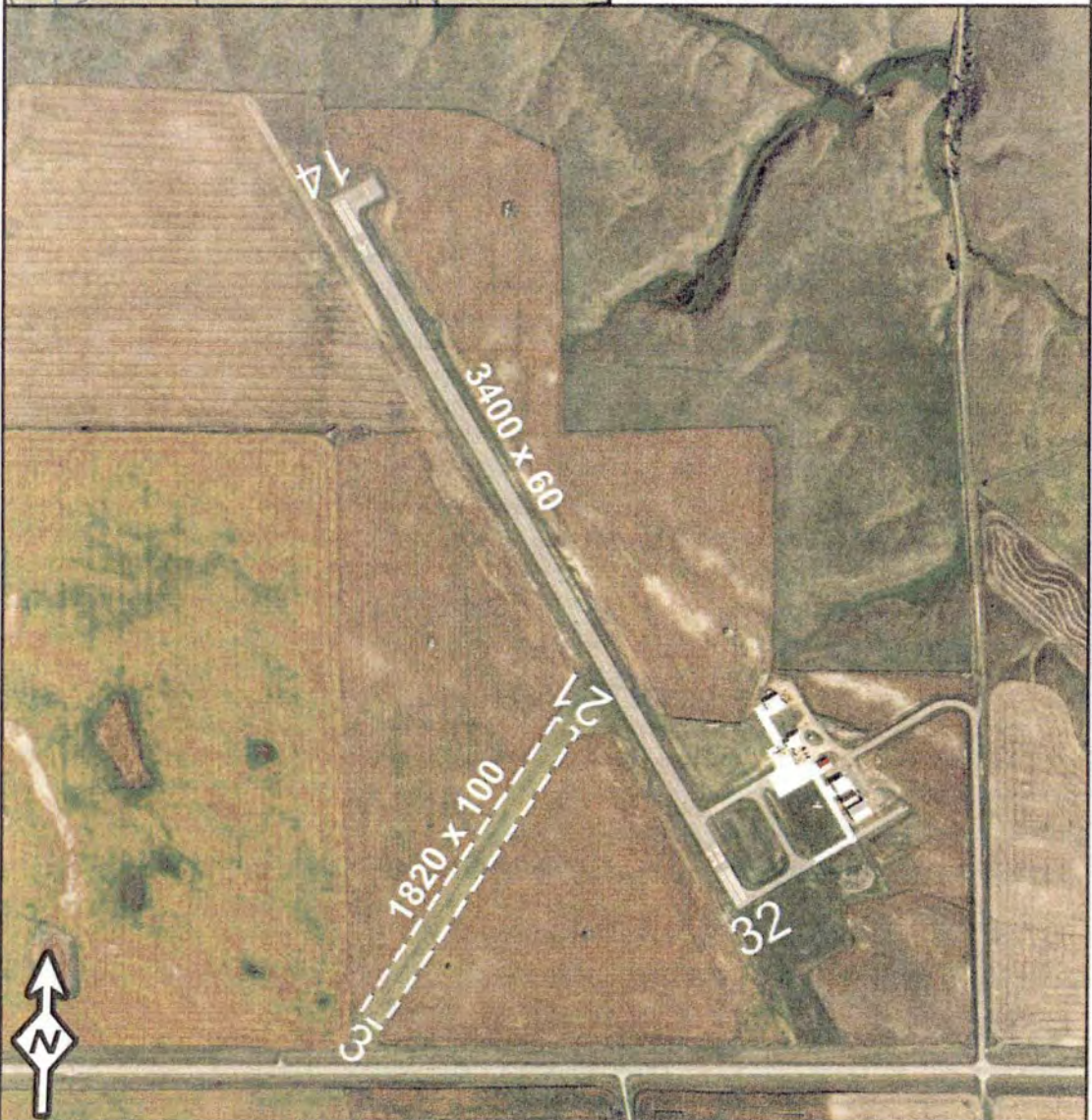
LINTON MUNICIPAL



LISBON



ATTENDANCE: May-Sep Daylight/on call	
FUEL: *100LL	REPAIRS: None
MANAGER: John Georger	
PHONE: 701-683-5501	
ADDL. PHONE: 701-640-2212	
UNICOM:	NAV: PAPI
LIGHTS: Med*RDO-CTL	BEACON: CG
SNOW REMOVAL: Irregular-call mgr.	
CTAF: 122.9 REMARKS: Ry 03/21 closed winters.	
Concrete apron for Twin aircraft. Activate CTAF for	
MIRL/PAPI, self service fuel credit card. GPS appr coming	
MxGWt S12.5	



Lat: 46-26.81' N

Long: 097-43.70' W

FIELD ELEV.

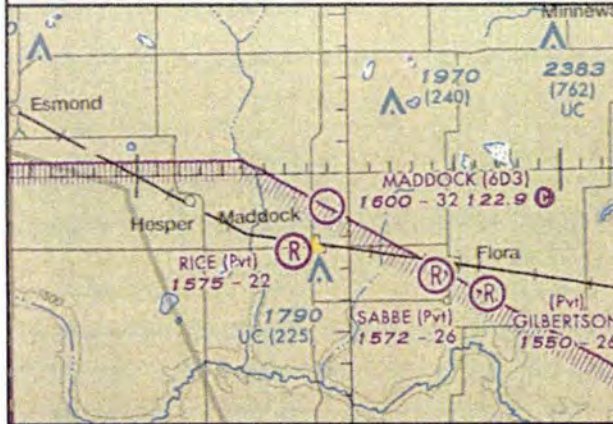
1232

IDENT. # 6L3

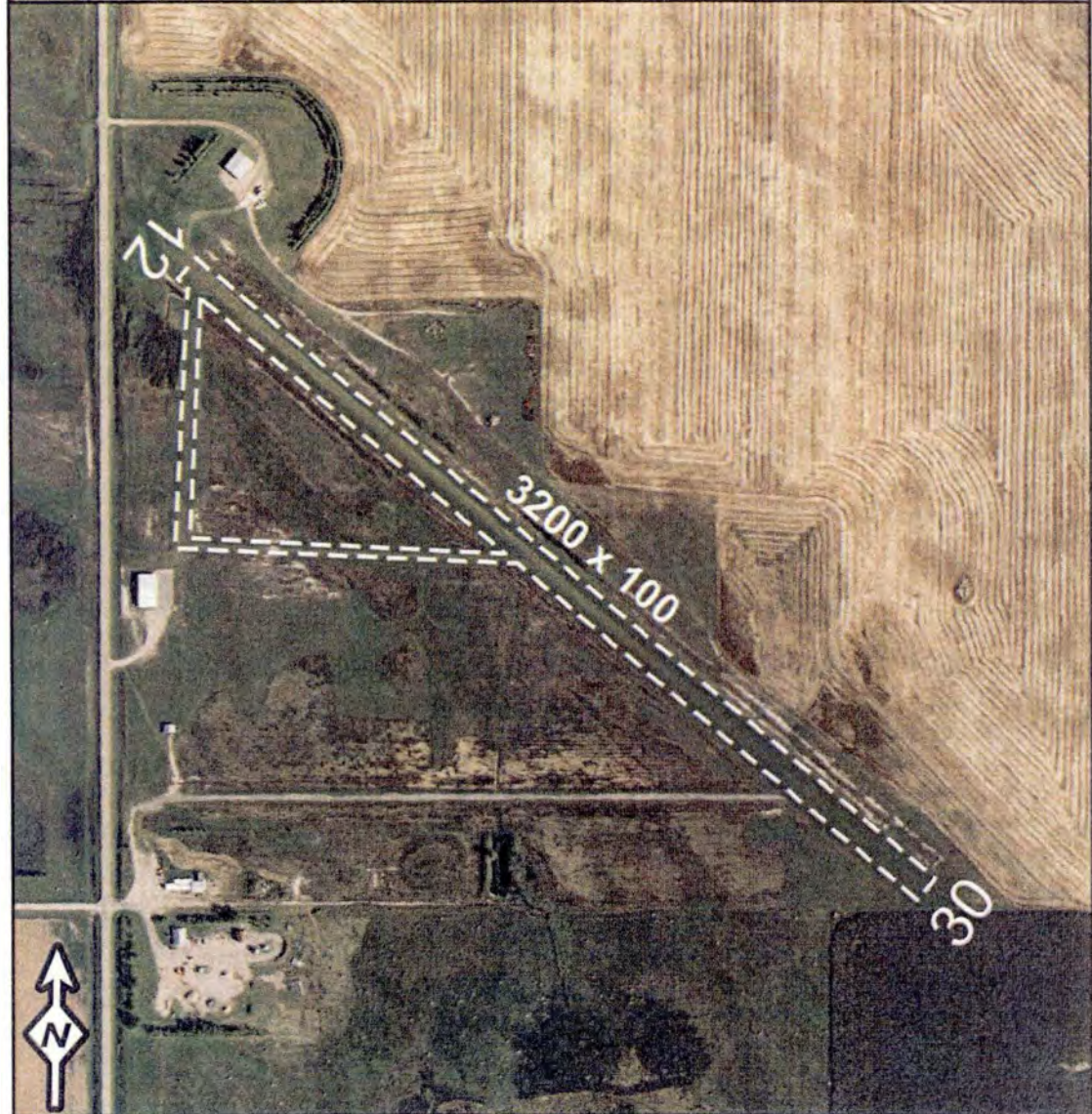
LISBON
LISBON MUNICIPAL



MADDOCK



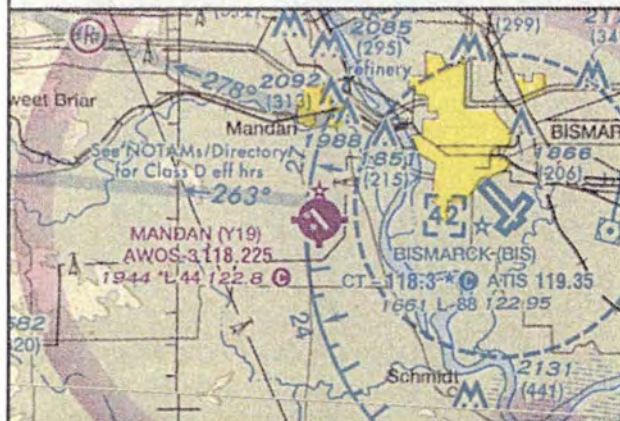
ATTENDANCE: On call	
FUEL: 100 LL	REPAIRS: None
PUBLIC TERMINAL PHONE: None	
MANAGER: Richard Slater	
PHONE: 701-438-2444/739-4875	
ADDL. PHONE: 438-2444	
UNICOM:	NAV: None
LIGHTS: None	BEACON: None
SNOW REMOVAL: None - confirm	
CTAF: 122.9 REMARKS: No snow removal so confirm prior to use. New west side public apron and taxiways with hangar.	



Lat: 47-58.67' N	FIELD ELEV. 1600	IDENT. # 6D3 MADDOCK MADDOCK MUNICIPAL
Long: 099-31.62' W		



MANDAN



ATTENDANCE: Mon-Fri 8-7pm/Weekends on call	
FUEL: *100LL, Jet A	REPAIRS: Major
MANAGER: Jim Lawler	
PHONE: *701-663-0669/391-1394	
ADDL. PHONE: 220-0715/663-9864	
UNICOM: 122.80	NAV: PAPI, REIL, AWOS
LIGHTS: Med*RDO-CTL	BEACON: CG
SNOW REMOVAL: Regular-confirm	
CTAF: 122.8 REMARKS: Fuel: 110LL self service credit card,	
Jet A call ahead. CTAF for MIRL, PAPI, REIL, AWOS 118.225,	
663-0271. MaxGWT 12.5. TPA 800' AGL. Deer & Birds possible.	
Camping and Showers available. WIFI. Ry construction 2013	



Lat: 46-46.08' N

Long: 100-53.66' W

FIELD ELEV.

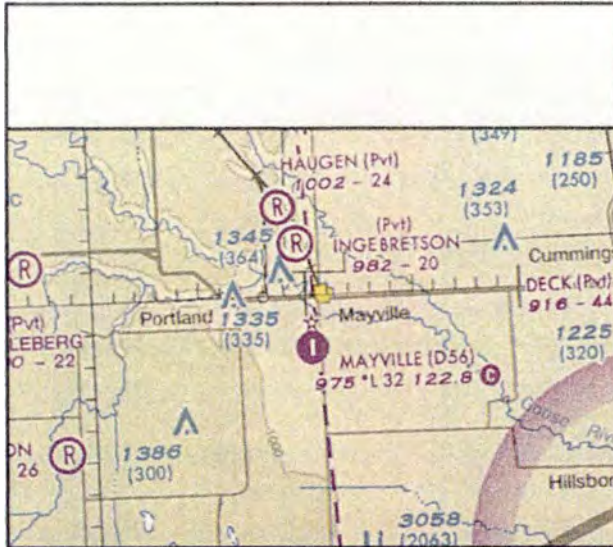
1944

IDENT. # Y19

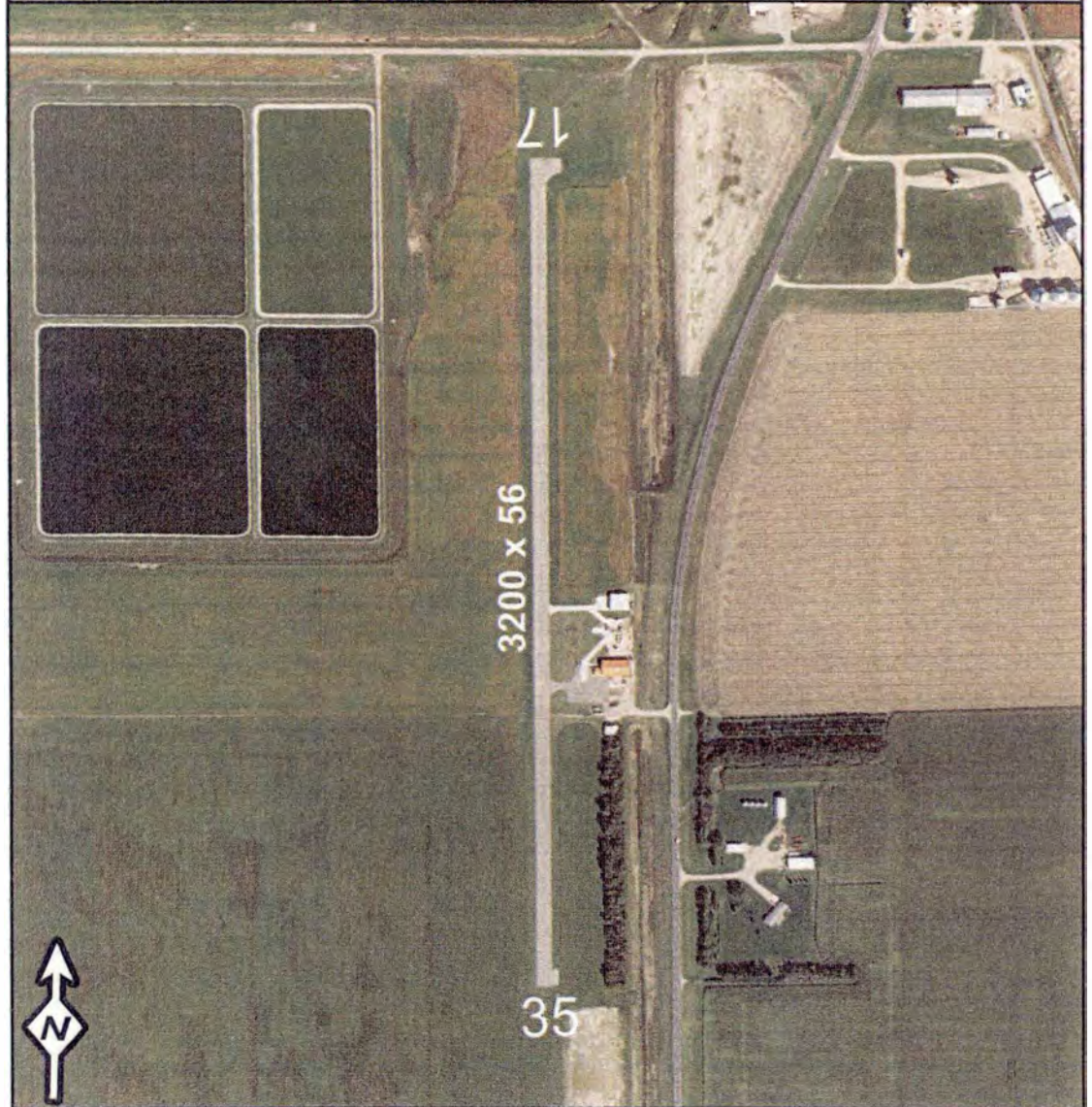
MANDAN

MANDAN MUNICIPAL

MAYVILLE



ATTENDANCE: Apr-Oct 7-7pm/On call	
FUEL: None	REPAIRS: None
PUBLIC TERMINAL PHONE: Yes	
MANAGER: Richard Fugleberg	
PHONE: 701-786-2790	
ADDL. PHONE: 701-430-1521	
UNICOM: 122.80	NAV: None
LIGHTS: Low*RDO-CTL	BEACON: CG
SNOW REMOVAL: Irregular - confirm	
CTAF: 122.8 REMARKS: Ry 8/26 closed/plowed	
up. Activate lights CTAF. For irregular snow	
removal -call city 786-2166. MxGWt S-4	



Lat: 47-28.50' N

Long: 097-20.02' W

FIELD ELEV.

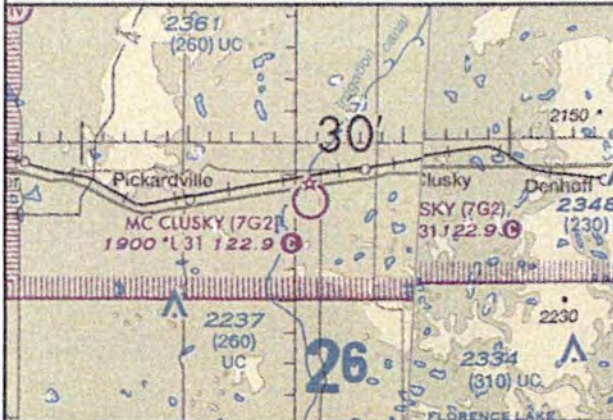
975

IDENT. # D56

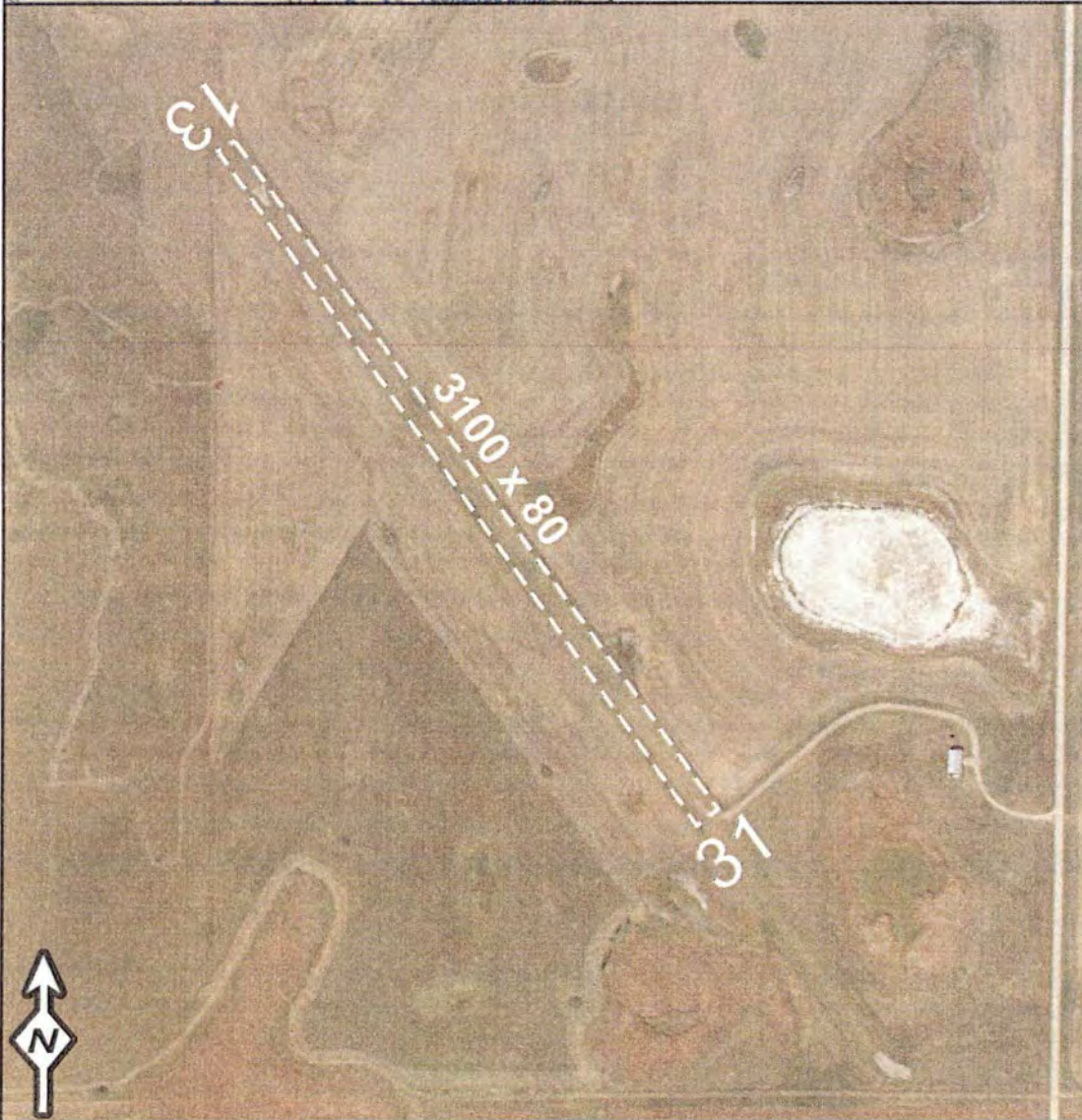
MAYVILLE

MAYVILLE MUNICIPAL

MCCLUSKY



ATTENDANCE: UNATNDD	
FUEL: None	REPAIRS: None
PUBLIC TERMINAL PHONE: None	
MANAGER: Orrin Holen	
PHONE: *701-363-2221/527-7875	
ADDL. PHONE: 701-363-2945	
UNICOM:	NAV: None
LIGHTS: Low*RDO-CTL	BEACON:
SNOW REMOVAL: Emergency only-call	
CTAF: 122.9 REMARKS: Ry 13/31 turf grass	
clumps + paved run-up area. Activate lights-	
CTAF. Snow removal emergency only.	



Lat: 47-27.73' N

Long: 100-29.24' W

FIELD ELEV.

1900

IDENT. # 7G2

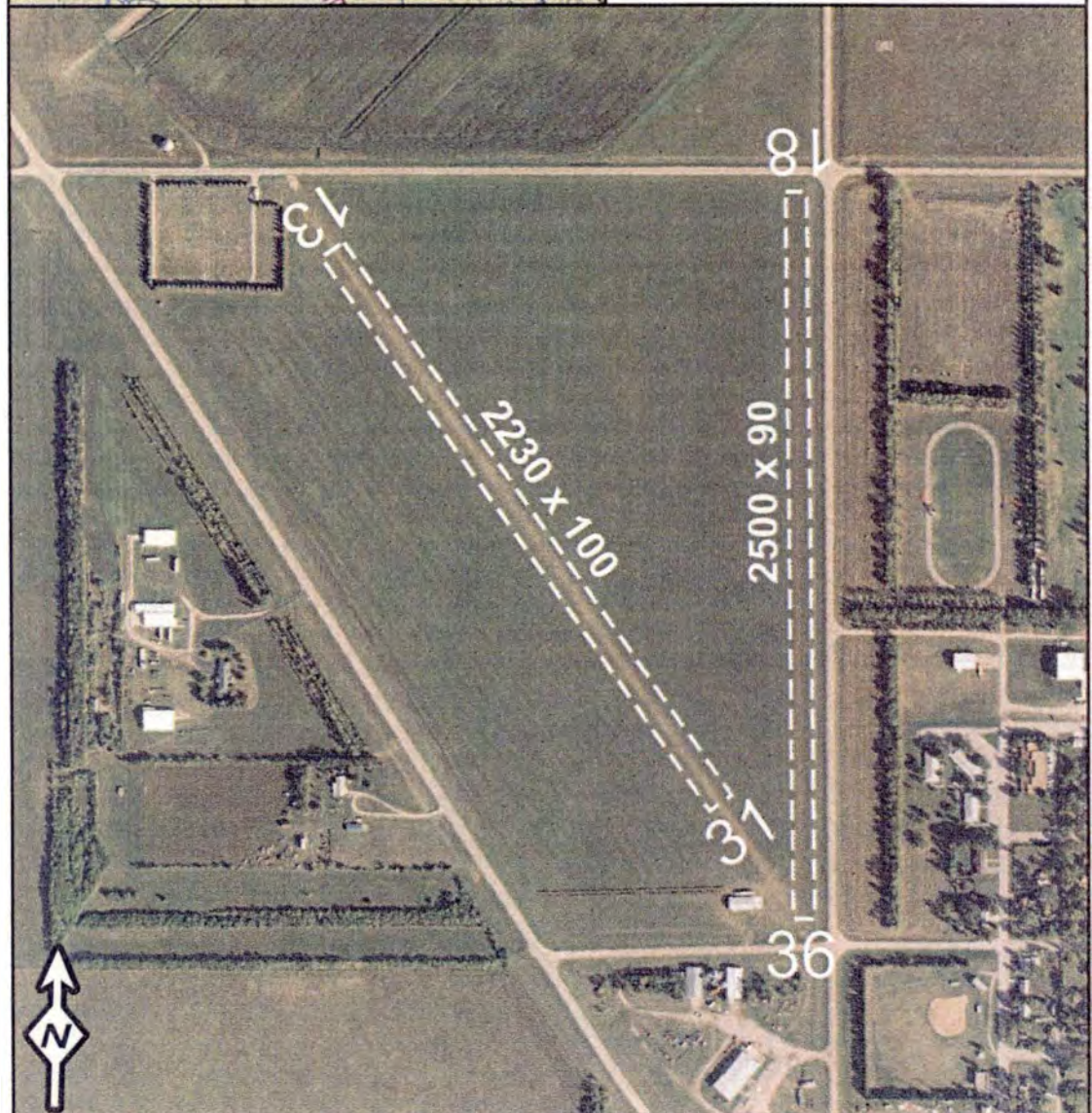
MCCLUSKY
MCCLUSKY MUNICIPAL



MCVILLE



ATTENDANCE: UNATNDD	
FUEL: None	REPAIRS: None
PUBLIC TERMINAL PHONE: None	
MANAGER: Clayton Ward	
PHONE: 701-322-5585/701-739-8631	
ADDL. PHONE: 322-4343	
UNICOM:	NAV: None
LIGHTS: Low*	BEACON: None
SNOW REMOVAL: Irregular-confirm	
CTAF: 122.9 REMARKS: Activate runway lighting	
CTAF	



Lat: 47-46.22' N

FIELD ELEV.

IDENT. # 8M6

Long: 098-11.10' W

1473

MCVILLE
MCVILLE MUNICIPAL



MILNOR



ATTENDANCE: UNATNDD	
FUEL: emergency available	REPAIRS: None
PUBLIC TERMINAL PHONE: None	
MANAGER: Mark Gainor-chrmn	
PHONE: 701-680-1001	
ADDL. PHONE: 701-680-1146	
UNICOM:	NAV: None
LIGHTS: Low	BEACON: None
SNOW REMOVAL: Irregular-confirm	
CTAF: 122.9 REMARKS: Ry 08/26 crosswinds possible due to tall trees. Deer on or near airport.	
www.milnorairport.com	



Lat: 46-15.50' N

Long: 097-26.27' W

FIELD ELEV.

1091

IDENT. # 4R6

MILNOR

HARRIS LUNNEBORG FIELD



MINOT



ATTENDANCE: 24-hour Services	
FUEL:	REPAIRS: Major
MANAGER: Andrew Solsvig	
PHONE: 701-857-4724	
ADDL. PHONE: 857-4725 JD Karhoff	
UNICOM: 122.95	NAV: ILS,VOR,PAPI,ASOS,GPS
LIGHTS: HighDusk2400	BEACON: CG
SNOW REMOVAL: Regular 24-hr service	
CTAF: 118.2 REMARKS: Custom service all hours	
838-6704. After tower closure activate lighting.	
Deer & birds possible. Ry 8 dsplcd thshld 393', trees.	
Dakota territory Air Museum north end of field.	



Lat: 48-15.46' N

FIELD ELEV.

IDENT. # MOT

Long: 101-16.68' W

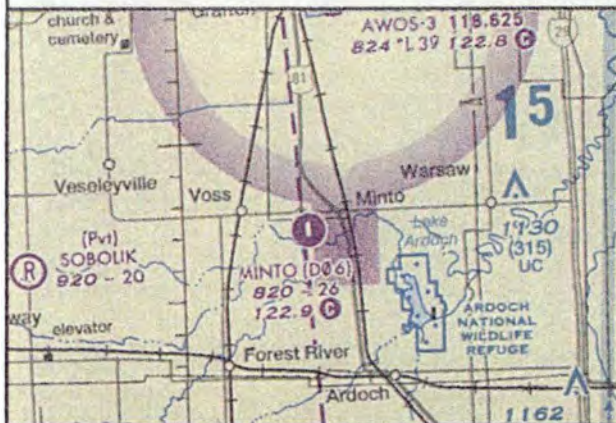
1716

MINOT

MINOT INTERNATIONAL



MINTO



ATTENDANCE: May-Sep 8-5pm/On call
FUEL: None REPAIRS: None
PUBLIC TERMINAL PHONE: Yes
MANAGER: Brad Guadry
PHONE: *701-248-3224/218-779-7940
ADDL. PHONE: 248-3359
UNICOM: NAV: None
LIGHTS: None BEACON: None
SNOW REMOVAL: Irregular - confirm
CTAF: 122.9 REMARKS: Ry 17/35 - 2300'x20'
concrete and remaining grass clumpy, soft when
wet. Contact mgr prior to use!



Lat: 48-17.00' N

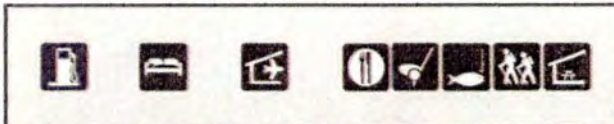
Long: 097-23.52' W

FIELD ELEV.

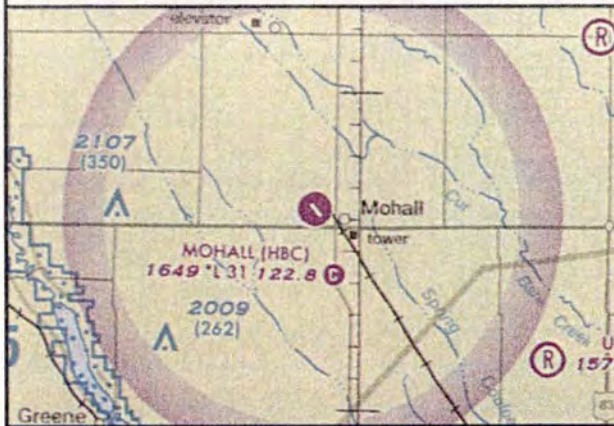
820

IDENT. # D06

MINTO
MINTO MUNICIPAL



MOHALL



ATTENDANCE: May-Oct On call	
FUEL: 100LL, Jet A	REPAIRS: None
PUBLIC TERMINAL PHONE: Yes	
MANAGER: Rick Harman	
PHONE: 701-756-6095, 240-8666	
ADDL. PHONE: 756-7258/6101/7177	
UNICOM: 122.80	NAV: None
LIGHTS: Low*RDO-CTL	BEACON: None
SNOW REMOVAL: Irregular - confirm	
CTAF: 122.8 REMARKS: CTAF activate Ry 13/31	
lights. Birds and deer possible. MxGwt S-12.5.	
TPA 800'	



Lat: 48-46.10' N	FIELD ELEV. 1649	IDENT. # HBC MOHALL MOHALL MUNICIPAL
Long: 101-32.22' W		



MOTT



ATTENDANCE: UNATNDD	
FUEL: *100LL	REPAIRS: None
PUBLIC TERMINAL PHONE: Yes	
MANAGER: Rex Kelsch	
PHONE: 701-824-2030	
ADDL. PHONE: 701-440-0281	
UNICOM:	NAV: PAPI
LIGHTS: Low*RDO-CTL	BEACON: None
SNOW REMOVAL: Irregular - confirm	
CTAF: 122.9 REMARKS: For fuel: Self service	
credit card. For lights activate CTAF. Bird and deer	
possible. MxGWt S-12.5. Car upon request.	



Lat: 46-21.55' N

FIELD ELEV.

IDENT. # 3P3

Long: 102-19.69' W

2411

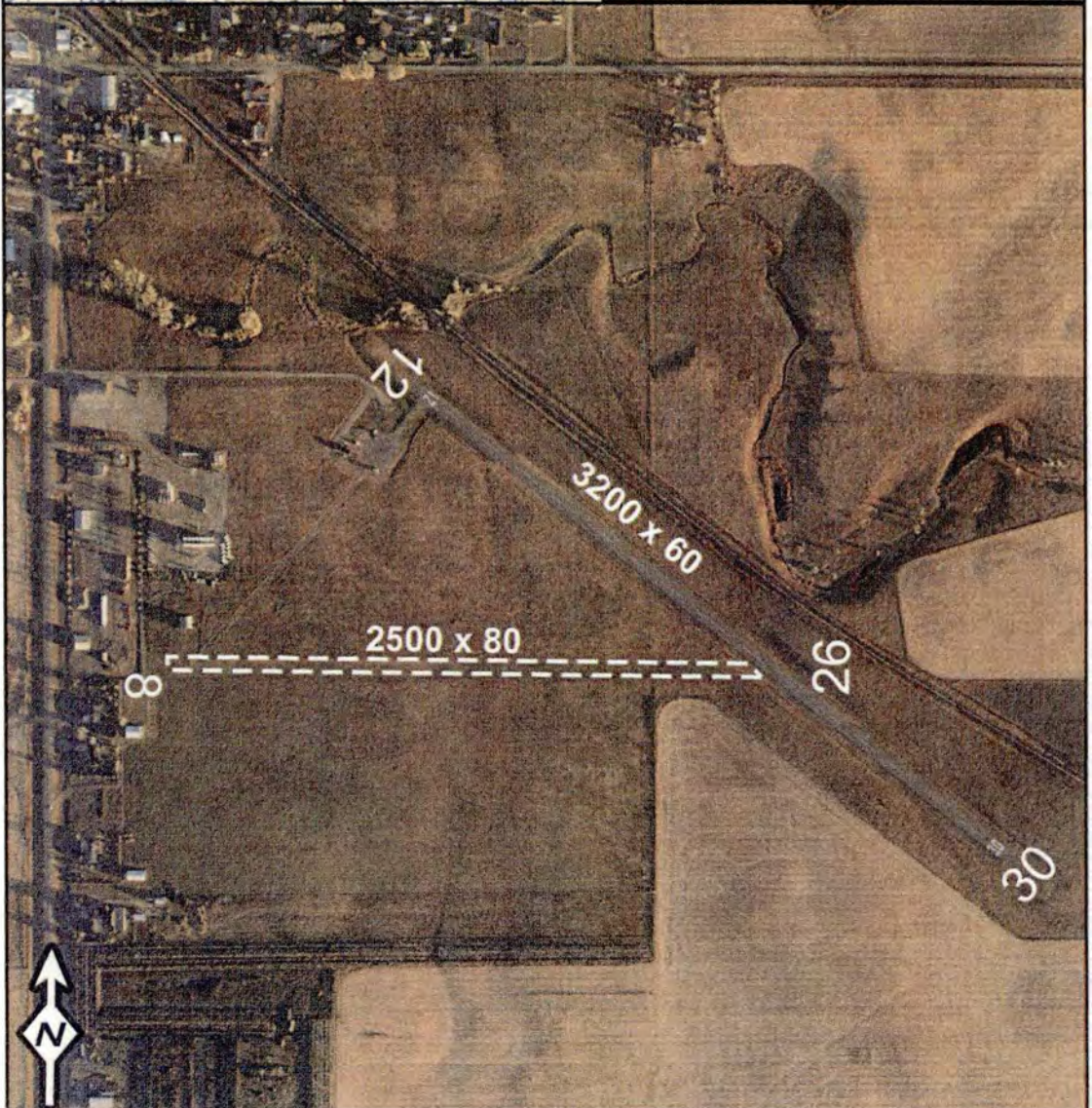
MOTT
MOTT MUNICIPAL



NAPOLEON



ATTENDANCE: UNATNDD	
FUEL: 100LL	REPAIRS: None
PUBLIC TERMINAL PHONE: None	
MANAGER: Dave Sorgatz	
PHONE: *701-754-2226 / 2958	
ADDL. PHONE: 754-2626 police	
UNICOM:	NAV: None
LIGHTS: Low*dusk0100	BEACON: None
SNOW REMOVAL: Irregular - confirm	
CTAF: 122.9 REMARKS: Ry 08/26 closed in winter. For fuel after hours call police	
754-2626. CTAF lights after 0100. MxGWt S-6	



Lat: 46-29.67' N

Long: 099-45.61' W

FIELD ELEV.

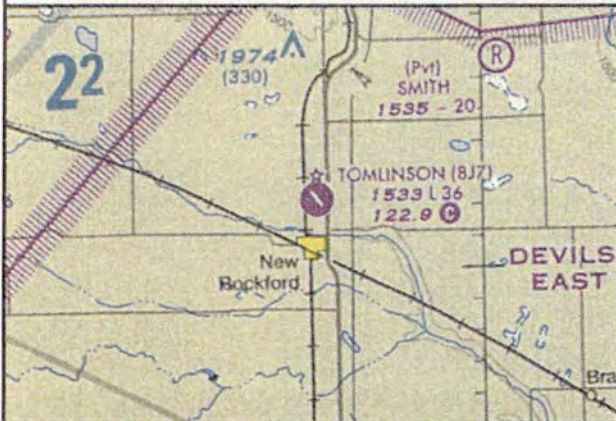
1983

IDENT. # 5B5

NAPOLEON
NAPOLEON MUNICIPAL



NEW ROCKFORD



ATTENDANCE: UNATNDD

FUEL: None

REPAIRS: None

PUBLIC TERMINAL PHONE: Yes

MANAGER: Erling Rolfson

PHONE: 947-2417/5251

ADDL. PHONE: 947-2461

UNICOM:

NAV: None

LIGHTS: Low*duskdawn

BEACON: CG

SNOW REMOVAL: Irregular - confirm

CTAF: 122.9 REMARKS: Taxiway unlighted.

Apron west of hangar surface poor-use north paved

apron. Confirm winter conditions. MxGwt S-12.5



Lat: 47-41.78' N

FIELD ELEV.

IDENT. # 8J7

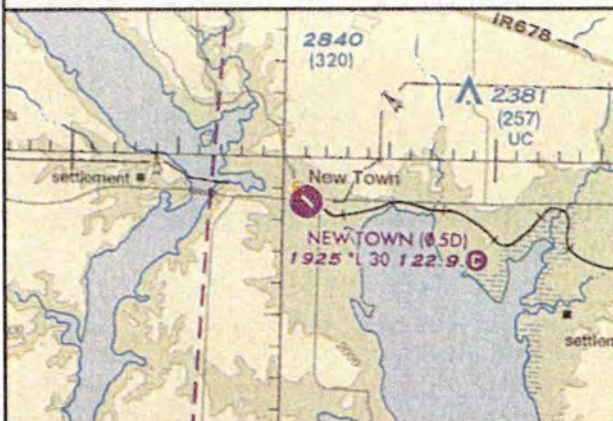
Long: 099-07.87' W

1533

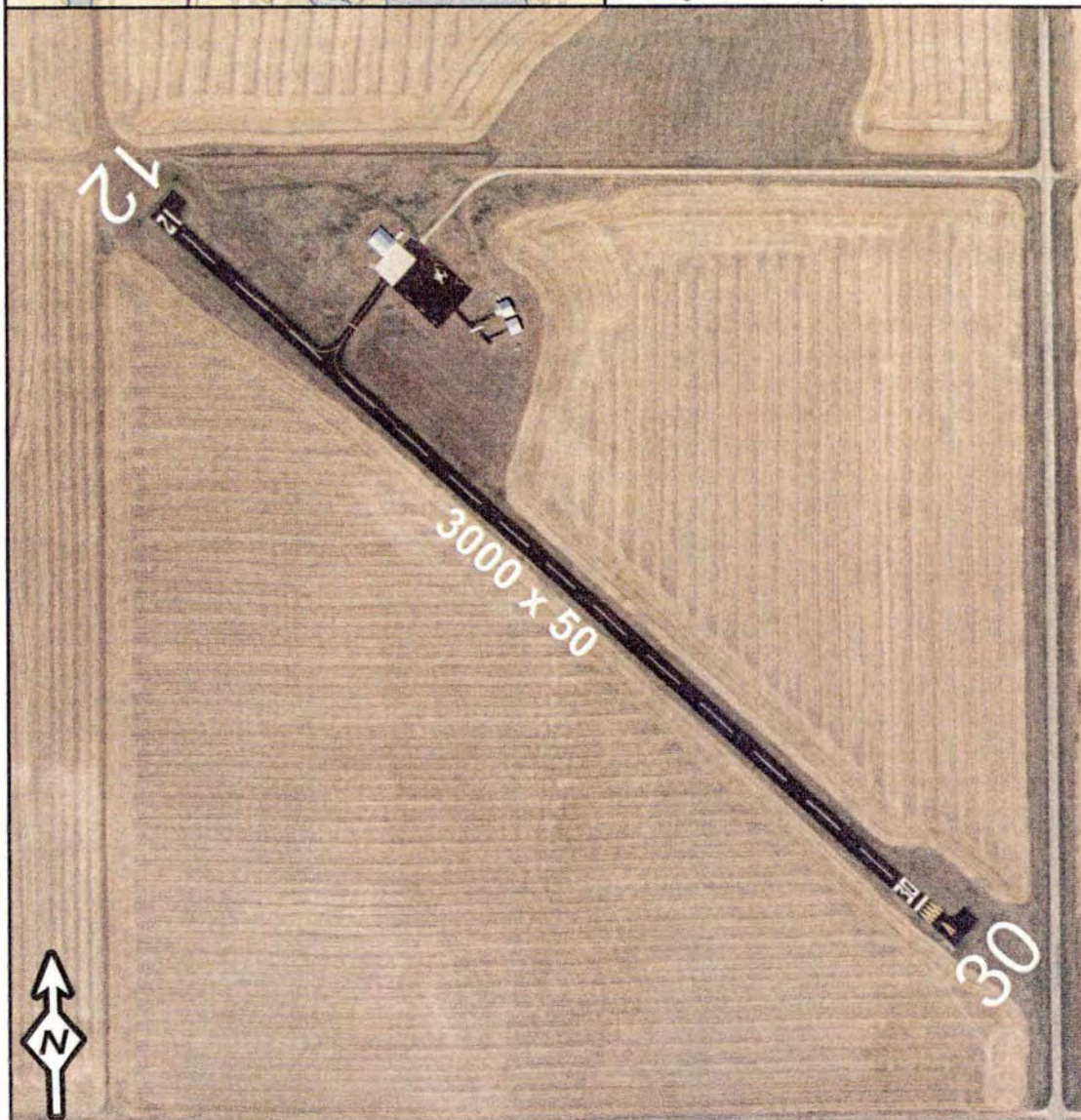
NEW ROCKFORD
TOMLINSON FIELD



NEW TOWN



ATTENDANCE: UNATNDD	
FUEL: None	REPAIRS: None
PUBLIC TERMINAL PHONE: Yes	
MANAGER: John Saterno	
PHONE: 701-627- 4722	
ADDL. PHONE:	
UNICOM:	NAV: None
LIGHTS: Low*RDO-CTL	BEACON: None
SNOW REMOVAL: Irregular - confirm	
CTAF: 122.9 REMARKS: Ry 12 -8' dropoff.	
CTAF activate lights. Deer & Birds possible. No	
line of sight between rwy ends. MxGWt S-5	



Lat: 47-58.02' N

Long: 102-28.68' W

FIELD ELEV.

1925

IDENT. # 05D

NEW TOWN
NEW TOWN MUNICIPAL



NORTHWOOD



ATTENDANCE: Mon-Sat 8-5 pm

FUEL: 100 LL

REPAIRS: Major

PUBLIC TERMINAL PHONE: Yes

MANAGER: Rich Altendorf

PHONE: 701-587-5171 / 6014

ADDL. PHONE: 587-6331, 218-779-1242

UNICOM: 122.80

NAV: PAPI

LIGHTS: Med*Dusk-2400

BEACON: CG

SNOW REMOVAL: Irregular-confirm

CTAF: 122.8 REMARKS: Activate MIRL/PAPI

after 2400hr-CTAF. Extend traffic pattern to

avoid overflight of city. MxGWT S-12.5



Lat: 47-43.45' N

FIELD ELEV.

IDENT. # 4V4

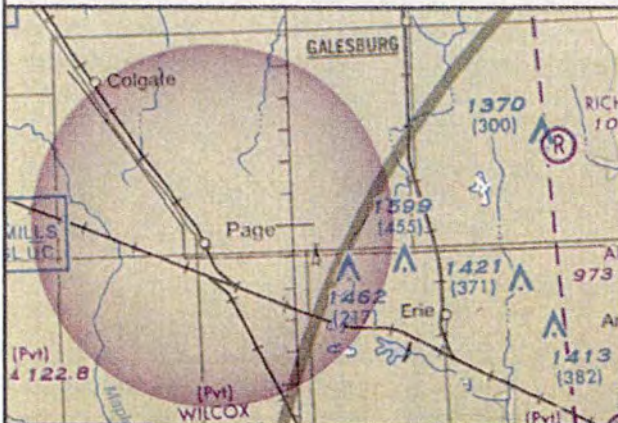
Long: 097-35.43' W

1117

NORTHWOOD
MUNICIPAL- VINCE FIELD



PAGE



ATTENDANCE: ON CALL	
FUEL: 100 LL Jet A	REPAIRS: Major
PUBLIC TERMINAL PHONE: Yes	
MANAGER: Tim McPherson	
PHONE: 701-668-2302 / 799-8629	
ADDL. PHONE: 488-2586	
UNICOM:	NAV: None
LIGHTS: Low*RDO-CTL	BEACON: None
SNOW REMOVAL: Irregular- confirm	
CTAF: 122.9 REMARKS: Activate lights CTAF.	
Ry 35 road 30' from threshold. Grain fields at both Ry ends.	



Lat: 47-10.94' N

FIELD ELEV.

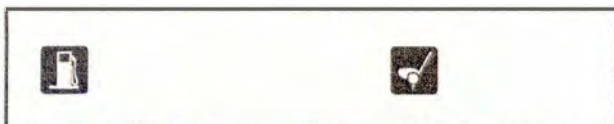
IDENT. # 64G

Long: 097-28.49' W

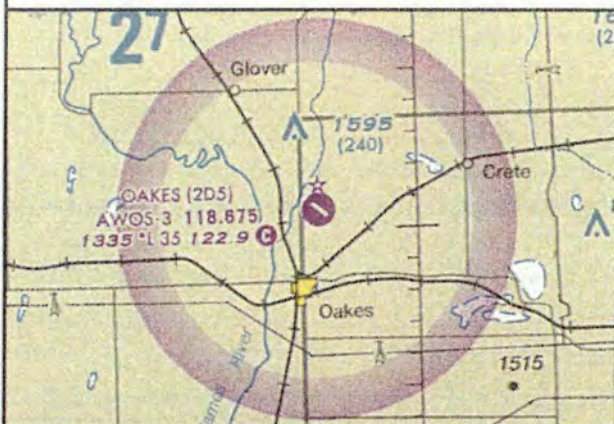
1215

PAGE

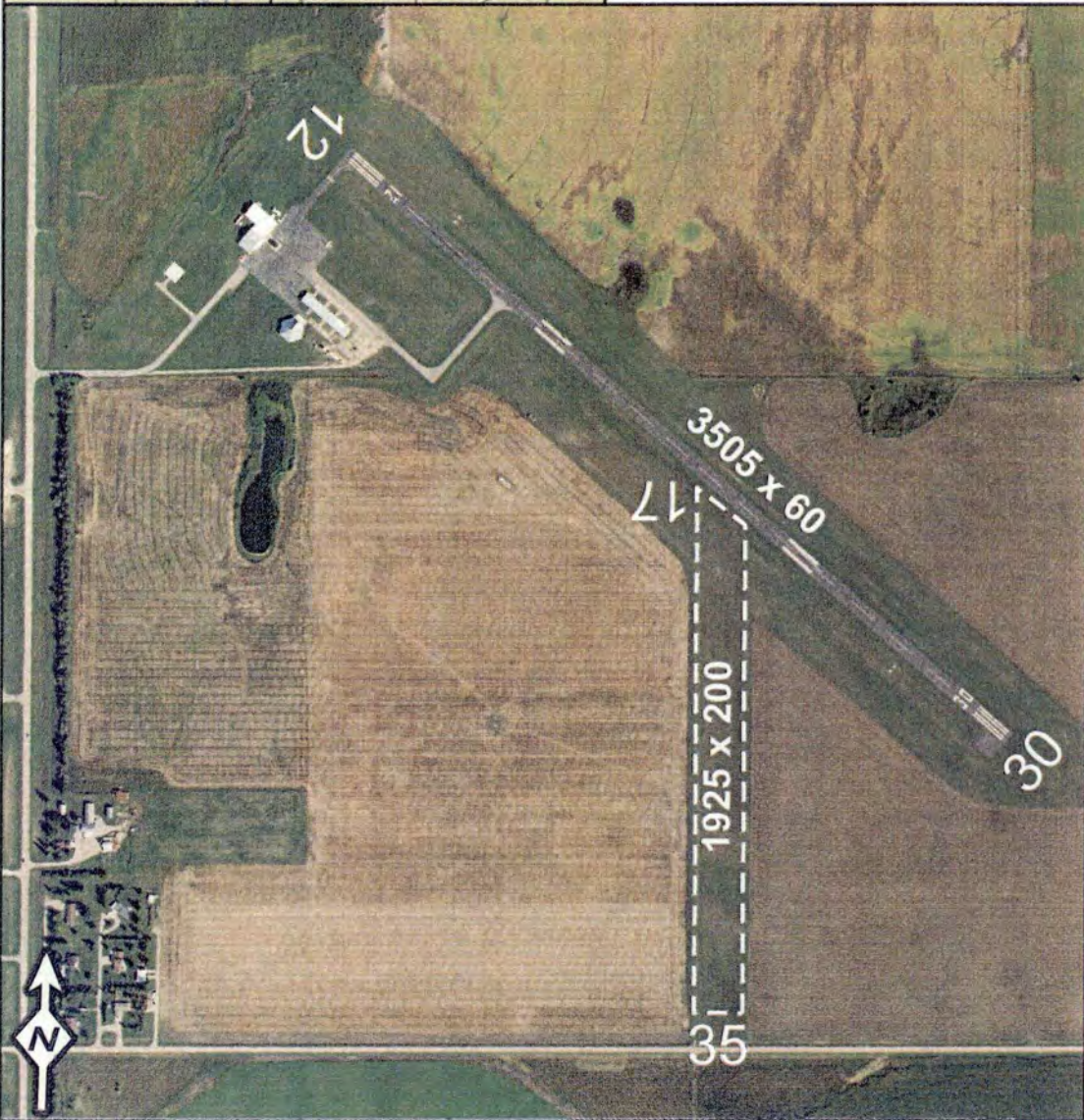
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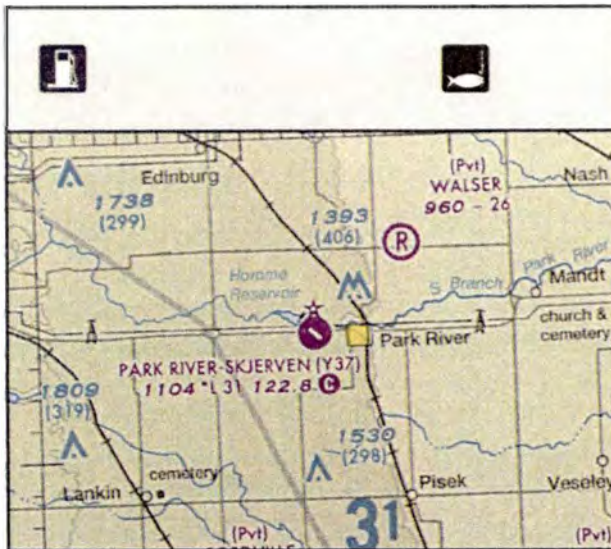
OAKES



ATTENDANCE: Mon-Fri on call	
FUEL: 100LL	REPAIRS: None
PUBLIC TERMINAL PHONE: Yes	
MANAGER: Arnie Widmer	
PHONE: 701-742-3145 / 2293	
ADDL. PHONE: 742-2095/2192/2231	
UNICOM:	NAV: PAPI, AWOS
LIGHTS: Med*RDO-CTL	BEACON: CG
SNOW REMOVAL: Irregular-confirm	
CTAF: 122.9 REMARKS: Ry 17/35 closed winter months & surface clumpy. MIRL/PAPI activate CTAF.	
AWOS 742-3991	

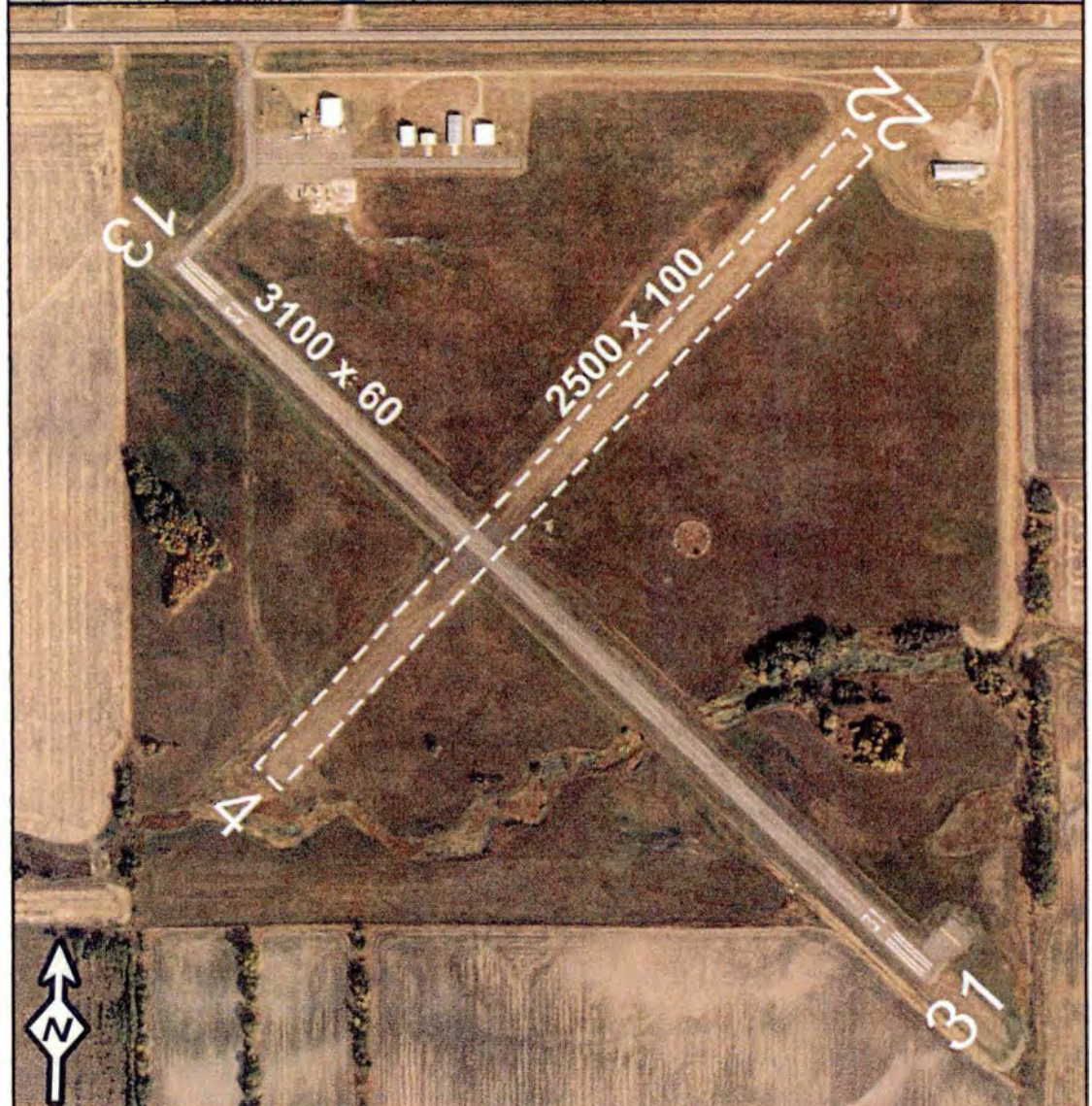


Lat: 46-10.39' N	FIELD ELEV. 1335	IDENT. # 2D5 OAKES OAKES MUNICIPAL
Long: 098-04.79' W		



PARK RIVER

ATTENDANCE: Mon-Fri 8-5pm/On call	
FUEL: 100LL	REPAIRS: Major
PUBLIC TERMINAL PHONE: Yes	
MANAGER: Glenn Wharam	
PHONE: 701-284-7303 / 7804	
ADDL. PHONE: 331-1110/284-6644	
UNICOM: 122.80	NAV: PAPI
LIGHTS: Med*RDO-CTL	BEACON: CG
SNOW REMOVAL: Confirm after storm	
CTAF: 122.8 REMARKS: Ry 4/22 closed winter months & surface clumpy. Deer on or near airport.	
MIRL/PAPI activate CTAF. MxGWt S-12	



Lat: 48-23.65' N

FIELD ELEV.

IDENT. # Y37

Long: 097-46.85' W

1104

PARK RIVER
W.C. SKJERVEN



PARSHALL



ATTENDANCE: May-Sep on call

FUEL: 100LL REPAIRS: None

PUBLIC TERMINAL PHONE: Yes

MANAGER: Richard Bolkan

PHONE: 701-862-3459

ADDL. PHONE: 862-3386

UNICOM: NAV: None

LIGHTS: Med*dusk2300 BEACON: CG

SNOW REMOVAL: Irregular - call

CTAF: 122.8

REMARKS: City snow removal 862-3459.

Activate MIRL after 2300 hr. MxGWt S-12



Lat: 47-56.18' N

FIELD ELEV.

IDENT. # Y74

Long: 102-08.53' W

2031

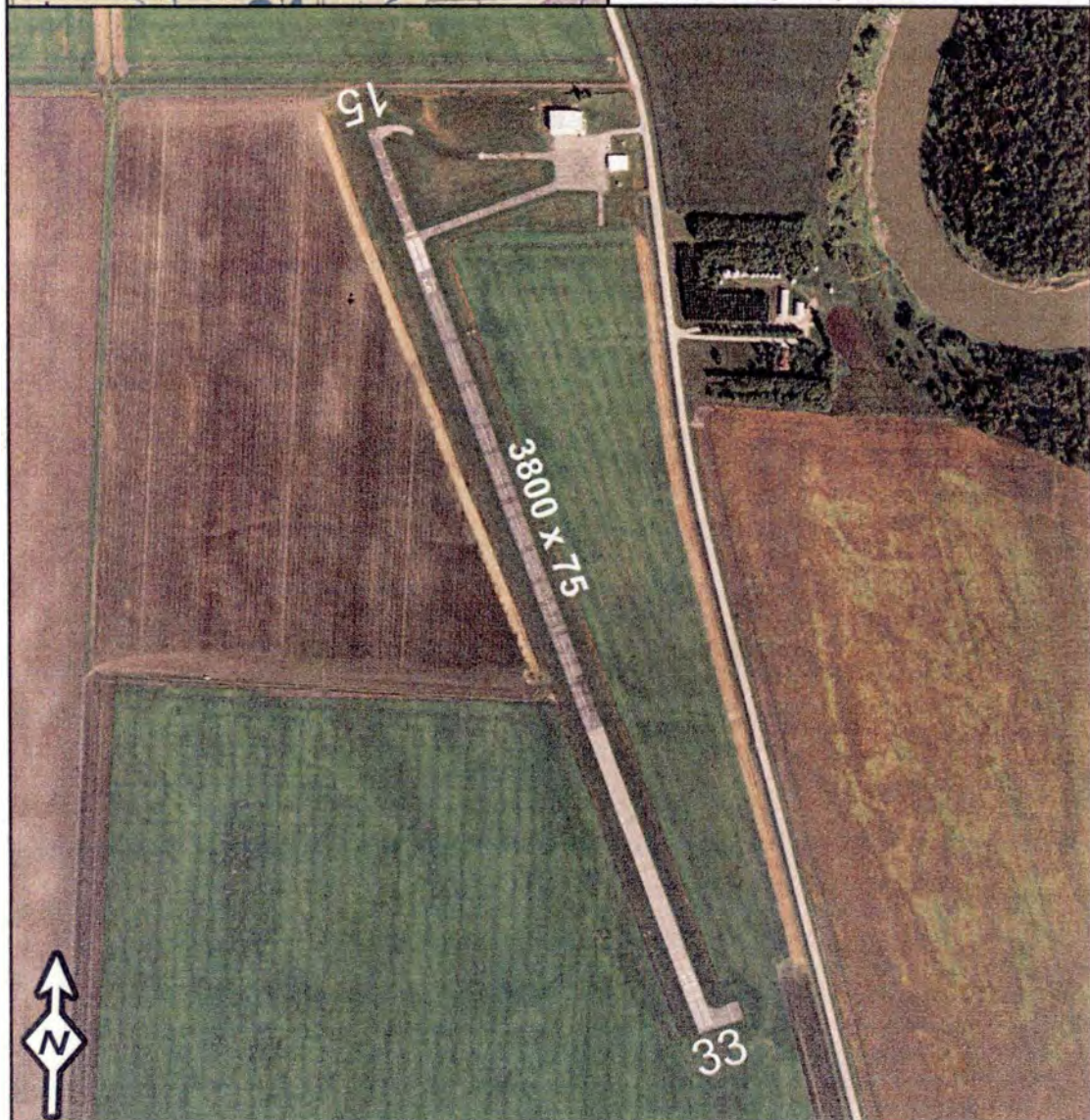
PARSHALL
PARSHALL-HANKINS



PEMBINA



ATTENDANCE: On Call	
FUEL: *100LL	REPAIRS: None
PUBLIC TERMINAL PHONE: Yes	
MANAGER: Terry Nord	
PHONE: 701-825-6615	
ADDL. PHONE: 218-843-5084	
UNICOM: 122.8	NAV: VOR@Hallock,PAPI,GPS
LIGHTS: Med*dusk0000	BEACON: None
SNOW REMOVAL: Irregular-confirm	
CTAF: 122.8 REMARKS: US Customs service only.	
Deer possible. After 0000hr activate MIRL/PAPI.	
MxGWt S-12.5. Ry 15 dsplcd thshld.	



Lat: 48-56.55' N

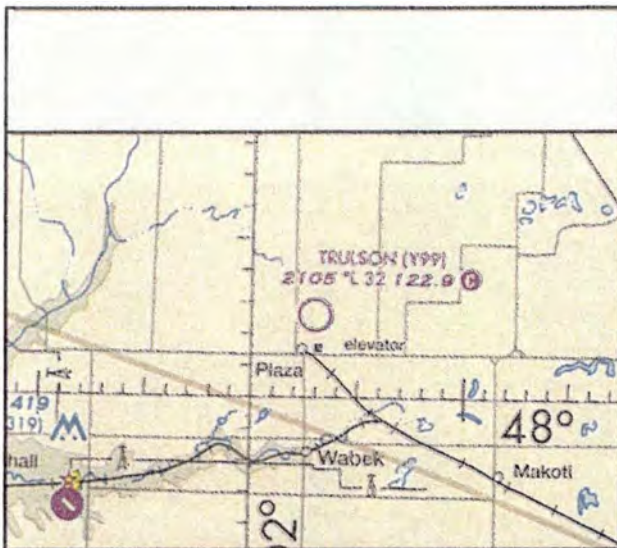
Long: 097-14.45 W

FIELD ELEV.

795

IDENT. # PMB
PEMBINA
THOMAS NORD FIELD

PLAZA



ATTENDANCE: UNATNDD	
FUEL: None	REPAIRS: None
PUBLIC TERMINAL PHONE: None	
MANAGER: Jay Harstad	
PHONE: 701-898-3387/701453-3387	
ADDL. PHONE: 701-497-3394	
UNICOM:	NAV: None
LIGHTS: *PHONE REQ	BEACON: None
SNOW REMOVAL: Irregular-confirm	
CTAF: 122.9 REMARKS: Ry turf numerous holes,	
grass clumping & north half smoother. Prior	
call for conditions. Birds possible.	



Lat: 48-01.83' N	FIELD ELEV. 2105	IDENT. # Y99 PLAZA TRULSON FIELD
Long: 101-57.19' W		



RICHARDTON



ATTENDANCE: UNATNDD	
FUEL: None	REPAIRS: None
PUBLIC TERMINAL PHONE: None	
MANAGER: Odo Muggli	
PHONE: 701-974-3315	
ADDL. PHONE: 974-4230/3399 city	
UNICOM:	NAV: None
LIGHTS: None	BEACON: None
SNOW REMOVAL: none	
CTAF: 122.9 REMARKS: Ry grass clumping & rough with holes possible. Cattle grazing Sep-Dec.	
120' wind mill 800' north Ry29.	



Lat: 46-53.77' N

FIELD ELEV.

IDENT. # 4E8

Long: 102-21.39' W

2492

RICHARDTON



RIVERDALE



ATTENDANCE: UNATNDD	
FUEL: None	REPAIRS: None
MANAGER: Larry Taborsky	
PHONE: 701-328-9650	
ADDL. PHONE: 654-7411 Area Corps.	
UNICOM:	NAV: None
LIGHTS: None	BEACON: None
SNOW REMOVAL: No snow removal	
CTAF: 122.9 REMARKS: Airport closed in winter.	
Ry is gravel with loose small stone & soft when wet.	
Deer & birds possible. MxGWt S-4.	
11 dscplcd threshold. Daytime use. Ry 11 rt traffic.	



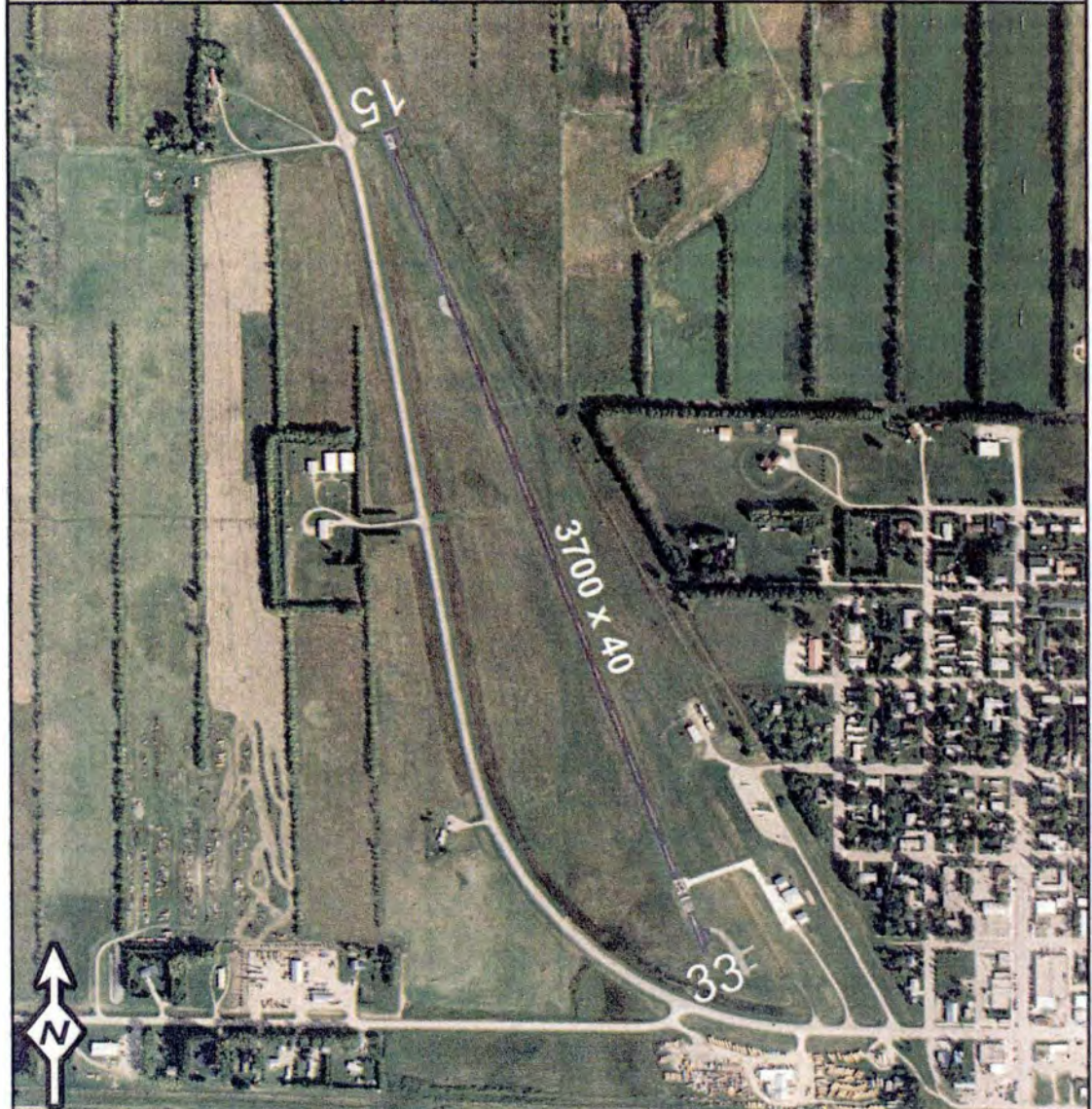
Lat: 47-28.96' N	FIELD ELEV. 1723	IDENT. # 37N
Long: 101-24.49' W		RIVERDALE GARRISON DAM RECREAT'L AIRPARK



ROLETTE



ATTENDANCE: UNATNDD	
FUEL: None	REPAIRS: None
PUBLIC TERMINAL PHONE: None	
MANAGER:	
PHONE:	
ADDL. PHONE: 246-3395	
UNICOM:	NAV: None
LIGHTS: Low*RD-CTL	BEACON: None
SNOW REMOVAL: Irregular - confirm	
CTAF: 122.8 REMARKS: Ry 33 has 300' displaced.	
Activate rwy lights CTAF. Rwy width only 40'	
with lights 20' from edges. MxGwt S-8	



Lat: 48-39.92' N

FIELD ELEV.

IDENT. # 2H9

Long: 099-51.19' W

1620

ROLETTE



ROLLA



ATTENDANCE: Mon-Sat daylight hrs	
FUEL: *100LL Jet A	REPAIRS: Minor
PUBLIC TERMINAL PHONE: Yes	
MANAGER: Gordon Krech	
PHONE: 701-477-5145 / 550-9884	
ADDL. PHONE: 477-6780 / 550-9885	
UNICOM: 122.80	NAV: PAPI
LIGHTS: Med*RDO-CTL	BEACON: CG
SNOW REMOVAL: Confirm aft storm	
CTAF: 122.8 REMARKS: Ry 7/25 closed winters.	
Activate MIRL- CTAF/PAPI. Bird & deer possible.	
Self service credit card fuel. MxGWt S-12.5	



Lat: 48-53.07' N

Long: 099-37.25' W

FIELD ELEV.

1822

IDENT. # 06D

ROLLA

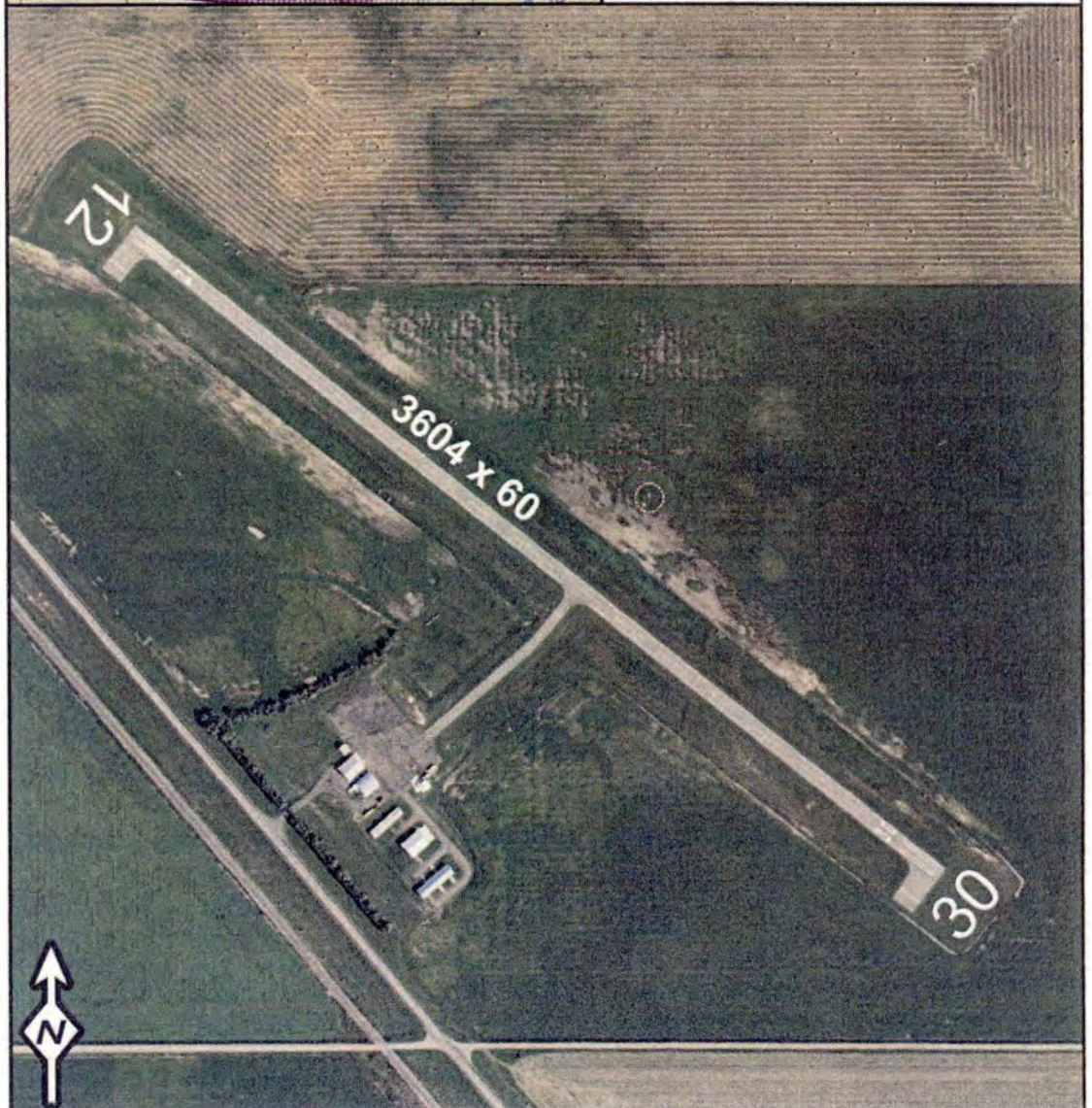
ROLLA MUNICIPAL



RUGBY



ATTENDANCE: Mon-Fri 8-5pm/On call	
FUEL: *100LL	REPAIRS: None
PUBLIC TERMINAL PHONE: Yes	
MANAGER: Steve Schneider	
PHONE: 701-776-5171 / 5176	
ADDL. PHONE: 208-1630/776-5746	
UNICOM: 122.80	NAV: PAPI, AWOS
LIGHTS: Med*RDO-CTL	BEACON: CG
SNOW REMOVAL: Regular - confirm	
CTAF: 122.8 REMARKS: Fuel-self service credit	
card. Activate MIRL & PAPI-CTAF. Birds &	
deer possible. AWOS 776-6100. MxGwt S-12.5	



Lat: 48-23.42' N

FIELD ELEV.

IDENT. # RUG

Long: 100-01.46' W

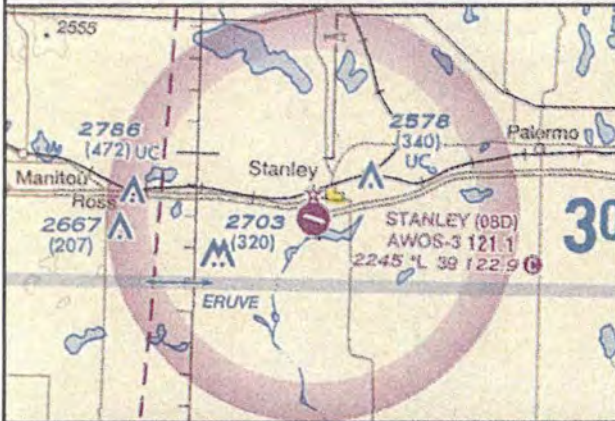
1548

RUGBY

RUGBY MUNICIPAL



STANLEY



ATTENDANCE: Unattended
FUEL: *100LL REPAIRS: Major
PUBLIC TERMINAL PHONE: Yes
MANAGER: Ron Aadnes
PHONE: 701-629-9977/628-3417
ADDL. PHONE: 628-3129/629-0087
UNICOM: NAV: Ry27-PAPI,GPS
LIGHTS: Med*RDO-CTL BEACON: CG
SNOW REMOVAL: Regular - confirm
CTAF: 122.9 REMARKS: Activate MIRL,PAPI -
CTAF. Birds/deer on or near airport. Self service
credit card fuel. MxGWt S-14. Road off end of ry.



Lat: 48-18.05' N

Long: 102-24.38' W

FIELD ELEV.

2245

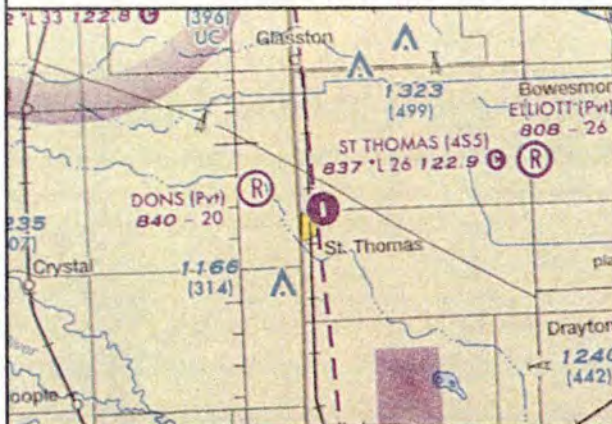
IDENT. # 08D

STANLEY

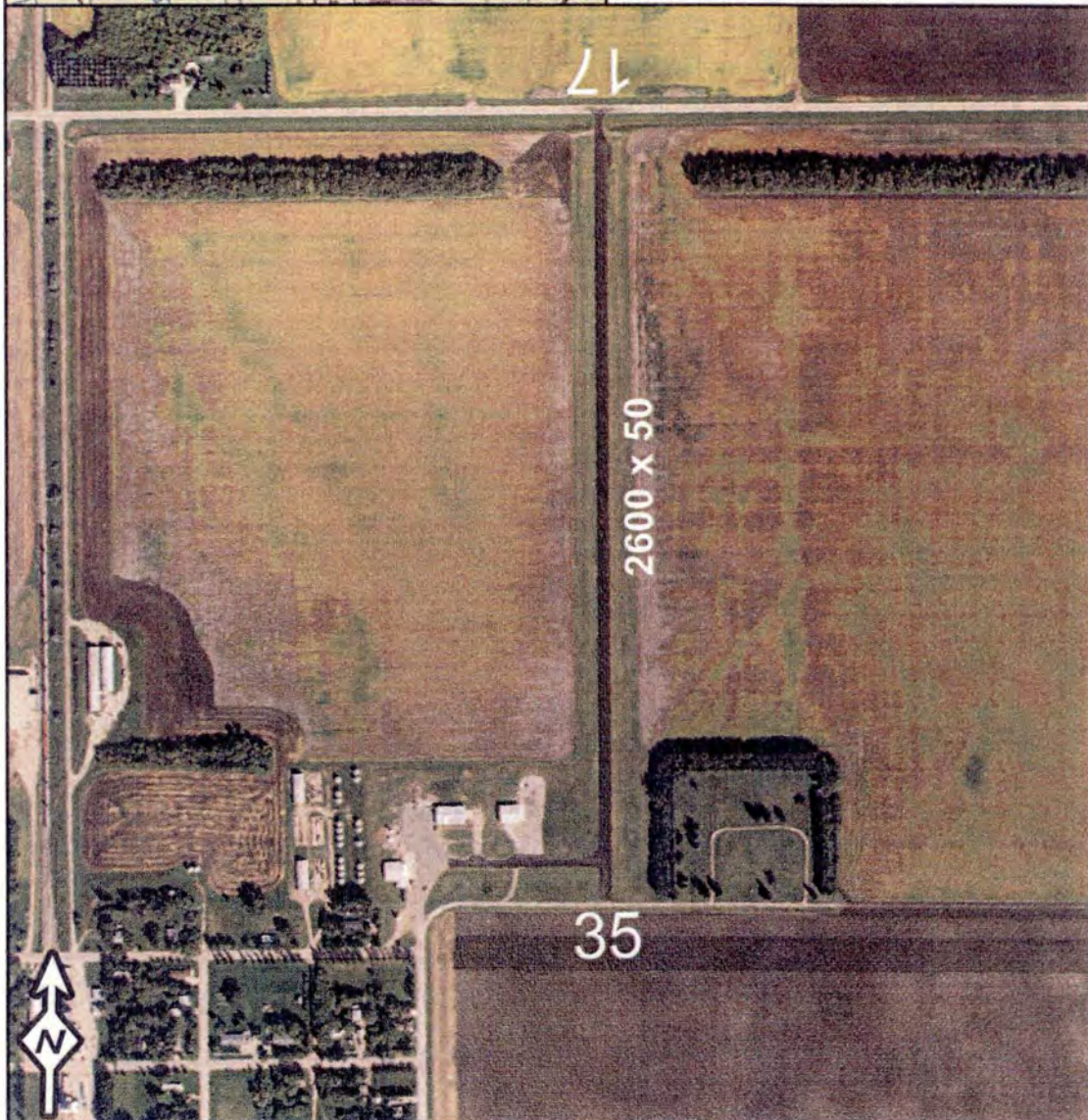
STANLEY MUNICIPAL



ST. THOMAS



ATTENDANCE: May-Sep daylight hrs	
FUEL: None	REPAIRS: Minor
PUBLIC TERMINAL PHONE: Yes	
MANAGER: John Blair-apt auth	
PHONE: 701-520-1597	
ADDL. PHONE: 257-6765/6830/6629	
UNICOM:	NAV: None
LIGHTS: Low*RDO-CTL	BEACON: None
SNOW REMOVAL: Confirm aft storm	
CTAF: 122.9 REMARKS: Roadways located at both Ry ends. Displcd thresholds lighted only.	
Activate lights 122.8. MxGWt S-5	



Lat: 48-37.58' N

FIELD ELEV.

IDENT. # 4S5

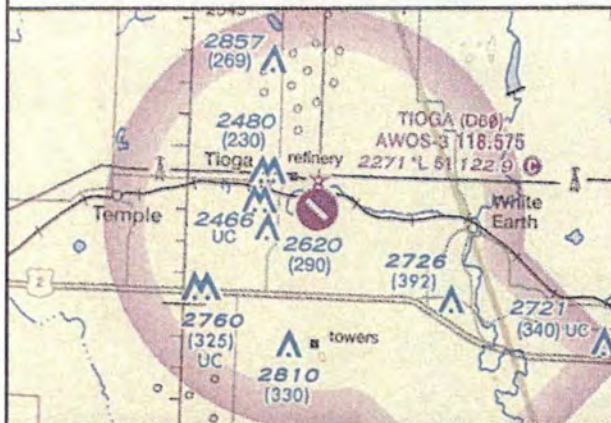
Long: 097-26.35' W

837

ST. THOMAS
ST. THOMAS MUNICIPAL



TIOGA



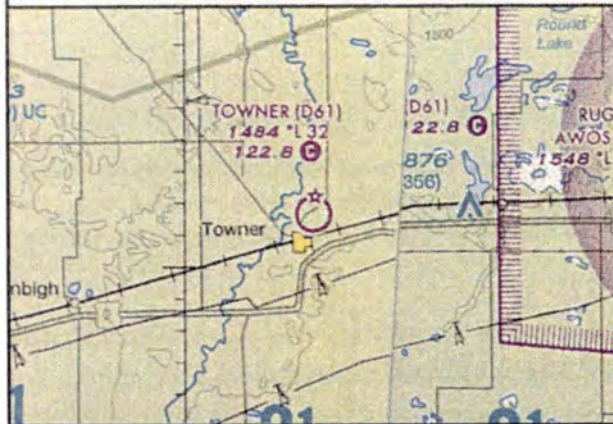
ATTENDANCE: All days Daylight/On call	
FUEL:	REPAIRS: none
PUBLIC TERMINAL PHONE: Yes	
MANAGER: Chris Norgaard-chrmn	
PHONE: 701-664-2343	
ADDL. PHONE: FBO 664-2220/641-3277	
UNICOM:	NAV: PAPI, AWOS
LIGHTS: Med* duskdawn	BEACON: CG
SNOW REMOVAL: Confirm aft storm	
CTAF: 122.9 REMARKS: Ry 3/21 grass clumpy,	
intersection soft if wet. PAPI/MIRL activate CTAF.	
AWOS 664-4490. MxGWt S-25.	



Lat: 48-22.82' N	FIELD ELEV. 2266	IDENT. # D60 TIOGA TIOGA MUNICIPAL
Long: 102-53.84' W		



TOWNER



ATTENDANCE: UNATNDD	
FUEL: None	REPAIRS: None
PUBLIC TERMINAL PHONE: No	
MANAGER: Richard Gunter-chrmn	
PHONE: 701-537-3519/701-537-5132	
ADDL. PHONE: 537-5137	
UNICOM: 122.80	NAV: None
LIGHTS: Low*RDO-CTL	BEACON: CG
SNOW REMOVAL: Confirm after storms	
CTAF: 122.8 REMARKS: Ry 34 - 3' ditch at	
stopway. Ry 16 +30' Pole 500' from end. Activate	
Ry 16/34 lights-CTAF	



Lat: 48-21.50' N

Long: 100-23.52' W

FIELD ELEV.

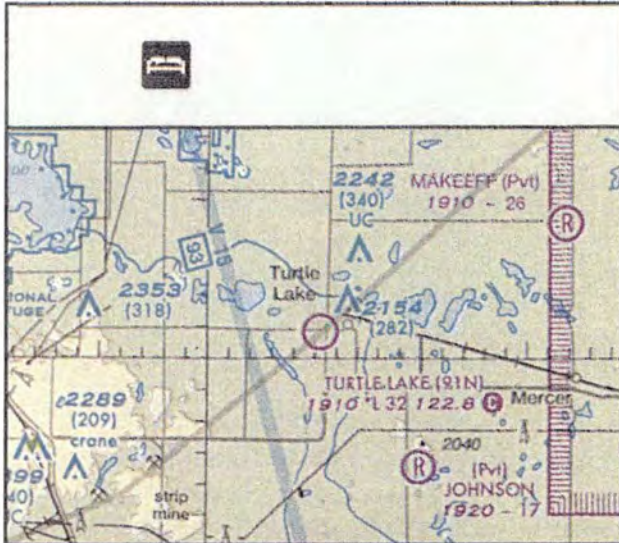
1484

IDENT. # D61

TOWNER

TOWNER MUNICIPAL

TURTLE LAKE



ATTENDANCE: UNATNDD	
FUEL: None	REPAIRS: None
PUBLIC TERMINAL PHONE: YES	
MANAGER: Joseph Johnson	
PHONE: 701-448-2253 / 2252	
ADDL. PHONE: 448-2868/2654	
UNICOM:	NAV: None
LIGHTS: Low*RDO-CTL	BEACON: None
SNOW REMOVAL: Irregular-confirm	
CTAF: 122.8 REMARKS: Ry 8/26 grass center	
sparse & clumpy. Activate lights-CTAF. Ry8 end	
-10' dropoff. Deer & birds in area.	



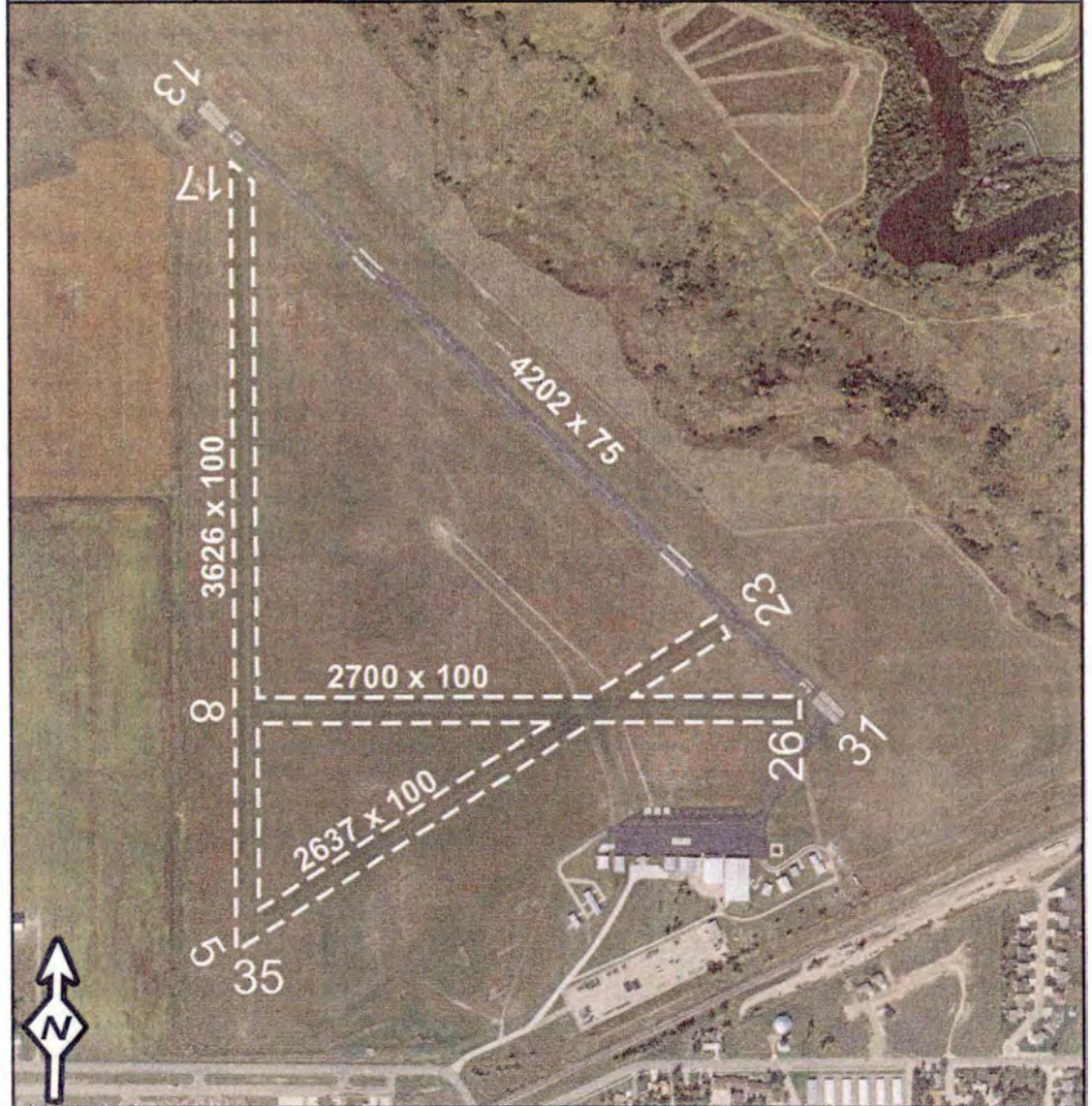
Lat: 47-30.57' N	FIELD ELEV. 1910	IDENT. # 91N
Long: 100-54.96' W		TURTLE LAKE TURTLE LAKE MUNICIPAL



VALLEY CITY



ATTENDANCE: Mon-Fri 8-5pm/On call
FUEL: *100LL Jet A REPAIRS: Major
PUBLIC TERMINAL PHONE: Yes
MANAGER: Michael Lerud
PHONE: 701-840-5903
ADDL. PHONE: 845-2100/793-0626 FBO
UNICOM: 122.80 NAV: PAPI,REIL,NDB,AWOS
LIGHTS: Med*duskdawn BEACON: CG
SNOW REMOVAL: Regular
CTAF: 122.8 REMARKS: Turf Ry's closed winters.
Activate PAPI/MIRL-CTAF. Self service credit card
fuel. AWOS 845-9117. TPA 2200 MSL. MxGWt S-12.5



Lat: 46-56.47' N

FIELD ELEV.

IDENT. # BAC

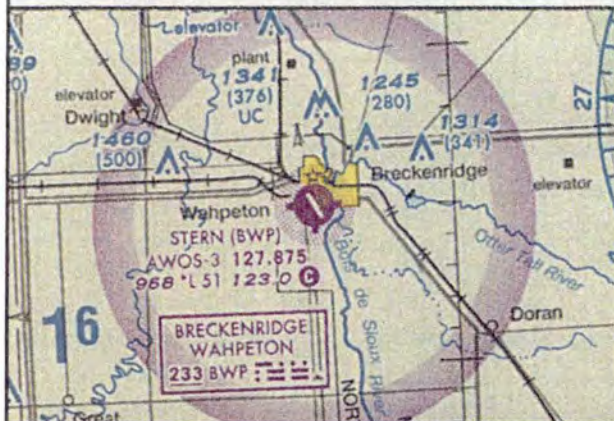
Long: 098-01.08' W

1400

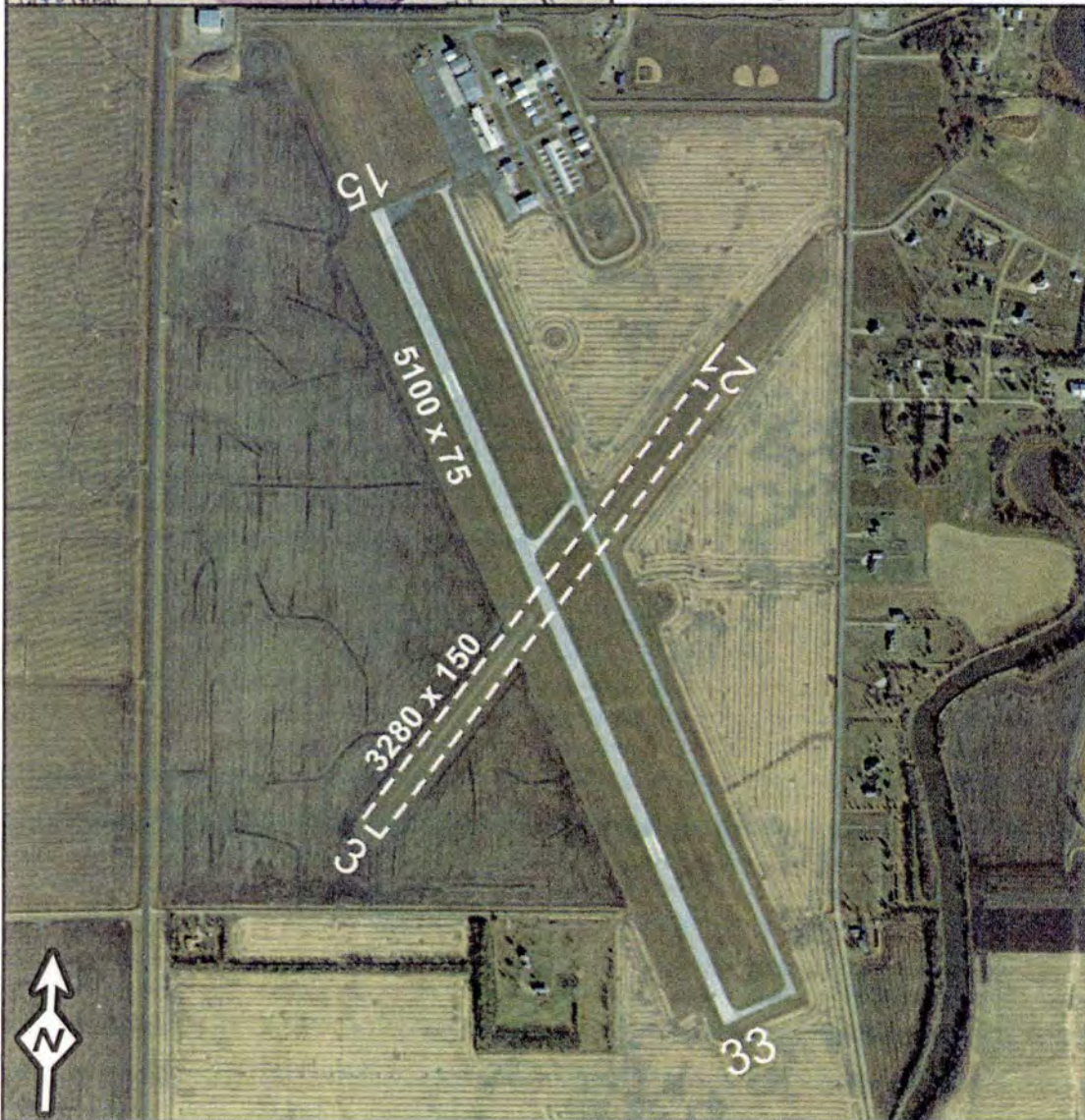
VALLEY CITY
BARNES COUNTY MUNICIPAL



WAHPETON



ATTENDANCE: Mon-Fri 8-5pm/ On call	
FUEL: *100LL Jet A	REPAIRS: Major
PUBLIC TERMINAL PHONE: Yes	
MANAGER: Cindy Schreiber-Beck	
PHONE: 701-642-5777, 701-899-3232, 701-361-0230	
ADDL. PHONE: Police 642-7722	
UNICOM: 123.00	NAV: PAPI, REIL, GPS, AWOS
LIGHTS: Med* dusk/dawn	BEACON: CG
SNOW REMOVAL: Confirm after storms	
CTAF: 123	REMARKS: Self service credit
card 100LL. Awos 127.875/642-9800. Ry 3/21 closed	
winters. Activate lights, reil-ctaf. MxGWt S-20	



Lat: 46-14.66' N

Long: 096-36.43' W

FIELD ELEV.

968

IDENT. # BWP

WAHPETON

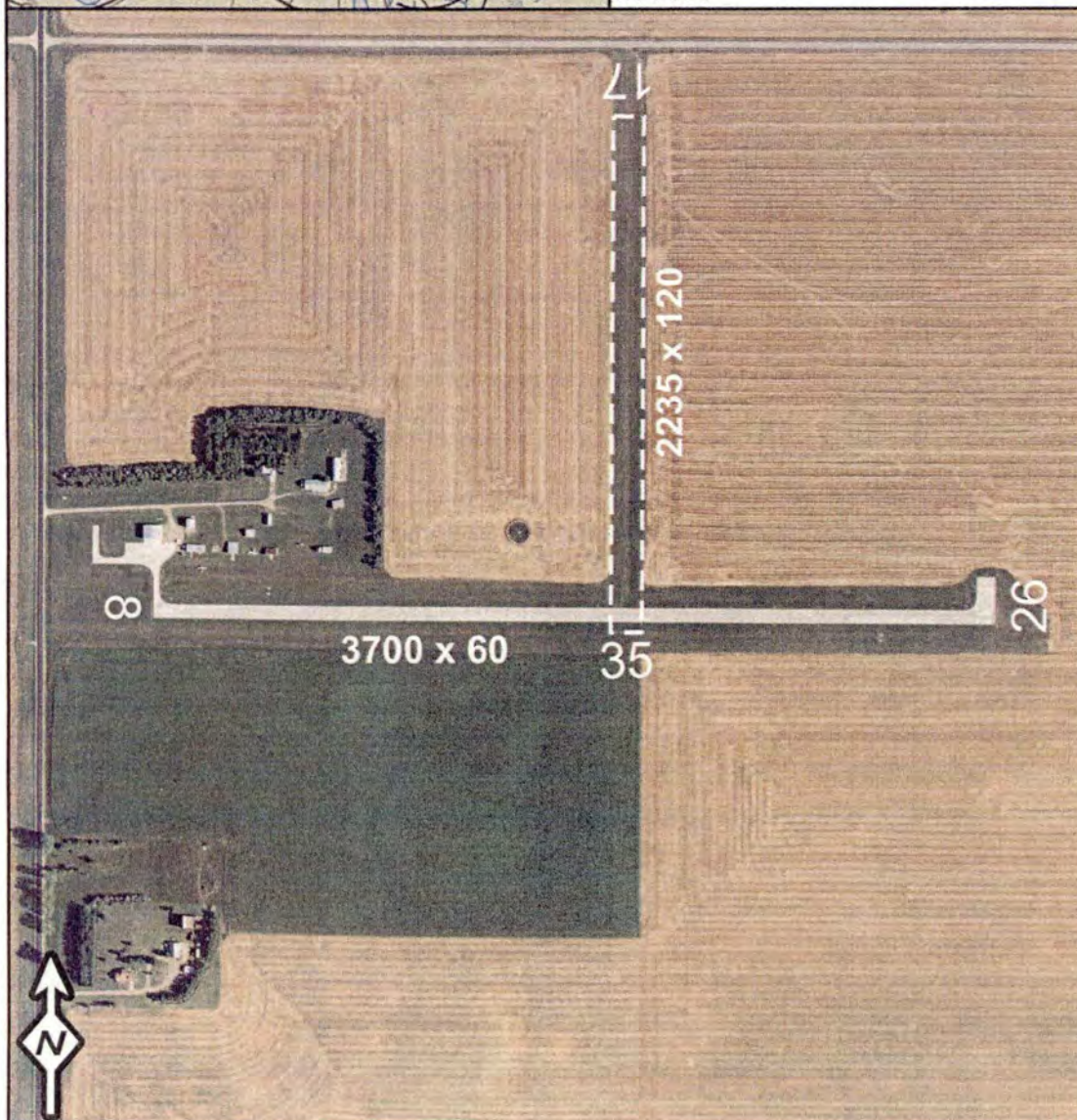
HARRY STERN



WASHBURN



ATTENDANCE: UNATNDD	
FUEL: None	REPAIRS: None
PUBLIC TERMINAL PHONE: Yes	
MANAGER: Ron Becker-chrmn	
PHONE: 701-315-0860/751-3123	
ADDL. PHONE: 462-7331/8413/3374	
UNICOM:	NAV: PAPI
LIGHTS: Med*RDO-CTL	BEACON: CG
SNOW REMOVAL: Irregular - confirm	
CTAF: 122.9 REMARKS: Ry 17/35 closed winter	
months. Deer and Birds possible. Activate MIRL/	
PAPI-CTAF	



Lat: 47-21.07' N

Long: 101-01.55' W

FIELD ELEV.

1905

IDENT. # 5C8

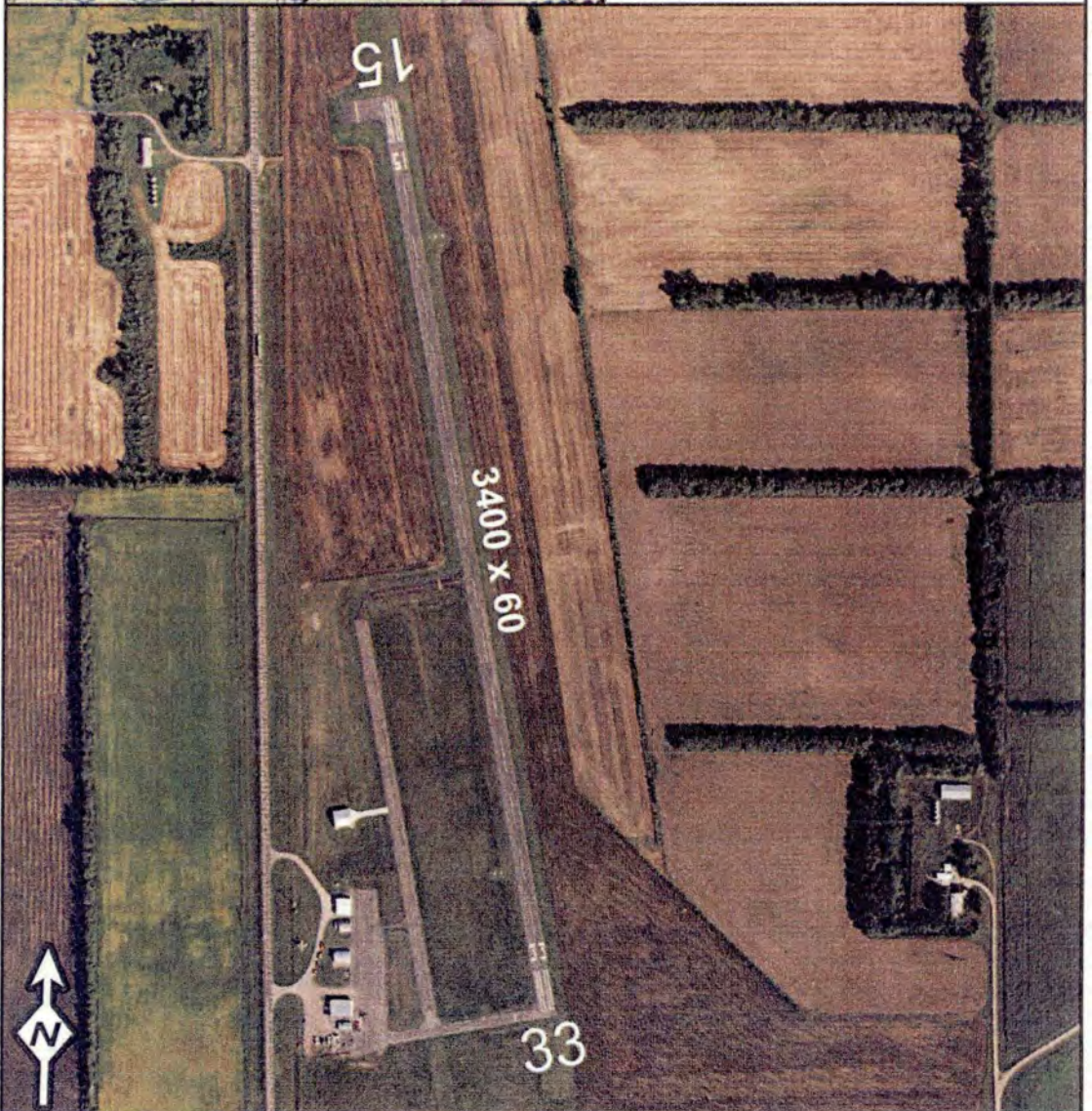
WASHBURN
WASHBURN MUNICIPAL



WALHALLA



ATTENDANCE: Daylight Hours.	
FUEL: *100LL	REPAIRS: None
PUBLIC TERMINAL PHONE: None	
MANAGER: Greg Porter	
PHONE: 701-549-3500 / 265-2891	
ADDL. PHONE: 549-3801	
UNICOM:	NAV: PAPI, AWOS
LIGHTS: Med*dusk2200	BEACON: CG
SNOW REMOVAL: Confirm prior use	
CTAF: 122.9 REMARKS: Actvt PAPI/MIRL after 2200hr-CTAF. Self service card fuel. Deer possible.	
AWOS 549-3402, 118.175. MxGWt S-20	



Lat: 48-56.43' N

Long: 097-54.17' W

FIELD ELEV.

953

IDENT. # 96D

WALHALLA
WALHALLA MUNICIPAL



WATFORD CITY



ATTENDANCE: UNATNDD	
FUEL: *100LL	REPAIRS: Major
PUBLIC TERMINAL PHONE: Yes	
MANAGER: Tim Taylor	
PHONE: 701-444-6411/701-770-7171	
ADDL. PHONE: FBO 444-3772/770-6739	
UNICOM: 122.80	NAV: PAPI, AWOS
LIGHTS: Med*dusk2200	BEACON: CG
SNOW REMOVAL: Regular - confirm	
CTAF: 122.8 REMARKS: Ry 18/36 closed winter.	
Actvt PAPI/MIRL aft 2200-CTAF. Self-service	
credit card fuel. AWOS 842-4855. MxGWt S-12.5	



Lat: 47-47.80' N

FIELD ELEV.

IDENT. # S25

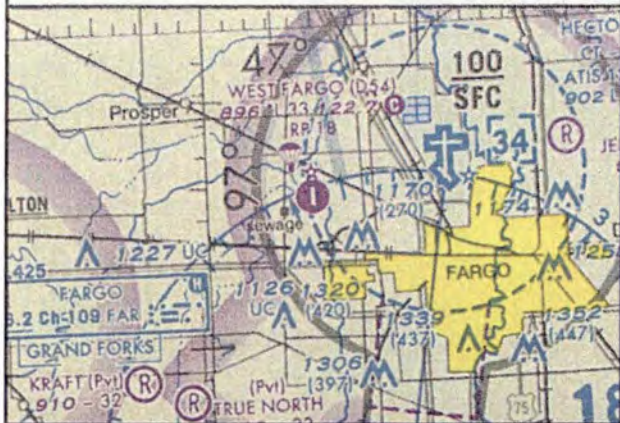
Long: 103-15.31' W

2109

WATFORD CITY
WATFORD CITY MUNICIPAL



WEST FARGO



ATTENDANCE: Mon-Fri 8-5pm/On call	
FUEL: 100LL	REPAIRS: Major
PUBLIC TERMINAL PHONE: Yes	
MANAGER: Keith Schonert	
PHONE: 701-281-9394	
ADDL. PHONE:	
UNICOM:	NAV: None
LIGHTS: Low*RDO-CTL	BEACON: CG
SNOW REMOVAL: Confirm w/mgr	
CTAF: 122.7 REMARKS: Right traffic Ry17.	
Actvt lights-CTAF. Birds possible. Parachute jumping.	
Self-service 100LL fuel only. TPA 1700'. MxGWt S-12.5	



Lat: 46-54.05' N

Long: 096-55.12' W

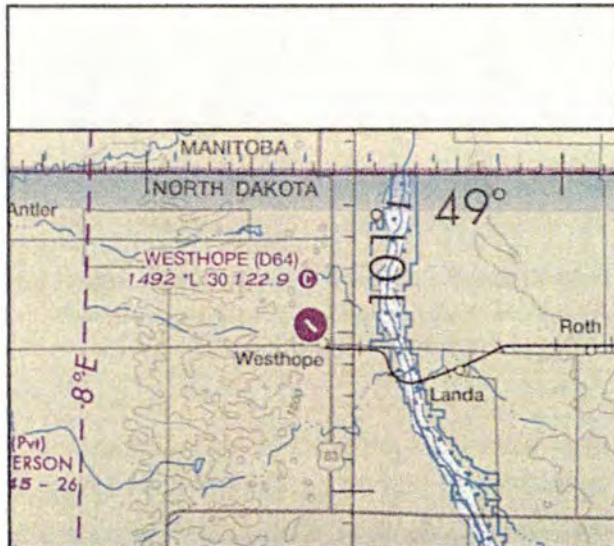
FIELD ELEV.

896

IDENT. # D54

WEST FARGO
WEST FARGO MUNICIPAL

WESTHOPE



ATTENDANCE: UNATNDD	
FUEL: None	REPAIRS: None
PUBLIC TERMINAL PHONE: Outside	
MANAGER: Brad Berentson	
PHONE: 701-245-6180	
ADDL. PHONE:	
UNICOM:	NAV: None
LIGHTS: Low*RDO-CTL	BEACON: None
SNOW REMOVAL: Irregular - confirm	
CTAF: 122.9 REMARKS: Lights located 55' from	
ry centerline. Ry 13 +3' Road 100' outbound.	
Activate lights-CTAF. MxGWt S-4	



Lat: 48-54.78' N

FIELD ELEV.

IDENT. # D64

Long: 101-02.02' W

1494

WESTHOPE
WESTHOPE MUNICIPAL



WILLISTON



ATTENDANCE: All days 5 a.m.-1 a.m.	
FUEL: *100LL Jet A	REPAIRS: Major
MANAGER: Steve Kjergaard	
PHONE: 701-774-8594, 701-580-5699	
ADDL. PHONE: FBO 577-3773/570-9549	
UNICOM: 122.80	NAV: PAPI, REIL, VOR, GPS
LIGHTS: Med*Duskdawn	BEACON: CG
SNOW REMOVAL: Yes	
CTAF: 122.8 REMARKS: Customs on call. Ry 11/29	
increase intensity, Ry 2/20 actvt lgts. Right-hand	
traffic Ry11&20. Asos-125.92.	
Check Unicom freq prior to arrival. MxGWt S-16	



Lat: 48-10.68' N

Long: 103-38.54' W

FIELD ELEV.

1982

IDENT. # ISN

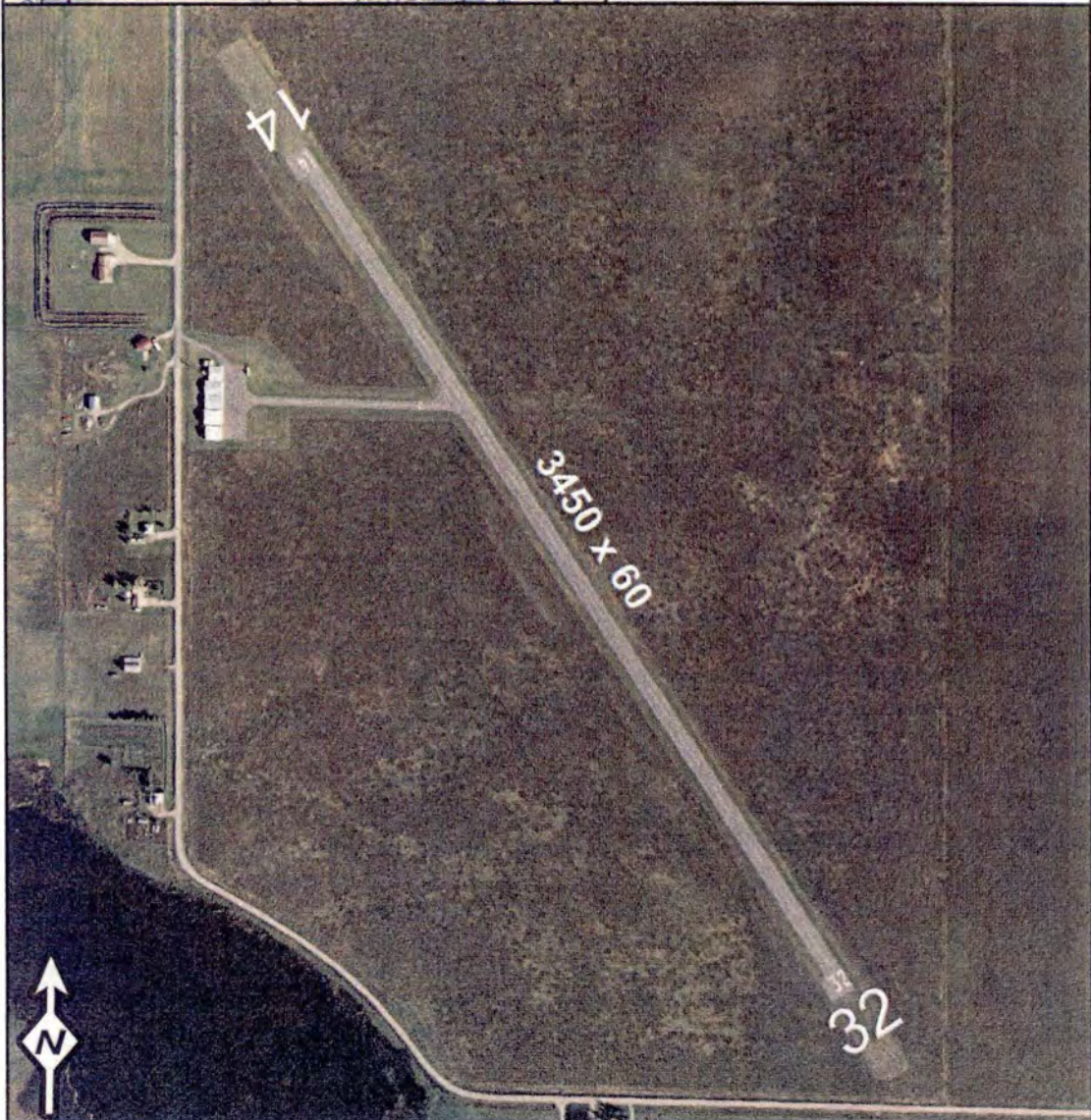
WILLISTON

SLOULIN FIELD INTERNATIONAL



WISHEK

ATTENDANCE: UNATNDD	
FUEL: NONE	REPAIRS: None
PUBLIC TERMINAL PHONE: Outside	
MANAGER: Delmar Hauff	
PHONE: 701-378-2350	
ADDL. PHONE: 452-2314/4291	
UNICOM:	NAV: None
LIGHTS: Low*RDO-CTL	BEACON: CG
SNOW REMOVAL: Irregular - conf	
CTAF: 122.9 REMARKS: Activate lights and	
beacon - CTAF. Confirm snow removal with apt mgr	
or AFSS. Birds & deer possible. MxGWt S-8	



Lat: 46-14.78' N

Long: 099-32.27' W

FIELD ELEV.

2035

IDENT. # 6L5

WISHEK

WISHEK MUNICIPAL

METAR ABBREVIATIONS

ABBREVIATIONS

AOI	Automated Observation without precipitation discriminator (rain/snow)
AO2	Automated Observation with precipitation discriminator (rain/snow)
AMD	Amended Forecast (TAF)
BECMG	Becoming (expected between 2-digit beginning hour and 2-digit ending hour)
BKN	Broken
CLR	Clear at or below 12,000 feet (AWOS/ASOS report)
COB	Correction to the observation
FEW	1 or 2 octas (eighths) cloud coverage
FM	From (4 digit beginning time in hours and minutes)
LDG	Landing
M	In temperature field means "minus" or below zero
M	In RVR listing indicates visibility less than lowest reportable sensor value (e.g. M600)
NO	Not available (e.g. SLPNO, RVRNO)
NSW	No Significant Weather
OVC	Overcast
P	In RVR indicates visibility greater than highest reportable sensor value (e.g. P6000FT)
P6SM	Visibility greater than 6 SM (TAF only)
PROB40	Probability 40 percent
R	Runway (used in RVR measurement)
RMK	Remark
RV/RWY	Runway
SCT	Scattered
SKC	Sky Clear
SLP	Sea Level Pressure (e.g., 1013 reported as 013)
SM	Statute mile(s)
SPECI	Special Report
TEMPO	Temporary changes expected (between 2-digit beginning hour and 2-digit ending hour)
TKOF	Takeoff
T01760158, 10142, 20012 and 401120084	In Remarks-examples of temperature information
V	Varies (wind direction and RVR)
VC	Vicinity
VRB	Variable wind direction when speed is less than or equal to 6 knots
VV	Vertical Visibility
WS	Wind shear (In TAFs, low level and not associated with convective activity)

DESCRIPTORS

BC	Patches	MI	Shallow
BL	Blowing	PR	Partial
DR	Low Drifting	SH	Showers
FZ	Supercooled/freezing	TS	Thunderstorm

WEATHER PHENOMENA

BR	Mist	PE	Ice Pellets
DS	Dust Storm	P0	Dust/Sand Whirls
DU	Widespread Dust	PY	Spray
DZ	Drizzle	RA	Rain
FC	Funnel Cloud	SA	Sand
FC	Tornado/Water Spout	SG	Snow Grains
FG	Fog	SN	Snow
FU	Smoke	SQ	Squall
GA	Hail	SS	Sandstorm
GS	Small Hail/Snow Pellets	UP	Unknown Precipitation (Automated Observations)
HZ	Haze	VA	Volcanic Ash
IC	Ice Crystals		

CLOUD TYPES

CB	Cumulonimbus	TCU	Towering Cumulus
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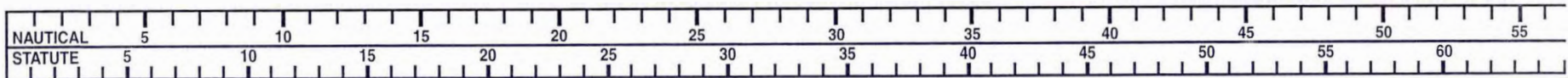
CLOSE YOUR FLIGHT PLAN

FLIGHT PLAN

AFSS 1-800-992-7433

1. TYPE VFR IFR DVFR	2. AIRCRAFT IDENTIFICATION	3. AIRCRAFT TYPE SPECIAL EQUIPMENT	4. TRUE AIRSPEED KTS	5. DEPARTURE POINT	6. DEPARTURE TIME PROPOSED (Z) ACTUAL (Z)	7. CRUISING ALTITUDE
5. ROUTE OF FLIGHT						
9. DESTINATION (Name of Airport and City)		10. EST TIME ENROUTE HOURS MINUTES	11. REMARKS			
12. FUEL ON BOARD HOURS MINUTES		13. ALTERNATE AIRPORT	14. PILOT'S NAME, ADDRESS & TELEPHONE NUMBER & AIRCRAFT HOME BASE 17. DESTINATION CONTACT/TELEPHONE (OPTIONAL)			15. NUMBER ABOARD
16. COLOR OF AIRCRAFT						









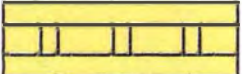

/X - NO TRANSPONDER.
/T - TRANSPONDER NO ALTITUDE ENCODING CAPABILITY.
/U - TRANSPONDER WITH ALTITUDE ENCODING CAPABILITY.
/D - DME, BUT NO TRANSPONDER.
/B - DME, AND TRANSPONDER, BUT NO ALTITUDE ENCODING CAPABILITY.
/A - DME AND TRANSPONDER WITH ALTITUDE ENCODING CAPABILITY.
/M - TACAN ONLY, BUT NO TRANSPONDER.
/N - TACAN ONLY AND TRANSPONDER, BUT NO ALTITUDE ENCODING CAPABILITY.
/F - TACAN ONLY AND TRANSPONDER WITH ALTITUDE ENCODING CAPABILITY.
/C - RNAV AND TRANSPONDER, BUT NO ALTITUDE ENCODING CAPABILITY.
/R - RNAV AND TRANSPONDER WITH ALTITUDE ENCODING CAPABILITY.
/W - RNAV BUT NO TRANSPONDER.
/G - GPS



FLIGHT LOG

DEPARTURE POINT	VOR	RADIAL	DISTANCE	TIME		GROUND SPEED
	IDENT.	TO	LEG	POINT - POINT	TAKE OFF	
	FREQ.	FROM	REMAINING	CUMMULATIVE		
CHECK POINT					ETA	
					ATA	
DESTINATION						
			TOTAL			
PREFLIGHT CHECK LIST				DATE		
EN ROUTE WEATHER / WEATHER ADVISORIES						
DESTINATION WEATHER				WINDS ALOFT		
ALTERNATE WEATHER						
FORECASTS						
NOTAMS / AIRSPACE RESTRICTIONS						




GUIDE FOR AIRFIELD SIGNS

SIGN and LOCATION	PILOT ACTION or SIGN PURPOSE
 On Taxiways at Intersection with a Runway	Controlled Airport - Hold unless ATC Clearance has been received. Uncontrolled Airport - Proceed when no traffic conflict exists.
 Runway / Runway Intersection	Taxiing - Same action as above. Taking Off or Landing - Disregard unless a "Land, Hold Short" clearance has been accepted.
 Taxiway in Runway Approach of Departure Area	Controlled Airport - Hold when instructed by ATC. Uncontrolled Airport - Proceed when no traffic conflict exists.
 ILS Critical Area	Hold when approaches are being made with visibility less than 2 miles or ceiling less than 800 feet.
 Areas where Aircraft are Forbidden to Enter	Do not enter.
 Taxiway	Identifies taxiway on which aircraft is positioned.
 Runway	Identifies runway on which aircraft is positioned.
 Edge of Protected Airway for Runway	These signs are used on controlled airports to identify the boundary of the runway protected area. It is intended that pilots exiting this area would use this sign as a guide to judge when the aircraft is clear of the protected area.
 Edge of ILS Critical Area	These signs are used on controlled airports to identify the boundary of the ILS critical area. It is intended that pilots exiting this area would use this sign as a guide to judge when the aircraft is clear of the ILS critical area.
 Taxiways and Runway	On Taxiways - Provides direction to turn at next intersection to maneuver aircraft onto named runway.

GUIDE FOR AIRFIELD SIGNS

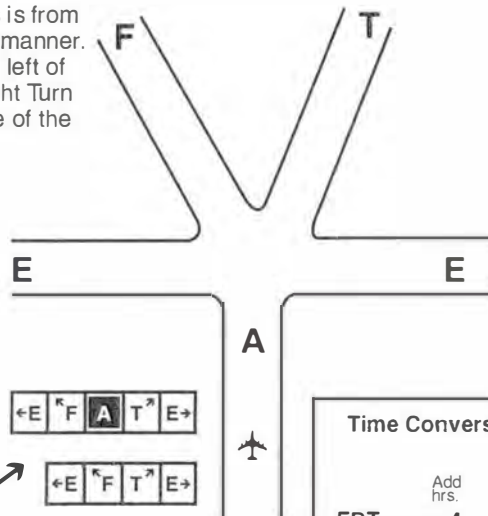
SIGN and LOCATION

PILOT ACTION or SIGN PURPOSE

 Taxiways	Provides general taxiing direction to named runway.
 Taxiways and Runways	Provides general taxiing direction to identified destination.
 Runway	Provides remaining runway length in 1,000 feet increments.

ARRANGEMENT OF SIGNS AT INTERSECTION

Note: Orientation of signs is from left to right in a clockwise manner. Left Turn Signs are on the left of the Location Sign and Right Turn Signs are on the right side of the Location Sign.

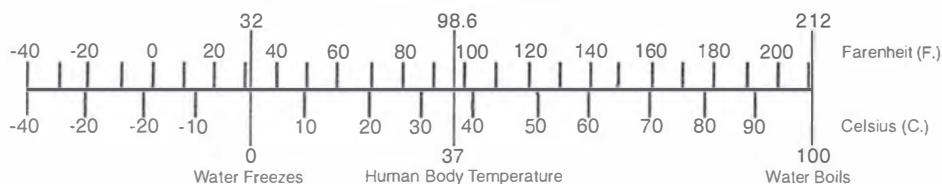


Alternate array of signs shown to illustrate sign orientation when Location Sign not installed.

Time Conversion to UTC (Z)

	Add hrs.		Add hrs.
EDT	4	MDT	6
EST	5	MST	7
CDT	5	PDT	7
CST	6	PST	8
Hawaii & Alaska	10		

TEMPERATURE CONVERSION



INTERCEPTING SIGNALS

Signals initiated by intercepting aircraft and responses by intercepted aircraft (as set forth in ICAO Annex 2-Appendix A, 2.1)

Series	Intercepting Aircraft Signals	Meaning	Intercepted Aircraft Responds	Meaning
1	<p>Day - Rocking wings from a position slightly above and ahead of, and normally to the left of, the intercepted aircraft and, after acknowledgement, a slow level turn, normally to the left, on to the desired heading.</p> <p>Night - Same and, in addition, flashing navigational lights at irregular intervals.</p> <p>Note 1 - Meteorological conditions or terrain may require the intercepting aircraft to take up a position slightly above and ahead of, and to the right of, the intercepted aircraft and to make the subsequent turn to the right.</p> <p>Note 2 - If the intercept aircraft is not able to keep pace with the intercepting aircraft, the latter is expected to fly a series of race-track patterns and to rock its wings each time it passes the intercepted aircraft.</p>	You have been intercepted! Follow me.	<p>Aeroplanes: Day - Rocking wings and following.</p> <p>Night - Same and, in addition, flashing navigational lights at regular intervals.</p> <p>Helicopters: Day or Night-Rocking Aircraft, flashing navigational lights at irregular intervals and following.</p>	Understood, will comply.
2	Day or Night - An abrupt break-away maneuver from the intercepted aircraft consisting of a climbing turn of 90 degrees or more without crossing the line of flight of the intercepted aircraft.	You may proceed.	<p>Aeroplanes: Day or Night - Rocking Wings.</p> <p>Helicopters: Day or Night - Rocking Aircraft.</p>	Understood, will comply.
3	<p>Day - Circling aerodrome, lowering landing gear and over-flying runway in direction of landing or, if the intercepted aircraft is a helicopter, over-flying the helicopter landing area.</p> <p>Night - Same and, in addition, showing steady landing lights.</p>	Land at this aerodrome.	<p>Aeroplanes: Day - Lowering landing gear, following the intercepting aircraft and, if after over-flying the runway landing is considered safe, proceed to land. Night - Same and, in addition, showing steady lights (if carried).</p> <p>Helicopters: Day or Night - Follow the intercepted aircraft and proceed to land, showing a steady landing light (if carried).</p>	Understood, will comply.
4	Day or Night - Raising landing gear (if fitted) and flashing landing lights while passing over runway in use or helicopter landing area at a height exceeding 2,000 ft (in case of helicopter, at a height exceeding 170 ft, but not exceeding 330 ft) above the aerodrome level, and continuing to circle runway in use or helicopter landing area. If unable to flash landing lights, flash any other lights available.	Aerodrome you have designated is inadequate.	<p>Day or Night - If it is desired that the intercepted aircraft follow the intercepting aircraft to an alternate aerodrome, the intercepting aircraft raises its landing gear (if fitted) and uses the Series 1 signals prescribed for intercepting aircraft.</p> <p>It is decided to release the intercepted craft, the intercepting aircraft uses the Series 2 signals prescribed for intercepting aircraft.</p>	Understood, follow me. Understood, you may proceed.
5	Day or Nights - Regular switching on and off of all available lights but in such a manner as to be distinct from flashing lights.	Cannot comply.	Day or Night - Use Series 2 signals prescribed for intercepting aircraft.	Understood
6	Day or Nights - Irregular flashing of all available lights.	In distress.	Day or Night - Use Series 2 signals prescribed for intercepting aircraft.	Understood

Light Gun Signals

Color and Type of Signal	Movement of Vehicles, Equipment and Personnel	Aircraft on the Ground	Aircraft in Flight
Steady Green	Cleared to Cross, Proceed or Go	Cleared for Take-off	Cleared to Land
Flashing Green	Not Applicable	Cleared for Taxi	Return for Landing, to be Followed by Steady Green at the Proper Time
Steady Red	STOP	STOP	Give Way to Other Aircraft and Continue Circling
Flashing Red	Clear the Taxiway/Runway	Taxi Clear of the Runway in Use.	Airport Unsafe, Do not Land
Flashing White	Return to Starting Point on Airport	Return to Starting Point on Airport	Not Applicable
Alternating Red and Green	Exercise Extreme Caution	Exercise Extreme Caution	Exercise Extreme Caution

10 Ways To Help Prevent Runway Incursions

1 See The “Big Picture”
Monitor both ground and tower communications when possible.

2 Transmit Clearly
Make your instructions and read-backs complete and easy to understand.

3 Listen Carefully
Listen to your clearance. Listen to what you read back. Do not let communications become automatic.

4 Copy Clearances
Clearances can change. Keep a note pad and copy your clearance. If needed, refer to your notes.

5 Situational Awareness
Know your location. If unfamiliar with an airport keep a current airport diagram available for easy reference.

6 Admit When Lost
If you get lost on an airport, ask ATC for help. Better to damage your pride than your airplane.

7 Sterile Cockpit
Maintain a sterile cockpit until reaching cruising altitude. Explain to your passengers that talking should be kept to a minimum.

8 Understand Signs, Lights And Markings
Keep current with airport signs, lights and markings. Know what they mean and what action to take.

9 Never Assume
Do not take clearances for granted. Look both ways before entering or crossing taxiways and runways.

10 Follow Procedures
Establish safe procedures for airport operations. Then follow them.

For more information see the following:
www.faa.gov/runwaysafety

AIRPORT IDENTIFIERS

IDENT.	LOCATION	CTAF	IDENT.	LOCATION	CTAF
1A2	Arthur	122.9*	D55	Langdon	122.8*
ASY	Ashley	122.9*	2L1	Larimore	122.9
20U	Beach	122.8*	D31	Leeds	122.8*
95D	Beulah	122.9*	4N4	Lidgerwood	122.9
BIS	Bismarck	118.3* -TWR	7L2	Linton	122.9*
D09	Bottineau	122.8*	6L3	Lisbon	122.9
5B4	Bowbells	122.9	7G2	McClusky	122.9*
BPP	Bowman	122.8*	8M6	McVile	122.9
9D7	Cando	122.9*	6D3	Maddock	122.9
46D	Carrington	122.9*	Y19	Mandan	122.8*
5N8	Casselton	122.8*	D56	Mayville	122.8*
2C8	Cavalier	122.8*	4R6	Milnor	122.9
D49	Columbus	122.9	MOT	Minot	118.2* -TWR.
S32	Cooperstown	122.9*	D06	Minto	122.9
D50	Crosby	122.9*	HBC	Mohall	122.8*
DVL	Devils Lake	122.8*	3P3	Mott	122.9*
DIK	Dickinson	123.0*	5B5	Napoleon	122.9*
D29	Drayton	122.9*	8J7	New Rockford	122.9
S28	Dunseith	122.8	05D	New Town	122.9*
51D	Edgeley	122.8*	4V4	Northwood	122.8*
Y71	Elgin	122.9*	2D5	Oakes	122.9*
4E7	Ellendale	122.9*	64G	Page Regional	N/A
5N4	Enderlin	122.9*	Y37	Park River	122.8*
FAR	Fargo	133.8 - TWR	Y74	Parshall	122.8*
D24	Fessenden	122.9*	PMB	Pembina	122.8*
Y27	Fort Yates	122.9	Y99	Plaza	122.9
9G9	Gackle	122.9	4E8	Richardton	122.9
D05	Garrison	122.9*	37N	Riverdale	122.9
D57	Glen Ullin	122.9*	2H9	Rolette	122.8*
GAF	Grafton	122.8*	06D	Rolla	122.8*
GFK	Grand Forks	118.4* - TWR	RUG	Rugby	122.8*
GWR	Gwinner	122.7*	4S5	St. Thomas	122.9*
5H4	Harvey	122.8*	08D	Stanley	122.9*
6H8	Hazelton	122.9	D60	Tioga	122.9*
HZE	Hazen	122.8*	D61	Towner	122.8*
HEI	Hettinger	122.8*	91N	Turtle Lake	122.8*
3H4	Hillsboro	122.9*	BAC	Valley City	122.8*
JMS	Jamestown	123.0*	BWP	Wahpeton	123.0*
7K5	Kenmare	122.8*	96D	Walhalla	122.9*
9Y1	Killdeer	122.9*	5C8	Washburn	122.9*
K74	Kindred	122.9*	S25	Watford City	122.8*
D03	Kulm	122.9	D54	West Fargo	122.7*
5L0	Lakota	122.8*	D64	Westhope	122.9*
4F9	LaMoure	122.9*	ISN	Williston	122.8*
			6L5	Wishek	122.9*

* - Aircraft Radio Controlled Airport Lighting Activation and/or increase intensity level through 3, 5, or 7 microphone clics. **FAA NOTAMS - 1-877-487-6867.**

SD2006
April 1, 2013
Attachment 1

**Sixty-third Legislative Assembly of North Dakota
In Regular Session Commencing Tuesday, January 8, 2013**

SENATE BILL NO. 2278
(Senators Laffen, Andrist, Robinson, Sorvaag)
(Representatives K. Koppelman, Trottier)

AN ACT to amend and reenact section 2-05-06.5 of the North Dakota Century Code, relating to state assistance for airports.

BE IT ENACTED BY THE LEGISLATIVE ASSEMBLY OF NORTH DAKOTA:

SECTION 1. AMENDMENT. Section 2-05-06.5 of the North Dakota Century Code is amended and reenacted as follows:

2-05-06.5. State assistance for airports.

Each public airport ~~owned or operated by a public entity and each airport operated by an airport authority in this state which is served by at least one airline which is certified by the federal aviation administration or was at one time served by an airline certified by the federal aviation administration,~~ may be provided assistance according to guidelines established by the commission by rule, within the limits of legislative appropriations from the state general fund. The governing body or airport authority which operates an airport that receives assistance under this section shall deposit the moneys received in the same account or accounts as other airport funds are deposited and may expend the moneys as provided by law for other airport funds, including matching any funds made available by the United States.

13.8156.02001
Title.

Fiscal No. 1

SB 2006
April 3, 2013 Attachment 1
Prepared by the Legislative Council staff for
House Appropriations - Government
Operations Division
April 1, 2013

PROPOSED AMENDMENTS TO ENGROSSED SENATE BILL NO. 2006

Page 1, replace line 12 with:

"Salaries and wages	\$1,005,639	\$114,597	\$1,120,236
Accrued leave payments	0	10,772	10,772"

Page 1, replace lines 16 through 18 with:

"Total all funds	\$13,083,688	(\$85,631)	\$12,998,057
Less estimated income	<u>12,533,688</u>	<u>(85,631)</u>	<u>12,448,057</u>
Total general fund	\$550,000	\$0	\$550,000"

Page 2, line 4, after "grants" insert "in accordance with the North Dakota aeronautics commission guidelines established"

Renumber accordingly

STATEMENT OF PURPOSE OF AMENDMENT:

Senate Bill No. 2006 - Aeronautics Commission - House Action

	Executive Budget	Senate Version	House Changes	House Version
Salaries and wages	\$1,150,090	\$1,156,409	(\$36,173)	\$1,120,236
Operating expenses	1,977,049	1,977,049		1,977,049
Capital assets	390,000	390,000		390,000
Grants	9,500,000	9,500,000		9,500,000
Additional airport grants		6,000,000		6,000,000
Accrued leave payments			10,772	10,772
Total all funds	\$13,017,139	\$19,023,458	(\$25,401)	\$18,998,057
Less estimated income	<u>12,467,139</u>	<u>18,473,458</u>	<u>(25,401)</u>	<u>18,448,057</u>
General fund	\$550,000	\$550,000	\$0	\$550,000
FTE	6.00	6.00	0.00	6.00

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

	Adjusts State Employee Compensation and Benefits Package ¹	Provides Separate Line Item for Accrued Leave Payments ²	Total House Changes
Salaries and wages	(\$25,401)	(\$10,772)	(\$36,173)
Operating expenses			
Capital assets			
Grants			
Additional airport grants			
Accrued leave payments		10,772	10,772
Total all funds	(\$25,401)	\$0	(\$25,401)
Less estimated income	<u>(25,401)</u>	<u>0</u>	<u>(25,401)</u>
General fund	\$0	\$0	\$0
	0.00	0.00	0.00

¹This amendment adjusts the state employee compensation and benefits package as follows:

- Reduces the performance component from 3 to 5 percent per year to 2 to 4 percent per year.
- Reduces the market component from 2 to 4 percent per year for employees below the midpoint of their salary range to up to 2 percent for employees in the first quartile of their salary range for the first year of the biennium only.
- Removes funding for additional retirement contribution increases.

²A portion of salaries and wages funding from other funds (\$10,772) for permanent employees' compensation and benefits is reallocated to an accrued leave payments line item for paying annual leave and sick leave for eligible employees.

This amendment adds language to Section 3 to require that the grants be awarded using the Aeronautics Commission guidelines.

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

	Executive Budget	Senate Version	House Changes	House Version
Aeronautics Commission				
Salaries and wages	\$1,150,090	\$1,156,409	(\$36,173)	\$1,120,236
Operating expenses	1,977,049	1,977,049		1,977,049
Capital assets	390,000	390,000		390,000
Grants	9,500,000	9,500,000	6,000,000	15,500,000
Additional airport grants		6,000,000	(6,000,000)	
Accrued leave payments			10,772	10,772
Total all funds	\$13,017,139	\$19,023,458	(\$25,401)	\$18,998,057
Less estimated income	<u>12,467,139</u>	<u>18,473,458</u>	<u>(6,025,401)</u>	<u>12,448,057</u>
General fund	\$550,000	\$550,000	\$6,000,000	\$6,550,000
FTE	6.00	6.00	0.00	6.00
Bill Total				
Total all funds	\$13,017,139	\$19,023,458	(\$25,401)	\$18,998,057
Less estimated income	<u>12,467,139</u>	<u>18,473,458</u>	<u>(6,025,401)</u>	<u>12,448,057</u>
General fund	\$550,000	\$550,000	\$6,000,000	\$6,550,000
FTE	6.00	6.00	0.00	6.00

Senate Bill No. 2006 - Aeronautics Commission - Senate Action

	Executive Budget	Senate Changes	Senate Version
Salaries and wages	\$1,150,090	\$6,319	\$1,156,409
Operating expenses	1,977,049		1,977,049
Capital assets	390,000		390,000
Grants	9,500,000		9,500,000
Additional airport grants		6,000,000	6,000,000
Total all funds	\$13,017,139	\$6,006,319	\$19,023,458
Less estimated income	<u>12,467,139</u>	<u>6,006,319</u>	<u>18,473,458</u>
General fund	\$550,000	\$0	\$550,000
FTE	6.00	0.00	6.00

Department 412 - Aeronautics Commission - Detail of Senate Changes

	Corrects Executive Compensation Package¹	Adds Funding for Airport Grants²	Total Senate Changes
Salaries and wages	6,319		6,319
Operating expenses			
Capital assets			
Grants			
Additional airport grants		6,000,000	6,000,000
Total all funds	\$6,319	\$6,000,000	\$6,006,319
Less estimated income	<u>6,319</u>	<u>6,000,000</u>	<u>6,006,319</u>
General fund	\$0	\$0	\$0
FTE	0.00	0.00	0.00

¹ Funding is added due to a calculation error in the executive compensation package.

This amendment adds a new section appropriating \$6 million from the strategic investment and improvements fund for awarding grants to airports served by at least one airline which is certified by the Federal Aviation Administration.

Senate Bill No. 2006 - Aeronautics Commission - House Action

	Executive Budget	Senate Version	House Changes	House Version
Salaries and wages	\$1,150,090	\$1,156,409	(\$36,173)	\$1,120,236
Operating expenses	1,977,049	1,977,049		1,977,049
Capital assets	390,000	390,000		390,000
Grants	9,500,000	9,500,000	6,000,000	15,500,000
Additional airport grants		6,000,000	(6,000,000)	
Accrued leave payments			10,772	10,772
Total all funds	<u>\$13,017,139</u>	<u>\$19,023,458</u>	<u>(\$25,401)</u>	<u>\$18,998,057</u>
Less estimated income	<u>12,467,139</u>	<u>18,473,458</u>	<u>(6,025,401)</u>	<u>12,448,057</u>
General fund	<u>\$550,000</u>	<u>\$550,000</u>	<u>\$6,000,000</u>	<u>\$6,550,000</u>
FTE	6.00	6.00	0.00	6.00

Department 412 - Aeronautics Commission - Detail of House Changes

	Adjusts State Employee Compensation and Benefits Package¹	Provides Separate Line Item for Accrued Leave Payments²	Changes Funding Source for Airport Grants³	Total House Changes
Salaries and wages	(25,401)	(10,772)		(36,173)
Operating expenses				
Capital assets				
Grants			6,000,000	6,000,000
Additional airport grants			(6,000,000)	(6,000,000)
Accrued leave payments		10,772		10,772
Total all funds	<u>(\$25,401)</u>	<u>\$0</u>	<u>\$0</u>	<u>(\$25,401)</u>
Less estimated income	<u>(25,401)</u>	<u>0</u>	<u>(6,000,000)</u>	<u>(6,025,401)</u>
General fund	<u>\$0</u>	<u>\$0</u>	<u>\$6,000,000</u>	<u>\$6,000,000</u>
FTE	0.00	0.00	0.00	0.00

¹ This amendment adjusts the state employee compensation and benefits package as follows:

- Reduces the performance component from 3 to 5 percent per year to 2 to 4 percent per year.
- Reduces the market component from 2 to 4 percent per year for employees below the midpoint of their salary range to up to 2 percent for employees in the first quartile of their salary range for the first year of the biennium only.
- Removes funding for additional retirement contribution increases.

² A portion of salaries and wages funding from other funds (\$10,772) for permanent employees' compensation and benefits is reallocated to an accrued leave payments line item for paying annual leave and sick leave for eligible employees.

³ This amendment changes the funding source for airport grants from the strategic investment and improvements fund to the general fund. The Senate version added a section to provide a separate appropriation from the strategic investments and improvements fund for airport grants.

This amendment also removes a section added by the Senate relating to grants to airports and designates the \$6 million grants to airports as one-time funding.