

1999 HOUSE APPROPRIATIONS

HB 1006

1999 HOUSE STANDING COMMITTEE MINUTES

BILL/RESOLUTION NO. 1006

House Appropriations Committee
Government Operations Division

Conference Committee

Hearing Date January 20, 1999

Tape Number	Side A	Side B	Meter #
1	x		0-59.1
1		x	0-6.2
Committee Clerk Signature <i>Roxanne Kohl</i>			

Minutes:

A BILL FOR AN ACT TO PROVIDE AN APPROPRIATION FOR DEFRAYING THE EXPENSES OF THE AERONAUTICS COMMISSION.

Summary of Hearing:

Gary Ness, North Dakota Aeronautics Commission (See attached testimony)

(22.2) Rep. Byerly: How do we justify spending money for a paved strip at such small airports with such little usage?

(23.1) Gary Ness: Our criteria is: Agricultural work in that area, fixed based operator, mechanical shop, medical facility, and FAA criteria. There criteria is stronger than ours. There is an endangered list of airports in North Dakota. We've lost five airports in the last five years. We will see more of that in the future.

(36.2) Rep. Byerly: It wasn't the implication of the Drift Insurance Committee that the state would furnish affordable insurance?

(36.4) Gary Ness: No.

(41.9) Mike Ryan, Director of Minot International Airport, representing Airport Association

Page 2

Government Operations Division

Bill/Resolution Number 1006

Hearing Date January 20, 1999

(48.5) Dan Vigesaa, Chairman North Dakota Aviation Council, Chairman of North Dakota Pilots Association (See attached testimony)

(57.5) Discussion on aircraft manufacturing taking place around state.
Side B

(1.0) Niles Hushka, Airport Engineer with Kadrmas, Lee & Jackson

(2.6) Gregory Haug, Airport Manager of Bismarck Municipal Airport

Closed hearing on HB 1006.

There was no opposition to the bill.

General Discussion

- Committee on Committees
- Rules Committee
- Confirmation Hearings
- Delayed Bills Committee
- House Appropriations
- Senate Appropriations
- Other

Date January 28, 1999			
Tape Number	Side A	B Side	Meter #
1	x		16.9-25.7
Committee Clerk Signature <i>Roxanne Kohl</i>			

Minutes:

Chairman Byerly opened the discussion to House Bill 1006.

1A: 18.0 Rep. Huether informed the committee he would be deleting the salary and wage increases, upgrades to existing computers will be reduced by 30%, and possible reductions to office furniture request. He will present amendments Monday February, 1st.

General Discussion

- Committee on Committees
- Rules Committee
- Confirmation Hearings
- Delayed Bills Committee
- House Appropriations
- Senate Appropriations
- Other

Date February 3, 1999			
Tape Number	Side A	B Side	Meter #
1	x		0-2.8
Committee Clerk Signature <i>Roxanne Stone</i>			

Minutes:

Vice Chairman Carlisle opened the discussion on House Bill 1006.

1A: 1.0 Rep. Huether explained changes to bill: Reduced operating/equipment line by \$10,000 and salary package adjustment.

1A: 1.2 Rep. Huether moved to adopt amendment 98006.0101. Rep. Poolman 2nd the motion. By a voice vote the amendment was adopted.

1A: 2.0 Rep. Huether moved a DO PASS AS AMENDED on House Bill 1006. Rep. Poolman 2nd the motion. On a Roll Call Vote the bill passed.

6 voting Yes

0 voting No

0 voting Absent

Rep. Huether will carry the bill to the Appropriations Committee.

General Discussion

- Committee on Committees
- Rules Committee
- Confirmation Hearings
- Delayed Bills Committee
- House Appropriations
- Senate Appropriations
- Other

Date February 4, 1999			
Tape Number	Side A	B Side	Meter #
1		x	15.1-25.0
Committee Clerk Signature <i>Casyn Davis</i>			

Minutes:

HB 1006 - A bill for an act to provide an appropriation for defraying the expenses of the aeronautics commission.

CHAIRMAN DALRYMPLE called the meeting to order.

1B: 19.5 REP. HUETHER presented the Government Operations committee's recommendation for a DO PASS with the proposed amendment.

1B: 21.3 REP. HUETHER made a motion to adopt amendment 0101 to HB 1006. The motion was seconded by Rep. Poolman. A voice vote was taken and the motion carried.

ACTION ON BILL Rep. Huether made a motion for a DO PASS as amended. The motion was seconded by Rep. Byerly. A roll call vote was taken and the motion carried with 18 yeas, 1 nay, and 1 absent and not voting. Rep. Huether will carry the bill to the floor.

CHAIRMAN DALRYMPLE closed the hearing for HB 1006.

Date: 2.3.99
Roll Call Vote #: 1

1999 HOUSE STANDING COMMITTEE ROLL CALL VOTES
BILL/RESOLUTION NO. 1006

House _____ APPROPRIATIONS _____ Committee

Subcommittee on Government Operations

or

Conference Committee

DO PASS AS AMENDED
~~98006.0101~~

Legislative Council Amendment Number _____

Action Taken 98006.0101

Motion Made By Huether Seconded By Poolman
Huether POOLMAN

Representatives	Yes	No	Representatives	Yes	No
Rex R. Byerly	✓				
Ron Carlisle	✓				
Ben Tollefson	✓				
Robert Huether	✓				
Pam Gulleason	✓				
Jim Poolman	✓				

Total (Yes) 6 No 0

Absent 0

Floor Assignment Rep. Huether

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

Date: 2-4-99
 Roll Call Vote #: 1

1999 HOUSE STANDING COMMITTEE ROLL CALL VOTES
BILL/RESOLUTION NO. 1006

House **APPROPRIATION** Committee _____

Subcommittee on _____

or

Conference Committee

Legislative Council Amendment Number 0101

Action Taken Do Pass

Motion Made By Huether Seconded By Byerly

Representatives	Yes	No	Representatives	Yes	No
Rep. Ole Aarsvold	✓		Rep. Ronald Nichols	✓	
Rep. LeRoy G. Bernstein	✓		Rep. Jim Poolman	✓	
Rep. James Boehm	✓		Rep. Ken Svedjan	✓	
Rep. Rex R. Byerly	✓		Rep. Mike Timm		
Rep. Al Carlson	✓		Rep. Ben Tollefson	✓	
Rep. Ron Carlisle	✓		Rep. Janet Wentz	✓	
Rep. Al Carlson	✓		Chairman Jack Dalrymple	✓	
Rep. Jeff Delzer		✓			
Rep. Pam Gulleason	✓				
Rep. Serenus Hoffner	✓				
Rep. Robert Huether	✓				
Rep. James Kerzman	✓				
Rep. Ed Lloyd	✓				
Rep. David Monson	✓				

Total (Yes) 18 No 1

Absent 1

Floor Assignment Huether

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

REPORT OF STANDING COMMITTEE

HB 1006: Appropriations Committee (Rep. Dalrymple, Chairman) recommends **AMENDMENTS AS FOLLOWS** and when so amended, recommends **DO PASS** (18 YEAS, 1 NAY, 1 ABSENT AND NOT VOTING). HB 1006 was placed on the Sixth order on the calendar.

Page 1, line 10, replace "598,338" with "592,419"

Page 1, line 12, replace "71,500" with "61,500"

Page 1, line 15, replace "14,626,578" with "14,610,659"

Page 1, line 16, replace "14,076,578" with "14,060,659"

Re-number accordingly

STATEMENT OF PURPOSE OF AMENDMENT:

DEPARTMENT 412 - AERONAUTICS COMMISSION

HOUSE - This amendment makes the following changes:

	EXECUTIVE BUDGET	HOUSE CHANGES	HOUSE VERSION
Salaries and wages	\$598,338	(\$5,919)	\$592,419
Operating expenses	1,091,740		1,091,740
Equipment	71,500	(10,000)	61,500
Capital improvements	110,000		110,000
Grants	<u>12,755,000</u>		<u>12,755,000</u>
Total all funds	\$14,626,578	(\$15,919)	\$14,610,659
Less special funds	<u>14,076,578</u>	<u>(15,919)</u>	<u>14,060,659</u>
General fund	\$550,000	\$0	\$550,000
FTE	6.00	0.00	6.00

Detail of House changes to the executive budget include:

	REDUCE COMPENSATION PACKAGE TO 2/2	ADJUST HEALTH INSURANCE COST	DECREASE EQUIPMENT FUNDING	TOTAL HOUSE CHANGES
Salaries and wages	(\$7,629)	\$1,710		(\$5,919)
Operating expenses				
Equipment			(\$10,000)	(10,000)
Capital improvements				
Grants				
Total all funds	(\$7,629)	\$1,710	(\$10,000)	(\$15,919)
Less special funds	<u>(7,629)</u>	<u>1,710</u>	<u>(10,000)</u>	<u>(15,919)</u>
General fund	\$0	\$0	\$0	\$0
FTE	0.00	0.00	0.00	0.00

House changes narrative:

This amendment decreases equipment funding relating to reductions for upgrading existing computers and printers.

1999 SENATE APPROPRIATIONS

HB 1006

1999 SENATE STANDING COMMITTEE MINUTES

BILL/RESOLUTION NO. ENGROSSED HB1006

Senate Appropriations Committee

Conference Committee

Hearing Date February 26, 1999; 3/17/99

Tape Number	Side A	Side B	Meter #
2		X	1603-end
3	X		0-466
3/17/99	2	400-475	
Committee Clerk Signature <i>Kathleen C. Kottelerock</i>			

Minutes:

SENATOR NETHING: Opened the hearing on engrossed HB1006; is to provide an appropriation for defraying the expenses of the aeronautics commission.

GARY NESS: Executive Director of North Dakota Aeronautics Commission, testified in support of HB1006 (testimony attached (tape 2, side B, meter 1618-4482).

SENATOR KRAUTER: When the House reduced the \$10,000, that was from special funds correct.

GARY NESS: That is correct. They removed it out of the equipment line item, computer expense has gone down.

SENATOR ANDRIST: Who cares about towers and who takes care of these.

GARY NESS: Mark will deal with that.

SENATOR GRINDBERG: Why can't we have the same jet service out of cities as well. The quote that came back to me was that if you live in Chicago you spend one to two hours getting to O'Hare. So North Dakotans can drive that far to get to an airport. Do North Dakotans generally accept that kind of approach to air travel.

GARY NESS: He feels they do to a certain degree. The major air carriers want us to drive to the market. In reality, the service we have today is the service we are going to have.

SENATOR ST. AUBYN: Asked about the state owned airports and who maintains them, Peace Gardens and Garrison Dam. Who utilizes these?

GARY NESS: The \$60,000 in the operating budget is for the National Guard or DOT. We charge them an hourly rate and they just have the use of the planes. The two airports, Dunseith was built in 1963 and is a custom crossing into Canada, the other airport was built in 1984 and is on lease with the Corps of Engineers, basically recreational for fisherman.

SENATOR LINDAAS: Asked about people in his area going to Sioux Falls for lower fares. Is this something that we can look for improvement in the near future.

GARY NESS: Stated they have discussed this. Sioux Falls low fares are related to Omaha low fares. It's being looked at and studied.

MIKE SCHNEIDER: Kadarmas, Lee and Jackson, testified in support of HB1006 (tape 2, side B, meter 5852-end and tape 3, side A, meter 1-18). There is a need for support of the general aviation airports. There is a need for maintenance and repairs.

JOSEPH C. NELMS: Jamestown Municipal Airport Authority, testified in support of HB1006 (testimony attached (tape 3, side A, meter 60-175).

GREG HOUGE: Airport Director at Bismarck, testified in support of HB1006 (tape 3, side A, meter 188-376). The North Dakota Aeronautics Commission have done a lot for all the airports in North Dakota. The airports have a need for the capital improvement matching funds.

SENATOR NAA DEN: Asked on the Federal level, is all the money that goes into the trust fund, is that spent by Congress.

GARY NESS: Stated that no, they are trying to get that off the trust fund. It's a balanced budget.

SENATOR NETHING: Closed the hearing on engrossed HB1006.

3/17/99 tape 2, A, 400-475

SENATOR NETHING: Reopened the hearing on engrossed HB 1006, and called for the motion.

SENATOR NAA DEN: Moved do pass engrossed HB 1006.

SENATOR HOLMBERG: Seconded the motion.

ROLL CALL: 14 yeas; 0 nays; 0 absent & not voting.

MOTION PASSED TO DO PASS ENGROSSED HB 1006.

CARRIER: Senator Bowman

SENATOR NETHING: Closed the hearing on engrossed HB 1006.

Date: 3-18-99
 Roll Call Vote #: ~~1000000~~ 1

1999 SENATE STANDING COMMITTEE ROLL CALL VOTES
 BILL/RESOLUTION NO. HB1006

Senate APPROPRIATIONS Committee

Subcommittee on _____
 or
 Conference Committee

Legislative Council Amendment Number _____

Action Taken NO PASS

Motion Made By SENATOR NAADEN Seconded By SENATOR HOLMBERG

Senators	Yes	No	Senators	Yes	No
Senator Nething, Chairman	✓				
Senator Naaden, Vice Chairman	✓				
Senator Solberg	✓				
Senator Lindaas	✓				
Senator Tallackson	✓				
Senator Tomac	✓				
Senator Robinson	✓				
Senator Krauter	✓				
Senator St. Aubyn	✓				
Senator Grindberg	✓				
Senator Holmberg	✓				
Senator Kringstad	✓				
Senator Bowman	✓				
Senator Andrist	✓				

Total (Yes) 14 No 0

Absent 0

Floor Assignment SENATOR BOWMAN

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

REPORT OF STANDING COMMITTEE (410)
March 18, 1999 3:15 p.m.

Module No: SR-49-5131
Carrier: Bowman
Insert LC: . Title: .

REPORT OF STANDING COMMITTEE

HB 1006, as engrossed: Appropriations Committee (Sen. Nething, Chairman)
recommends **DO PASS** (14 YEAS, 0 NAYS, 0 ABSENT AND NOT VOTING).
Engrossed HB 1006 was placed on the Fourteenth order on the calendar.

1999 TESTIMONY

HB 1006

HB 1006
North Dakota Aeronautics Commission (412.0)

Rep. Rex Byerly, Chairman
Rep. Ron Carlisle, Vice Chairman

House Balcony
Conference Room

GREETINGS:

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

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

AGENCY VISION; To encourage an unencumbered business climate to foster a positive evolution of the industry.

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

FUTURE CRITICAL ISSUES; The aging of our pilot population and the declining populations in the smaller communities leads us to review the support available for certain types of airports and aviation facilities. Regional medical facilities have put flying doctors into the smaller medical markets on a scheduled service time frame. This increases the need for improved airport access to these smaller communities.

Like roads, the Commission has to continue to evaluate the repair, maintenance and improvement of the airport system to continue to serve the community's needs. Air service to the state, the type, size and frequency are all things that affect the state's airline service. The Commission works closely with the communities on air service to insure that we receive quality service not only for our state, but for those who want to do business with our state.

Federal funding is always a critical issue. The changes in the way the federal government does business will affect the airports on funding. The larger air carrier types have many income sources to base plans upon. The smaller general aviation and commercial service airports do not have this luxury per say. Thus, a severe reduction in the participation on the federal part could affect the planning of our smaller community's efforts to provide adequate access for their business endeavors.

The agency budget proposed to the Executive Budget was with the required general fund reduction of 5%. This 5% decrease of \$ 25,171 comes from the air service airport construction grants. An increased amount was requested for reinstatement in the agency's optional adjustment package submitted in July. The Executive Budget recommended additional general funds of \$46,575 to the grants line item. This \$ 550,000 general fund appropriation is for discretionary airport improvement grant funds that, at this time, are primarily earmarked for scheduled air service airports. This \$46,575 increase will yield an additional \$ 930,000 of federal funds for the air service airports.

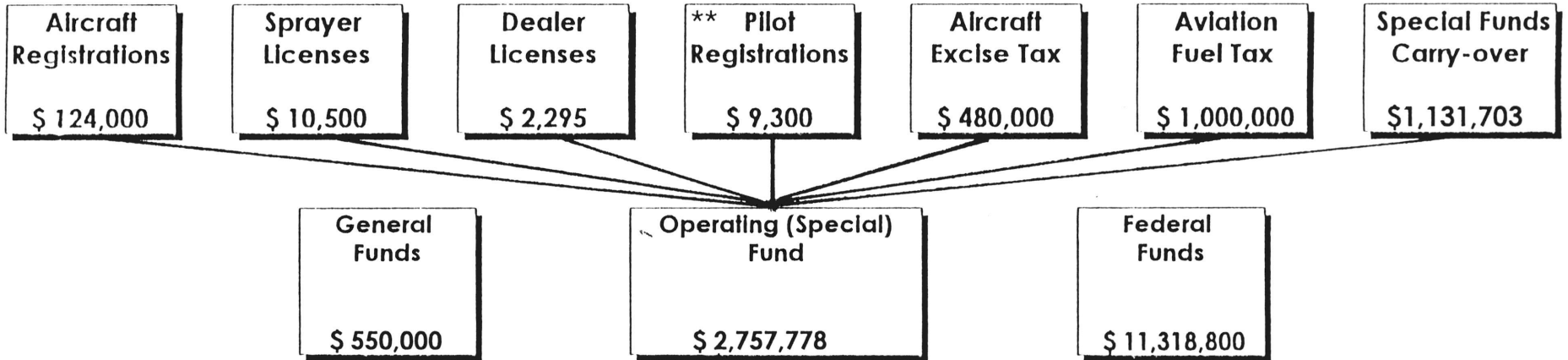
With that explanation of the agency's general fund request, we would like to review Exhibit A. This diagram will give you a visual picture of how the funds flow within the agency's programs.

NORTH DAKOTA AERONAUTICS COMMISSION

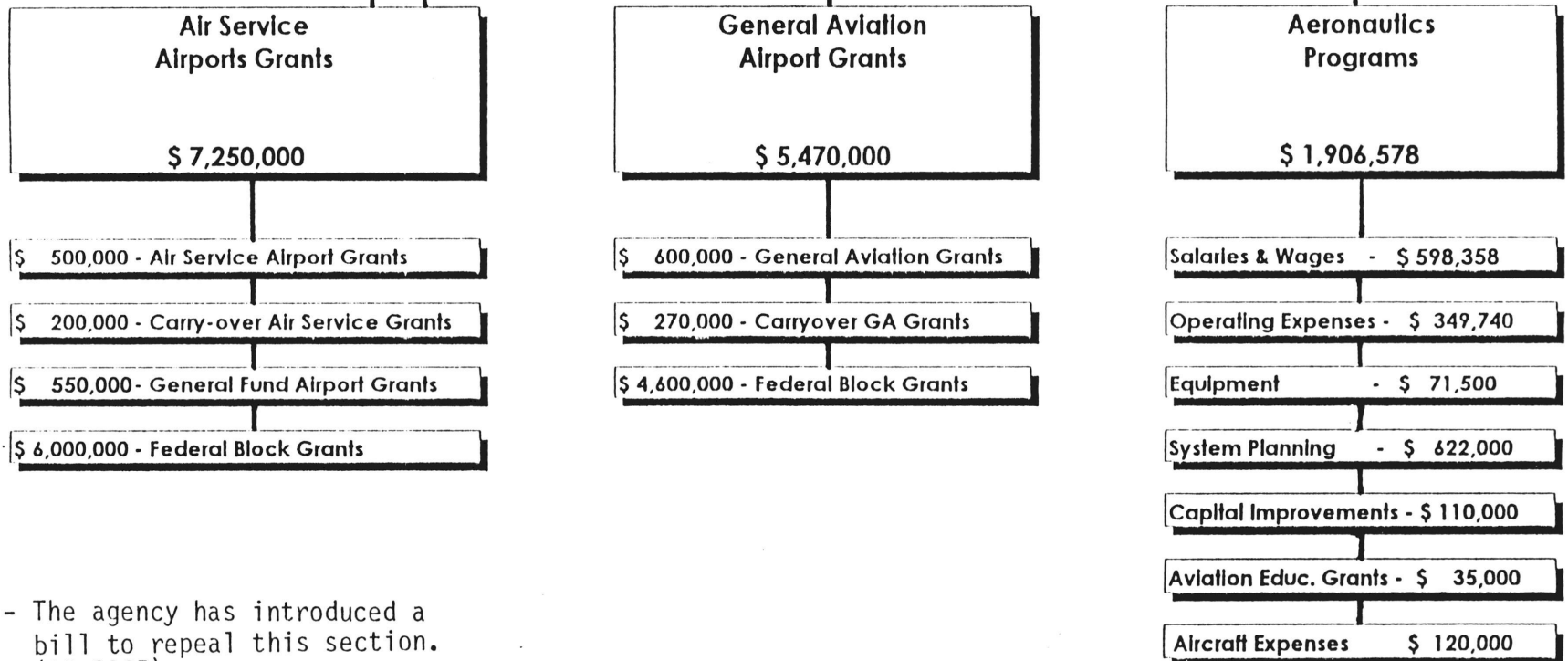
1999 - 2001 EXECUTIVE PROPOSED BUDGET

\$ 14,626,578

REVENUE:



EXPENDITURES:



** - The agency has introduced a bill to repeal this section. (SB 2085)

We would like to review our agency's proposed budget on a line item basis. This will give the Committee a quick overview but by text will review it in more detail:

	1997 - 1999 Biennium	Executive Proposed 1999 - 2001 Budget	Increase/ Decrease
Salaries/ Wages	\$ 546,830	\$ 598,338	\$ 51,508 \$ 51,508 increase related to requirement for administration salary adjustment.
Operating Expenses	\$ 963,860	\$ 1,091,740	\$ 127,880 \$ 17,880 increase is related to general operating costs and professional services. Operating costs include office supply, rent, and Pan Am Service Contracts. \$ 50,000 increase to support repairs & maintenance to state owned airports was simply moved up from capital improvements per auditor's request. \$ 60,000 increase to provide a support system for backup air service for state agencies.
Equipment	\$ 71,500	\$ 71,500	No Change
Capital Improvements	\$ 160,000	\$ 110,000	(\$50,000) \$ 50,000 decrease to support repairs & maintenance to state owned airports was simply moved up to operating expenses per auditor's request.
Grants	\$12,493,425	\$ 12,755,000	\$ 261,575 \$ 46,575 increase in general funds to support air service airport grants. \$ 100,000 increase in appropriation authorization for air carrier grants utilizing aircraft excise tax funds. \$ 100,000 increase in appropriation authorization for general aviation airport grants utilizing aviation fuel taxes. \$ 15,000 increased in educational grants.
Totals	\$ 14,235,615	\$ 14,626,578	\$ 390,963

Salaries/Wages Line Item: The salaries/wages line item shows an increase of \$51,508 for administration requirement for salary adjustment.

Operating Expense Line Item - The operating expense line item shows a total increase of \$127,880. The primary increase of \$ 17,880 is in operating expenses and professional services. The professional services funds are used to match federal funds for system planning grants. These professional services are for consultants for the State System Plan that was established to help the Commission achieve a strategic cost effective program for the state's airport system.



Consultant services were secured to study the economic impact of public airports in the state on the local communities. The chart on the left shows the major businesses that rely on the North Dakota airport system. The chart below shows the 1994 direct statewide aviation economic impact.

Direct Economic Impact		
	JOB	ANNUAL EXPENDITURES (millions)
Commercial Airport Tenants	2,189	\$ 86.6
General Aviation	78	7.6
Agricultural Sprayers	687	18.6
FBOs	914	33.3
Visitors	not calculated	78.5
Travel Agencies	349	7.1
Hotel / Motels	136	2.4
TOTAL	4,353	\$ 234.2

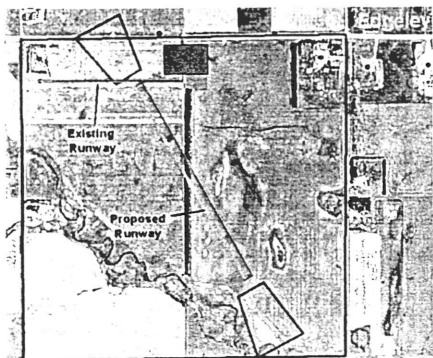
Total Statewide Economic Impact		
JOB	PAYROLL	EXPENDITURES
8,706	\$166.5 million	\$585.6 million

Consultants are also used to assist the general aviation airports with their airport layout plans (ALP) and master planning functions. We have found many of the airports are in need of updated ALP's. Our agency can bundle airports as a consortium and bid the project out as a group, allowing us to administrate the process cheaper and with more efficiency. Last biennium, we facilitated ALP's and Master Plans at Edgeley, Washburn, Lakota, Cando, Glen Ullin/Hebron, and Kindred. In FY99, we have programmed a \$ 1.1 million federal project at Edgeley and \$ 1.0 million federal project at Cando.

Exhibit B on the following page shows the four Airport Master Plan studies completed.

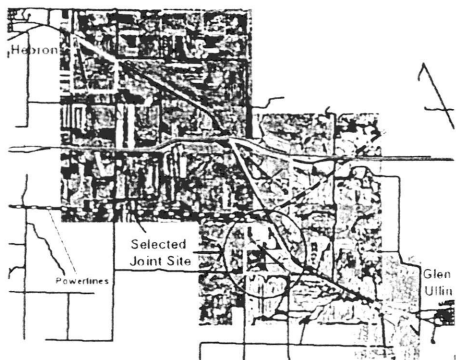
AIRPORT MASTER PLANS (STATE SPONSORED)

Exhibit B



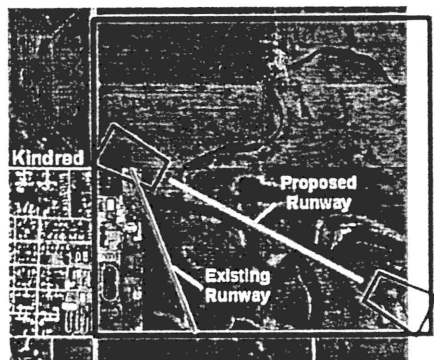
Edgeley

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



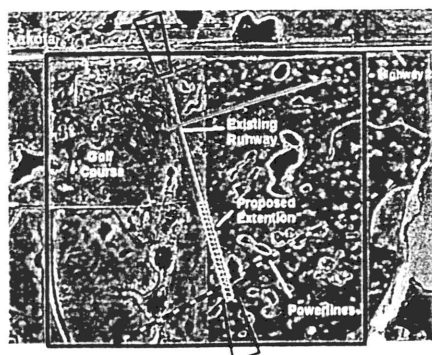
Glen Ullin – Hebron

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



Kindred — Davenport

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

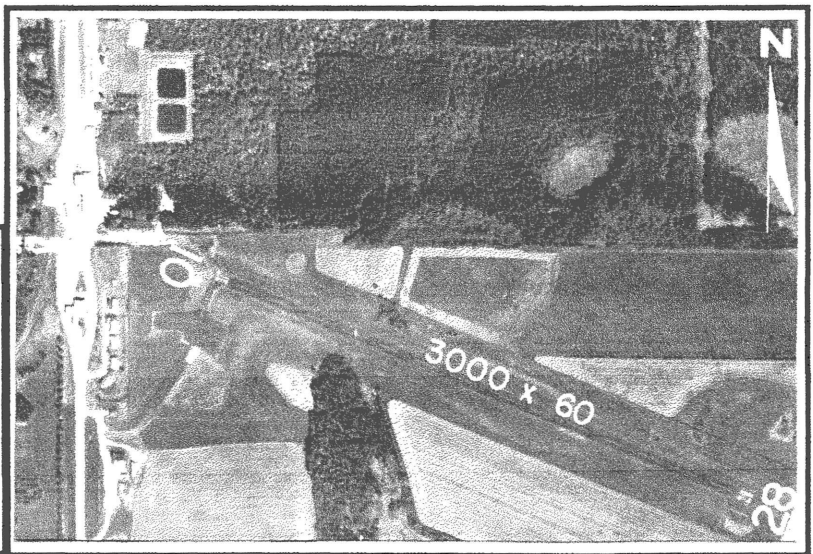
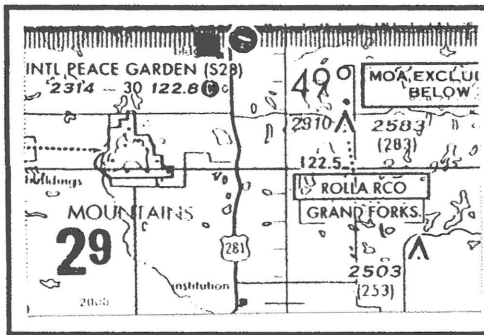


Lakota

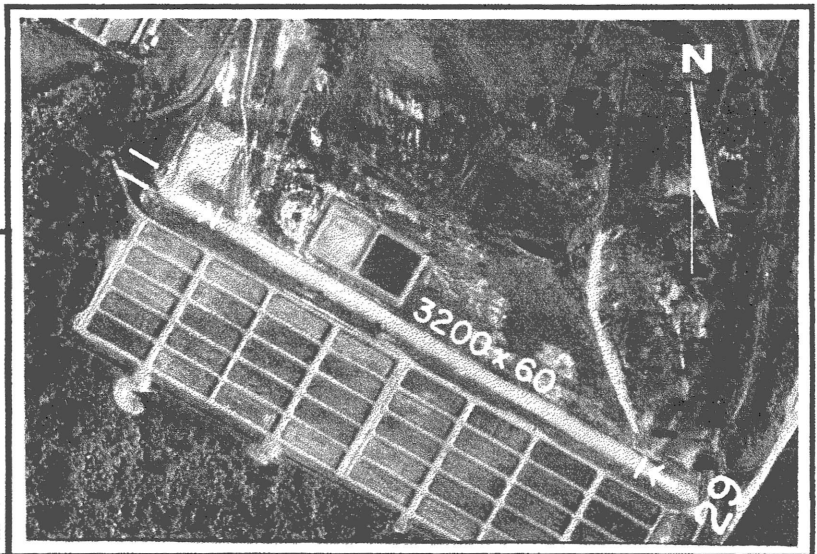
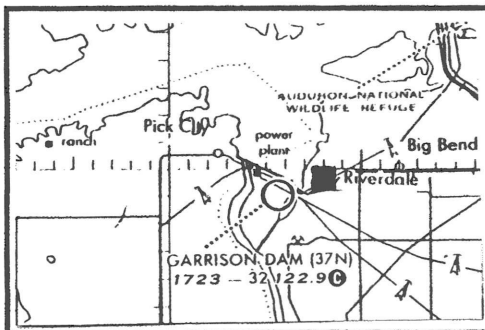
- Utilize existing runway and extend
- Environmental Assessment with neighboring golf course
- Powerline relocation
- Design new hangar area
- Improve drainage

A \$50,000 increase is from moving the appropriated authority up from the Capital Improvements Line Item for the maintenance of the state's two owned airports. This move was per the State Auditor's request. These funds are used to maintain the well-used facilities at the Peace Garden Airport located at Dunseith, ND and the Garrison Dam Recreational Airpark located between the cities of Riverdale and Pick City, south of the Garrison Dam face. Both of these airfields are unlighted Visual Flight Rules (VFR) airports. The Garrison Dam Recreational Airpark is closed during snow removal months. The District Office of the DOT plows the Peace Garden Airport on a need basis for a contract price.

**International Peace Garden Airport
Dunseith, ND**



**Garrison Dam Recreational Airpark
Riverdale, ND**



A \$ 60,000 increase was requested for aircraft operating to fulfill a mission to support the North Dakota National Guard and the Department of Transportation with backup air service. This additional expense will be covered by income from providing this service and will basically be a zero dollar effect.

Equipment Line Item: The equipment line item remains the same as the 1997 - 1999 budget. This line item includes funding for future office equipment and support equipment for the Pan Am weather/flight planning systems which are located at the eight major airports in the state. It also includes engine replacement and communications/navigational equipment for the agency owned aircraft as needed.

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

Grants Line Item: The grants line item shows an increase of \$ 261,575. Increases are \$ 46,575 in general funds to support the air service airport grants and a \$ 100,000 increase in appropriation authorization in both the general aviation fuel tax grants and the air carrier airport excise tax fund grants. The aviation education grant program requests a \$ 15,000 increase.

Therefore, the request in the grants line item would include:

\$ 550,000	-	General funds for air carrier airport construction grants.
\$ 500,000	-	Aircraft excise tax funds for air carrier airport construction grants.
\$ 600,000	-	Aviation fuel tax funds for general aviation airport construction grants.
\$ 10,600,000	-	Federal Airport Block Grants. These funds are pass through federal funds appropriated should the federal government require the states to administer the Federal Airport Block Grant program.
\$ 35,000	-	Funding for aviation educational grants.

To explain the grants line further, I would like to address each line item. First would be the general funds and aircraft excise tax funds for air carrier airport construction grants. Exhibit C following shows the funds dispersed during the 1997 - 1999 biennium.

AIR SERVICE AIRPORT GRANTS AWARDED

1997-1999 Biennium

1997 Grants		1998 Grants	
1. Bismarck	\$142,000	1. Bismarck	\$86,017
2. Dickinson	44,500	2. Dickinson	38,500
3. Fargo	114,873	3. Devils Lake	10,500
4. Grand Forks	60,000	4. Fargo	91,836
5. Jamestown	24,000	5. Grand Forks	82,500
6. Minot	68,000	6. Jamestown	51,148
7. Williston	6,777	7. Minot	48,418
	\$460,150	8. Williston	25,000
			\$433,919

Air Service Airport Grants 1997 - 1999

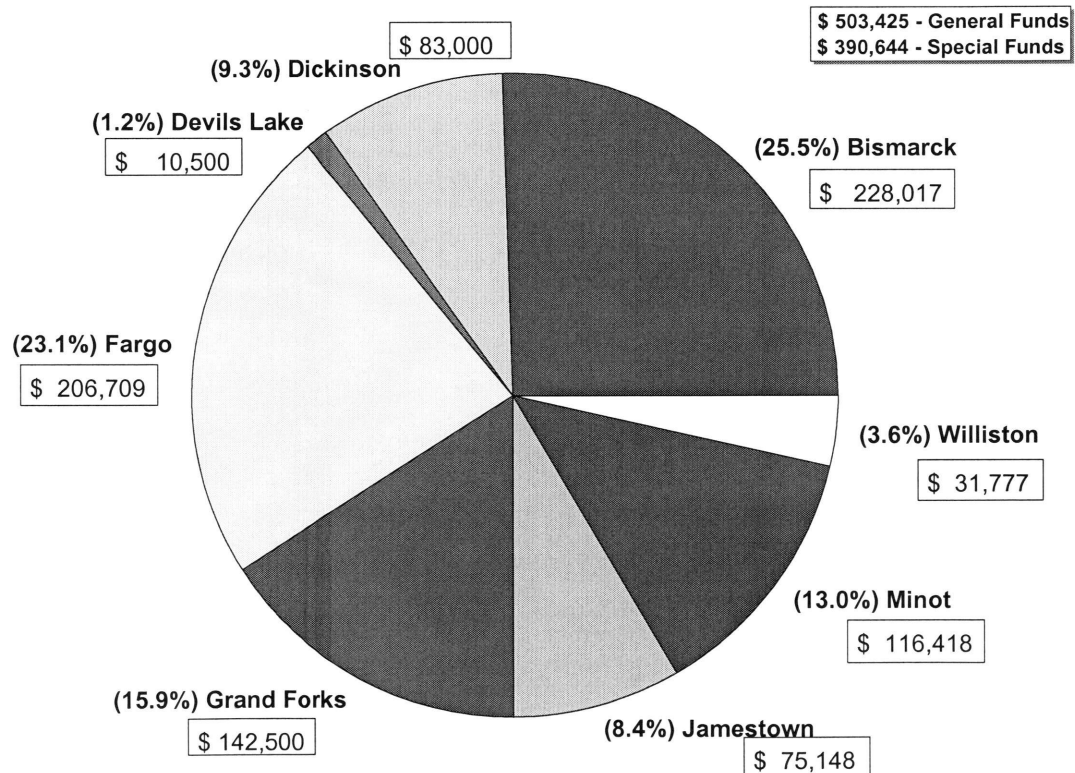


Exhibit D below shows the dispersal of the aviation fuel tax funds for the general aviation airport construction grants for the 1997 - 1999 biennium.

General Aviation Airport Grants Awarded 1997 - 1999 Biennium			
1. Adams County - Hettinger	\$ 25,000	1. Adams County - Hettinger	\$ 5,100
2. Ashley -	1,500	2. Barnes County - Valley City	2,164
3. Barnes County -	2,000	3. Beach -	2,500
4. Cando -	900	4. Beulah -	4,000
5. Casselton -	1,500	5. Bowman -	30,000
6. Crosby -	1,100	6. Casselton -	1,000
7. Enderlin -	2,000	7. Cavalier -	2,100
8. Grafton -	2,000	8. Cooperstown -	8,003
9. Harvey -	1,000	9. Drayton -	38,000
10. LaMoure -	39,000	10. Ellendale -	1,000
11. Linton -	25,000	11. Enderlin -	5,000
12. Mercer Co. (Hazen) -	1,000	12. Garrison -	2,530
13. New Town -	12,400	13. Langdon -	11,000
14. Northwood -	45,000	14. Larimore -	40,000
15. Oakes -	1,000	15. Leeds -	1,017
16. Rolette -	2,000	16. Mandan -	18,063
17. Rugby -	800	17. Mercer Co. - Hazen -	1,000
18. Stanley -	2,000	18. Mohall -	6,000
19. Tioga -	2,000	19. Mott -	4,000
20. Walhalla -	35,000	20. New Rockford -	1,965
21. Watford City -	2,000	21. Oakes -	5,500
22. Wishek -	39,000	22. Rolette -	5,000
TOTAL	\$ 243,200	23. Rugby -	1,250
		24. St. Thomas -	5,000
		25. Stanley -	3,000
		26. Tioga -	3,655
		27. Watford City -	20,000
		28. West Fargo -	4,334
		TOTAL	\$ 232,181

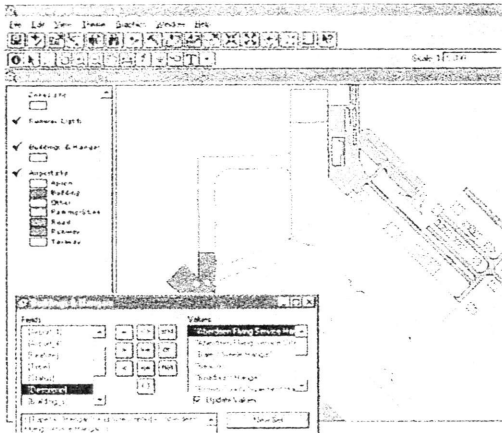
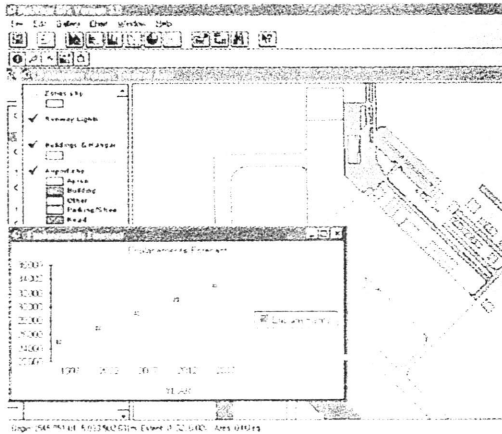
Total Requested in 1997 - \$ 916,467
Total Requested in 1998 - \$ 806,767



Exhibit D - Grants awarded to general aviation airports shown in yellow.

To assist the Commission in the programming of airport grant funds, Capital Improvement Plans (CIP) are developed. To assist in the development of the CIP plans, we need information from the pavement we try to maintain. Every four to five years we contract out for a pavement evaluation of all our airport's hard surfaces. This last summer, the work was done and we have the evaluation results to help us in decisions on airport grants. Exhibit E below will help you understand the airport GIS evaluation process.

- ◆ Enhances Graphics for Presentations
- ◆ Layers ALP With Aerial Photos and Other Maps
- ◆ Centralizes Airport Information
- ◆ Supports Multiple Management Uses

Airport GIS

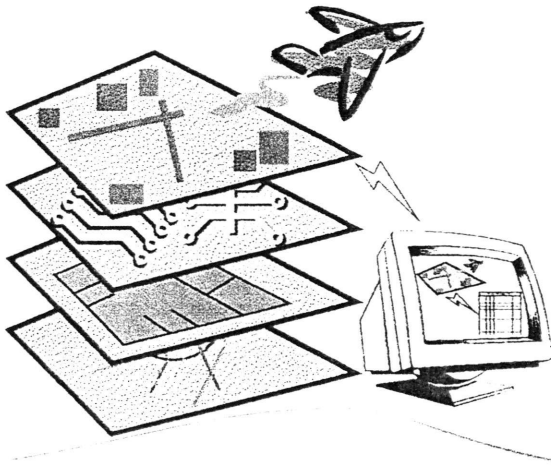


EXHIBIT E

Exhibit F on the following page is an example of an Airport Pavement Condition report.

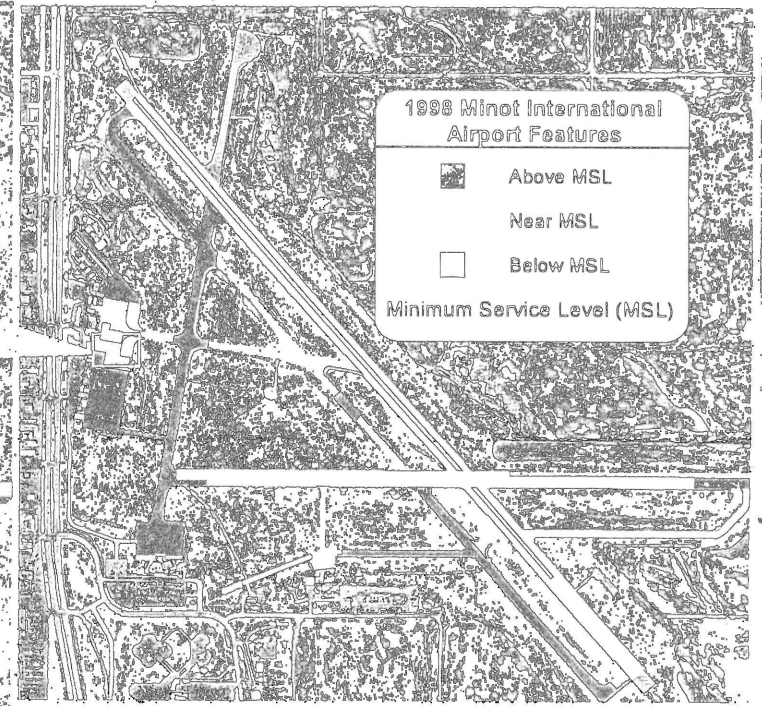
ND Airport Pavement Condition Index



1998 Minot International Airport Features

- Above MSL
- Near MSL
- Below MSL

Minimum Service Level (MSL)

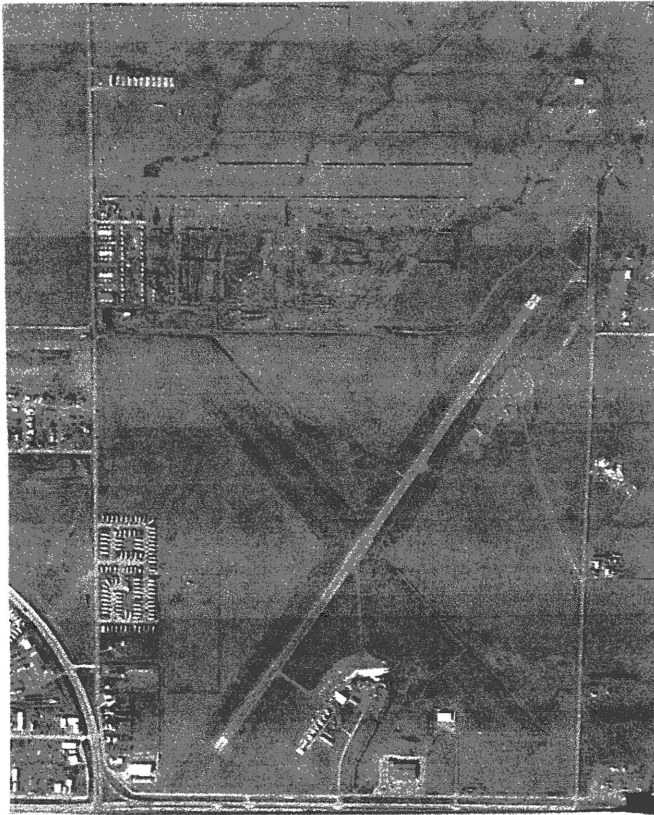


STATEWIDE INVENTORY Airport 1994/95 Surveys	TOTAL PAVEMENT AREA (SF)	AREA BELOW MSL	PERCENT OF TOTAL BELOW	AREA NEAR MSL	PERCENT OF TOTAL NEAR
BISMARCK	4,244,425	292,275	6.8%	229,610	5.4%
FARGO	5,204,861	814,775	15.7%	623,160	12.0%
GRAND FORKS	3,524,571	787,510	22.3%	633,110	18.0%
MINOT	3,625,870	1,108,750	30.6%	1,700,836	46.9%
DEVILS LAKE	1,591,797	10,080	0.6%	89,900	5.6%
DICKINSON	1,130,488	769,050	68.0%	45,000	4.0%
JAMESTOWN	2,762,054	628,350	22.7%	60,340	2.2%
WILLISTON	1,700,110	139,290	8.2%	110,000	6.5%
34 GA FEDERAL	12,537,783	1,103,010	8.8%	2,385,711	19.0%
15 GA Non-FEDERAL	3,130,416	641,540	20.4%	932,248	29.8%

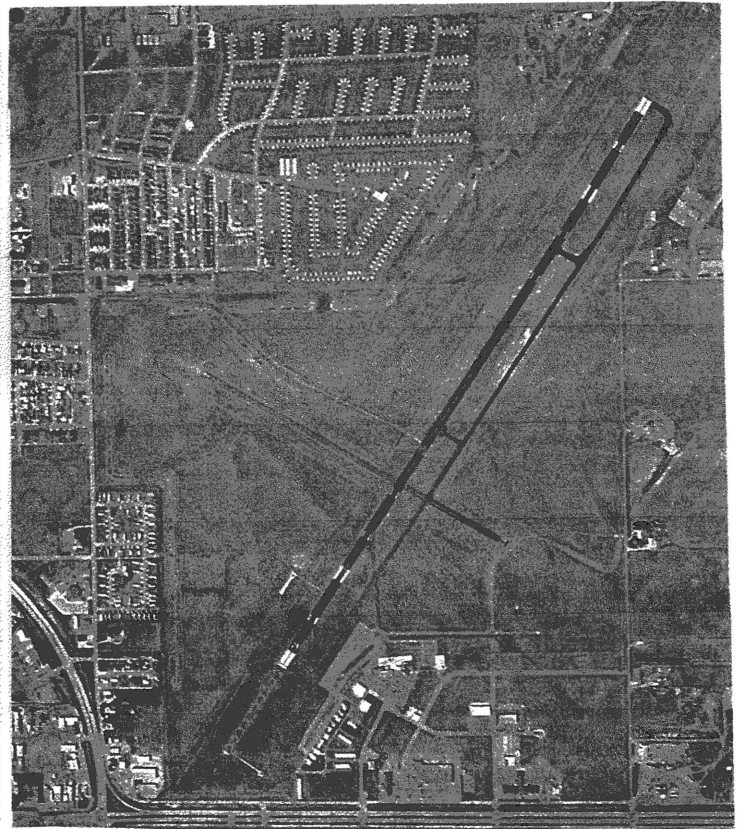
The below illustration of the Williston Airport shows the need for Capital Improvement Plans as the main runway extension, parallel taxiway, new aircraft parking, airport industrial park, and paving a new crosswind runway occurred over the last 18 years. Reviewing these two photos, the residential and industrial growth impacts airport approach safety standards.

Williston Airport - Example shows the airport growth and the need for Capital Improvement Planning

1980



1998



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

1997 - 1998
 FAA/STATE COMMERCIAL SERVICE PROGRAM
CAPITAL IMPROVEMENT PLAN (CIP) SUMMARY
 Annual Estimated Budget: \$500 - \$ 1.5 Million Range

NDAC - Mark J. Holzer
 December 5, 1996

Discretionary Projects exceeding
 yearly budget (83 priority goal)

Federal Share is shown
 at 90% - In Thousands

CITY	ASPHALT PCI - 1/ 77-92 70-83	BASED AIRCRAFT	OPS 2/ (OO)	PROJECT (FAA Priority)	Federal Share is shown at 90% - In Thousands		
					1997	1998	
Devils Lake	-	47	24	Construct parallel txy - grading phase 1 (163R)	-	425	- Delayed 2001
	-			Construct parallel txy, pave & light Phase 2 (163R)		455	- Delayed 2001
	77-92			Rehabilitate Rwy 13/31 with rejuvenator (63)		441	- Delayed 2000
	70-83			Rehabilitate txy & apron (83)		234	- Completed 1998 - \$ 16K
Dickinson	18	20	11	Reconstruct rwy 7/25 - grading - Phase 1 (63)	600		- Completed 1997 - \$600K
	18			Reconstruct rwy 7/25 pave/light Phase 2 (63)	790	690	- Completed 1998 - \$690K
	28			Reconstruct Taxiway B west (83)		40	- Completed 1998 - \$40K
	36			Reconstruct Taxiway F (83)		60	- Completed 1998 - \$60K
	28			Reconstruct taxiway B (east and south) (83)	290	290	- Completed 1998 - \$60K
	15-50			Reconstruct apron w/concrete (93)		70	- Completed 1997 - \$10K
Jamestown	-	38	25	Purchase snow removal equipment (163R)	148		- Completed 1997 - \$129K
	47-66			Reconstruct rwy 4/22 - eng./specs Phase 1 (63)	100	100	- Completed 1997 - \$60K
	47-66			Reconstruct rwy 4/22 - paving Phase 2 (63)		1070	- Completed 1998 - \$929K
	52			Rehabilitate twy. A-D (83)		180	- Programmed 1999/2000
Williston	66-95	32	20	Rehabilitate rwy 11/29 with rejuvenator (63)	144		- Completed 1997 - \$100K
	82			Rehabilitate rwy 02/20 with rejuvenator (63)	45	45	- Completed 1997 - \$ 20K
	84-92			Rehabilitate parallel txy with rejuvenator (83)	68	68	- Completed 1997 - \$ 20K
	65			Rehabilitate apron (93)		1300	- 35% Completed 1998 - \$500K
TOTAL STATE APPORTIONMENT					892	1,215	
TOTAL DISCRETIONARY < 83					1,293	4,253	
TOTAL ANNUAL PROGRAM					\$2,185	\$5,468	

1/ - PCI data based on field inspections in 1995.
 2/ - Operations is based on takeoff shown in thousands.

NOTE: Commercial service FAA fiscal year grants in ND
 were in 1993 - \$ 818,325, 1994 - \$656,839, 1995 - \$ 335,292
 and 1996 - \$ 460,080 or average of \$567,000.

1997 - 2001
FAA/STATE GENERAL AVIATION PROGRAM
CAPITAL IMPROVEMENT PLAN SUMMARY

Annual Est. Budget - \$ 1.7 to \$2.0 Million

NDAC - Mark J. Holzer
December 5, 1996

Discretionary Projects
exceeding yearly budget.

Federal Share is shown at 90% -In Thousands

CITY	ASPHALT PCI	BASED AIRCRAFT	OPS 1/ (OO)	PROJECT	Federal Share is shown at 90% -In Thousands				
					1997	1998	1999	2000	2001
Bowman	71	10	36	Engineering, plans/specs, testing, admin.	28	- Completed			
Hettinger	74	26	30	Rehabilitate runway & safety area grading	518	- Completed - \$ 593K project			
Northwood	29	12	12	Reconstruct rwy., txy, apron, lights, misc.	873	- Completed - \$ 900K project			
Linton	81	10	18	Rehabilitate rwy., txy, apron, ext., lights	535	- Completed - \$ 530K project			
FBO/Airport Plan	-	-	-	FBO Phase II - Impacts on airport/safety plan	60	- In Progress - \$ 60K project			
Multiple ALPS	-	-	-	ALPS - Lakota, Glen Ullin/Hebron, Kindred, Edgeley	260	- In Progress			
Bowman	71	10	36	Rehabilitate rwy., txy, apron, relocate obst., grading	605	- Completed - \$ 605K project			
Crosby	82	15	17	Rehabilitate rwy-seal, edge drains, lights	220	- Scheduled '99 - \$320K project			
Mohall	70	3	5	Rehabilitate rwy., w/seal, cracks, txy, apron only	86	- Completed - \$ 139K project			
Mott	74	4	8	Rehabilitate rwy., w/seal	65	- Completed - \$ 85K project			
Edgeley	-	3	6	Rehabilitate rwy., txy, apron, seals, cracks, land	455	- Committed '99 - \$1.1M project			
PCI - GA	-	-	-	Update 1994 data of PCI Inspections		111	111	- Completed - \$ 140K project	
Mandan	69-91	34	67	Rehabilitate txy, apron, w/seal, cracks			78	- Completed - \$ 270K project	
Valley City	66-82	46	82	Rehabilitate txy, apron, w/seal, cracks, patching			133	- Programmed - '99 - \$423K project	
Kindred	14-72	20	40	Rehabilitate txy, apron, w/reconst. overlay			180	- Planning in progress	
Watford City	65-75	10	30	Rehabilitate rwy., txy, apron overlay/ seals			278	- Completed - \$ 423K project	
Bottineau	78	13	31	Rehabilitate rwy., txy, apron seals/drains			283	- Delayed until 2001	
Cando	-	9	27	Rehabilitate rwy., extension			643	- Programmed - '99 - \$ 1.0 M	
Langdon	84	13	23	Rehabilitate rwy., txy, apron, seals, cracks			35	- Completed - \$ 20K state/local	
Mandan	85	34	67	Rehabilitate rwy., overlay, edge drains, seal, cracks				523	- Future
Valley City	76	46	82	Rehabilitate rwy., overlay, cracks, drains				480	- Future
Kindred	75	20	40	Rehabilitate rwy., ext., land, lights				703	- Planned - \$ 1.0M proj. yr 2000
Wahpeton	84	31	80	Rehabilitate rwy., paver layed seal, mkg., cracks				270	- Planned 2000
Casselton	85	53	175	Rehabilitate rwy., silicon joints, patching				110	- Future
Washburn	-	7	15	Overlay rwy., txy., apron, land, lights					660
Beach	89	5	14	Ext. rwy., apron overlay, seals					376
Rugby	87	14	31	Reconst. apron, rehab. rwy., seal, cracks					360
Hazen	96	8	28	Rehabilitate rwy., seal cracks					65
Kenmare	92	13	31	Rehabilitate rwy., seal cracks					45
Garrison	87	9	27	Rehabilitate rwy., seal cracks					45
Parshall	81	10	17	Rehabilitate rwy., seal cracks					45
Pembina	84	9	24	Rehabilitate rwy., seal cracks					45
Gwinner	-	11	20	Rehabilitate rwy., seal cracks					65

1/ - OPS - Operations is defined as a landing or takeoff.

2/ - PCI taken in CY 1994 inspections.

NOTE: This 5-year CIP is only a plan and doesn't indicate a funding obligation. The state/FAA reserves the right to modify the plan due to financial limitations, changes in pavement conditions, economic factors and other rationale.

1999 - 2003 CAPITAL IMPROVEMENT PLAN SUMMARY

FAA/State Commercial Service Program

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

NDAC - Mark J. Holzer
May 8, 1998

Discretionary Projects
exceeding yearly budget.

CITY	ASPHALT PCI - 1/	BASED AIRCRAFT	OPS 2/ (OOO)	PROJECT	FAA PRIORITY 3/	\$ IN THOUSANDS IS FEDERAL SHARE @ 90%					
						1999	2000	2001	2002	2003	
Devils Lake	-	47	22	Construct parallel taxiway - Phase 1 grading	47			425 (4)	425		
	-			Construct parallel taxiway - Phase 2 pave/lights	47				455		
	77-92			Rehabilitate Runway 13/31	82		441				
	70-83			Rehabilitate Taxiway/Apron	64		234 (4)	234 (2)	234		
	-			Install security fence - N & E side	81						108
	-			Acquire snow blower	45				234		
Dickinson	15-50	20	11	Rehabilitate Apron	58	402					
	20			Rehabilitate Taxiway B East	64	90					
	67			Rehabilitate Rwy 14/32 - Phase 1	68		900				
	67			Construct parallel txy D (new)	47					900 (1)	900
Jamestown	52	52	25	Rehabilitate Taxiway A & D	66	518 (2)	518 (2)	518			
	12-85			Reconstruct West Apron	60			360 (4)	360 (3)	360	
	5			Rehabilitate Apron Terminal Panels	60			81 (3)	81		
	52-70			Rehab Txy B, C, & E	66			67			
	54-79			Rehab terminal apron	60					149	
Williston	44-78	40	21	Rehabilitate Apron - Phase 1	58	403					
	44-78			Rehabilitate Apron - Phase 2	58	500 (1)	500 (1)	500			
	67			Rehabilitate Taxiway w/rejuvenator	64	65 (3)	65 (5)	65			
	-			Acquire ARFF (Part 139)	93					270 (4)	270
State				SASP Update Av-Impact	66	60					
				SASP Update Air Service	66		43				
				SASP Update ALP (WIL-DIK-DVK-JMS)	64		211 (3)	211 (1)			
				PCI Survey with AIMS Update	58				349 (2)	124	
Total State Apportionment						955	1,384	1,384	1,384	1,384	
Total Discretionary						1,083	1,528	1,100	1,879	378	
Total Annual Program						2,038	2,912	2,484	3,263	1,762	

1/ - PCI Data based on field inspections in 1995.
(CIPAIR99.wk4)

2/ - Operations in Thousands

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

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

1999 - 2003 CAPITAL IMPROVEMENT PLAN SUMMARY

FAA/State General Aviation Service Program

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

Discretionary Projects
exceeding yearly budget.

NDAC - Mark J. Holzer
May 8, 1998

CITY	ASPHALT PCI - 1/	BASED AIRCRAFT	OPS 2/ (OO)	PROJECT	FAA PRIORITY 3/	\$ IN THOUSANDS IS FEDERAL SHARE @ 90%				
						1999	2000	2001	2002	2003
Crosby	82	14	20	Rehab RTA	66	329				
Cando	-	9	30	Construct RTA	49	1,000				
Edgeley	-	4	7	Construct RTA, lights	49	1,100				
Wahpeton	84	27	90	Rehab RTA, cracks, mkg., eng.	68		122			
Casselton	85	52	175	Rehab RTA cracks	70		78			
Valley City	66-82	50	82	Rehab RTA, crack, mkg.	70	400	400			
Kindred	75	20	35	Construct RTA, lights, land, mkg., eng.	50		1,400			
Valley City	-	50	90	Construct parallel txy	49		500			
Bottineau	78	13	31	Rehab RTA	68		200			
Bottineau	78	13	31	Rehab RTA	66			200		
Lakota	75	10	16	Rehab RTA	66			800		
Glen Ullin-Hebron	-	10	20	Construct RTA	40			1,000		
Washburn	-	7	14	Construct RTA	49				700	
Beach	89	5	12	Rehab RTA	66				380	
Rugby	87	10	37	Rehab RTA	66				600	
Cooperstown	73	14	26	Rehab RTA	66				400	
Valley City	-	50	82	Construct parallel taxiway	49				500	500
Harvey	89	7	37	Rehab RTA	66					200
Langdon	84	12	19	Rehab RTA	66					500
Mandan	69-91	34	67	Rehab RTA	68					800
Total State Apportionment						2,429	2,000	2,000	2,080	2,000
Total Discretionary						400	700	0	500	0
Total Annual Program						2,829	2,700	2,000	2,580	2,000

1/ - PCI Data based on field inspections in 1995.

2/ - Operations in Thousands

3/ - FAA Priority rating is higher the better on scale 1-100.

GA DSC goal for FY99 to exceed 47 rating.

(CIPGA99.wk4)

The request for the Federal Airport Block Grant program remains at \$10,600,000. This appropriation allows the Commission to receive pass through federal funds from the federal government for airport projects.

After the 1997 flood, the Aeronautics Commission pursued federal funding to help rehabilitate three North Dakota airports;

- **Wahpeton Municipal Airport:** repair airport security/perimeter fencing, pavement erosion, ruts, and repair of approach landing navigation aids. Grant amount was \$7,482.
- **Devils Lake Municipal Airport:** replace airport drainage storm sewer, clean out drainage dikes, rejuvenate aircraft parking apron, engineering and testing. Grant amount was \$ 307,945
- **Pembina Municipal Airport:** this airport was completely submerged by 3' of water. Between the FAA and FEMA, a total of \$ 293,093 has been invested in the rehabilitation of this facility's pavement and lighting.

The Aeronautics Commission administered a 90% matching federal grant for \$ 540,000 for the coordinated repair efforts on these three facilities. The grant history in this program is shown below.

FEDERAL GRANT HISTORY

1982 - 1997
(16 Years)

Airport	Number of Grants	Discretionary - 1/	%	Entitlement - 2/	%	FAA TOTAL	16 Year % of Total
BISMARCK	22	\$7,592,797	40%	\$11,594,520	60%	\$19,187,317	23.2%
DEVILS LAKE	13	2,891,308	86%	470,833	14%	3,362,141	4.1%
DICKINSON	9	1,483,515	50%	1,472,204	50%	2,955,719	3.6%
FARGO	20	6,072,935	31%	13,685,357	69%	19,758,292	23.9%
GRAND FORKS	19	10,540,629	56%	8,248,483	44%	18,789,112	22.7%
JAMESTOWN	13	2,762,640	95%	140,400	5%	2,903,040	3.5%
MINOT	22	3,067,271	27%	8,011,989	73%	11,079,260	13.4%
WILLISTON	13	4,537,357	97%	122,823	3%	4,660,180	5.6%
STATE TOTAL	131	\$38,948,452	47%	\$43,746,609	53%	\$82,695,061	100.00%

1/ - Discretionary Grants - Determined by priority consideration to safety, security, and noise under regional and national competition.
2/ - Entitlement Grants - Determined by passenger enplanement formula with minimum levels.

We have requested a \$15,000 increase for the aviation educational grants program. These educational grants provide seed money to aviation related programs to stimulate activity.

One program stimulated with these funds is the “Wannabee Program”. This program has brought more than 750 people to the introductory flight program since its inception 2 years ago. This program is a partnership between the Commission and the North Dakota Pilot’s Association (NDPA). The ‘Wannabee Program’ is targeted towards individuals between 35 and 55 years of age. This target group is known to have a better financial base to support a recreational avocation like aviation. This program is developed with the cooperation of flight instructors, fixed base operators, and airport management across the state. It is a three step process.

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

When the “wannabee” finishes the three steps, the individual will receive a penguin pen. You know the penguin has a heck of a time getting off the ground. It kind of fits the “wannabee” and is a reward to each participant for their effort. We are trying to increase the base of interest to a group that really has been ignored by all aviation marketing interests. It has been reported that 15 people have obtained FAA certification. Pages 1-2 in the appendix provide a briefing.

Past programs that have benefitted from these aviation educational funds have been the North Dakota Aviation Council in the creation of the North Dakota Aviation Hall of Fame, the North Dakota Pilot’s Association in facilitating safety seminars, and the Women of the National Agricultural Aviation Association for educational purposes. The Upper Great Plains Transportation Institute received a grant to complete a Mediport Study in conjunction with the ND Department of Transportation and the Barnes County Airport Authority received a grant to evaluate the Automatic Technical Advisory System (ATAS) on their airport.

What has the Commission been doing? Some of the major tasks taken on recently are:

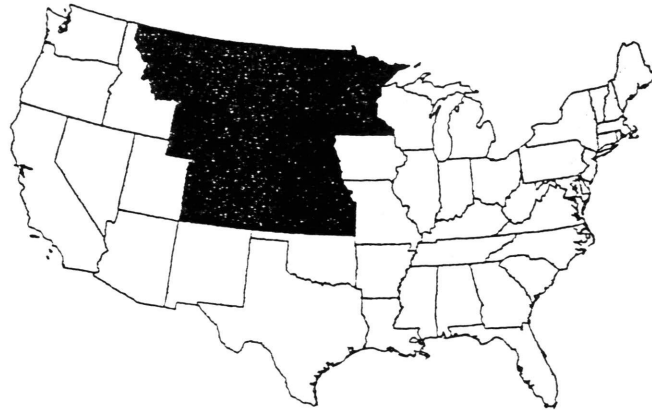
Trails West Aviation Group

The “Trails West Aviation Group” is a consortium of aviation officials from the heartland who have similar interests in aviation matters. It was first organized in 1988 to discuss the differences and similarities in state programs to discuss successes and failures of programs. Over time this has been a valuable network. At the present time, we are working towards a region wide air service study to help those rural and small urban communities to compete in today’s global market. We are looking for “OUTSIDE THE BOX” solutions.

Trails West *Aviation* *Group*

Box 5020
Bismarck, ND 58502
(701) 328-9650

Rural and Small Urban Aviation



Today's increasingly global and high-tech economy is placing new demands on transportation systems in rural America. These demands call for more efficient intermodal systems, with the rural airport serving as a key transportation link for many rural businesses.

- Current airline service does not meet all of the needs of all of the consumers
- Air fares are high and access to promotional programs is limited.
- Airlines do not appear receptive to individual community requests for improvement.
- Traditional approaches to building better air service are not working.
- Enplanements are well below historical peaks, management of the airport is being assailed, and funding may be in jeopardy due to such low levels of activity. (This cry is especially strong from airport executives).

Ultimately, to solve our problems and challenges, we must collectively examine and understand the underlying factors and craft solutions that are within reach, even if those solutions require plans or programs that have not been traditional.

“Fly North Dakota”

The Aeronautics Commission coordinated the effort for the Northwest Airlines “Fly North Dakota” program. This is a partnership to stimulate traffic from the business community in the state. This effort produced 50% reduction of business walk-up fares to 5 selected markets across the USA. Exhibit K below demonstrates the “ticket” that was created to distribute information on this 6-month program. The program will run from October 1, 1998 to March 1, 1999. A meeting on the program is scheduled this month to review the first three month’s numbers. Exhibit L on the next page is a flyer also used to promote this program.



<p><i>Take a Look at these HALF-PRICE Business Fares!!</i></p>																									
<p>“FLY NORTH DAKOTA” A 6-month test Program <i>by Northwest Airlines</i> For the BUSINESS FLYER</p>																									
<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">From:</th> <th style="text-align: left;">To:</th> <th style="text-align: left;">Fare:</th> <th></th> </tr> </thead> <tbody> <tr> <td>Bismarck Minot</td> <td>Minneapolis/ St. Paul</td> <td>\$99.00 Sat. Stay</td> <td>One way, based on round-trip, requires 14-day advanced purchase.</td> </tr> <tr> <td>Bismarck Minot</td> <td>Minneapolis/ St. Paul</td> <td>\$175.00</td> <td>One way, no advanced purchase required.</td> </tr> <tr> <td>Bismarck Minot Grand Forks Fargo</td> <td>Chicago</td> <td>\$195.00</td> <td>One way, based on round-trip, no advanced purchase required.</td> </tr> <tr> <td>Bismarck Minot Grand Forks Fargo</td> <td>Dallas/ Fort Worth</td> <td>\$250.00</td> <td>One way, based on round-trip, no advanced purchase required.</td> </tr> <tr> <td>Bismarck Minot Grand Forks Fargo</td> <td>Los Angeles Washington D.C. Baltimore Phoenix Ontario, CA</td> <td>\$325.00</td> <td>One way, based on round-trip, no advanced purchase required.</td> </tr> </tbody> </table> <p align="center">Fares are subject to Northwest Airlines Terms and Conditions. Call a Chamber Travel Agent for details.</p>		From:	To:	Fare:		Bismarck Minot	Minneapolis/ St. Paul	\$99.00 Sat. Stay	One way, based on round-trip, requires 14-day advanced purchase.	Bismarck Minot	Minneapolis/ St. Paul	\$175.00	One way, no advanced purchase required.	Bismarck Minot Grand Forks Fargo	Chicago	\$195.00	One way, based on round-trip, no advanced purchase required.	Bismarck Minot Grand Forks Fargo	Dallas/ Fort Worth	\$250.00	One way, based on round-trip, no advanced purchase required.	Bismarck Minot Grand Forks Fargo	Los Angeles Washington D.C. Baltimore Phoenix Ontario, CA	\$325.00	One way, based on round-trip, no advanced purchase required.
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Bismarck Minot Grand Forks Fargo	Chicago	\$195.00	One way, based on round-trip, no advanced purchase required.																						
Bismarck Minot Grand Forks Fargo	Dallas/ Fort Worth	\$250.00	One way, based on round-trip, no advanced purchase required.																						
Bismarck Minot Grand Forks Fargo	Los Angeles Washington D.C. Baltimore Phoenix Ontario, CA	\$325.00	One way, based on round-trip, no advanced purchase required.																						
																									

Exhibit K

Let us stick our nose into your business...

with great fares from
**Bismarck to your next
business destination.**

Minneapolis/St. Paul
\$198

Based on round-trip, Saturday stay,
requires 14-day advanced purchase.
*\$350.00 no advanced purchase
required.

Chicago
\$390

Based on round-trip,
no advanced purchase
required.

***Los Angeles, Washington, D.C.,
Phoenix, Baltimore,
Ontario and Orange County, CA***
\$650

Based on round-trip, no advanced purchase required.

Dallas/Fort Worth
\$500

Based on round-trip,
no advanced purchase required.

Fly North Dakota

“Fly North Dakota” applies to travel to and from Bismarck,
so tell your out-of state clients that they can save too with our
great fares for the business traveler.

Dakota-Denver Marketing Partnership

This Dakota-Denver air service marketing partnership was initiated in mid-1997 with the Denver International Airport and four jet carrier cities of Bismarck, Fargo, Grand Forks and Minot. Proposals to Denver based airline carriers to enhance competition in North Dakota was made to Frontier, United and Western Pacific jet carriers. The first results of this Dakota-Denver marketing partnership is shown below in the Fargo Forum newspaper article "United Jet Flights Return to Fargo".

OUTSTATE EDITION
www.in-forum.com

The Forum

DELIVERY TUESDAY, OCTOBER 27, 1998 FARGO-MOORHEAD



United jet flights return to Fargo

Chicago service set with Denver a possibility

By Sarah Coomber
The Forum

After two years of negotiations, United Airlines is bringing regional jet service to Fargo.

confident about its return to Fargo. "We believe this is a good market for us," said John Philp, United Airlines director of governmental and public affairs. "This is one of the most vibrant markets in this

rent turboprops are operated by Great Lakes Aviation. Michael Davis, Atlantic Coast Airlines senior vice president of customer service, said Great Lakes Aviation employees will have the

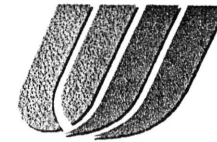
Exhibit M on the next page previews the United Airlines presentation. To convince carriers of North Dakota's passenger demand, the four city's chambers undertook air traveler business surveys. The survey results are shown on Exhibit N. On the combined surveys, Minneapolis is the strongest market at 27%. However, the next four out of six were western markets totaling 20% of passenger domestic markets.

Exhibit O displays the January 1999 air service route map and the carriers. Exhibit P shows the breakdown of North Dakota passenger markets.

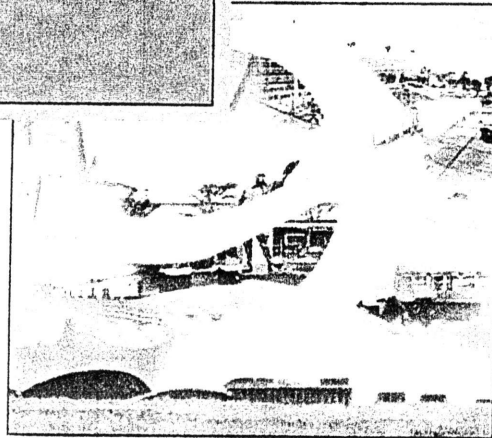


The Dakota-Denver Air Service Opportunity

A Presentation for



United Airlines



24

Presented by:

North Dakota Aeronautics Commission
Bismarck Municipal Airport
 Fargo Airport Authority

Grand Forks International Airport
Minot International Airport
and
Denver International Airport

Prepared By:
SH&E
International Air Transport

Exhibit M

NORTH DAKOTA AIR TRAVEL BUSINESS SURVEY (BIS-FAR-GFK-MOT)

March 1998

SURVEYS SENT TO: 2,200 Chamber Members in 4 cities - 1/
NUMBER OF RESPONSES: 457
RESPONSE RATE: 21%

1. Estimate your annual business trips needed to these domestic markets: **Total Trips: 27,909**
Average Trips / Company: 61

Minneapolis	7402 (27%)	San Diego	146 (1%)	<u>Other Destinations</u>	
Denver	2350 (8%)	Las Vegas	823 (3%)	Milwaukee	2089 (FAR) (7%)
Phoenix	1533 (5%)	Washington,DC	1100 (4%)	San Antonio	410 (MOT) (2%)
Chicago	2850 (10%)	Dallas	517 (2%)	Omaha	206 (MOT) (1%)
Los Angeles	595 (2%)	San Francisco	439 (2%)	Reno	273 (FAR) (1%)
Seattle	794 (3%)	Portland	167 (1%)	Others	6215 (22%)

2. List any International destinations:
- | | | |
|--------------------------|---------------------|------------------------------------|
| Europe | Annual trips | 854 |
| Canada | Annual trips | 121 |
| Orient | Annual trips | 67 |
| South Amer. | Annual trips | 92 |
| <u>Others</u> | <u>Annual trips</u> | <u>435</u> |
| Total Int'l Trips | - | 1569 or 5.6% of total trips |

3. What airline do you book from our city as a percentage?

Northwest/Mesaba: 91% United Express: 8% Others: 1%

Rank reasons for choosing airline: (Rank from 1 to 8 with 1 being highest)

3 Connecting Hub Preference 2 Aircraft Size 4 Price 8 Travel Agency
 6 On-time Performance 5 Frequent Flyer 1 Schedule 7 Customer Service

4. If you drive to another airport to fly, how many times a year do you do this? 641
 To which airport? Minneapolis, Sioux Falls, Fargo, Bismarck

5. Estimate your company's annual air service travel budget? \$ 19,619,389 - 2/
Average/Comapny \$ 59,491

1/ - Fargo survey results 40 out of top 50 employment chamber members while all chamber members were surveyed at other 3 cities averaging 20% response.

2/ - State Government travel in ND (less Higher Education) have out-of-state air travel of \$1.3 million annually which is not included in survey.

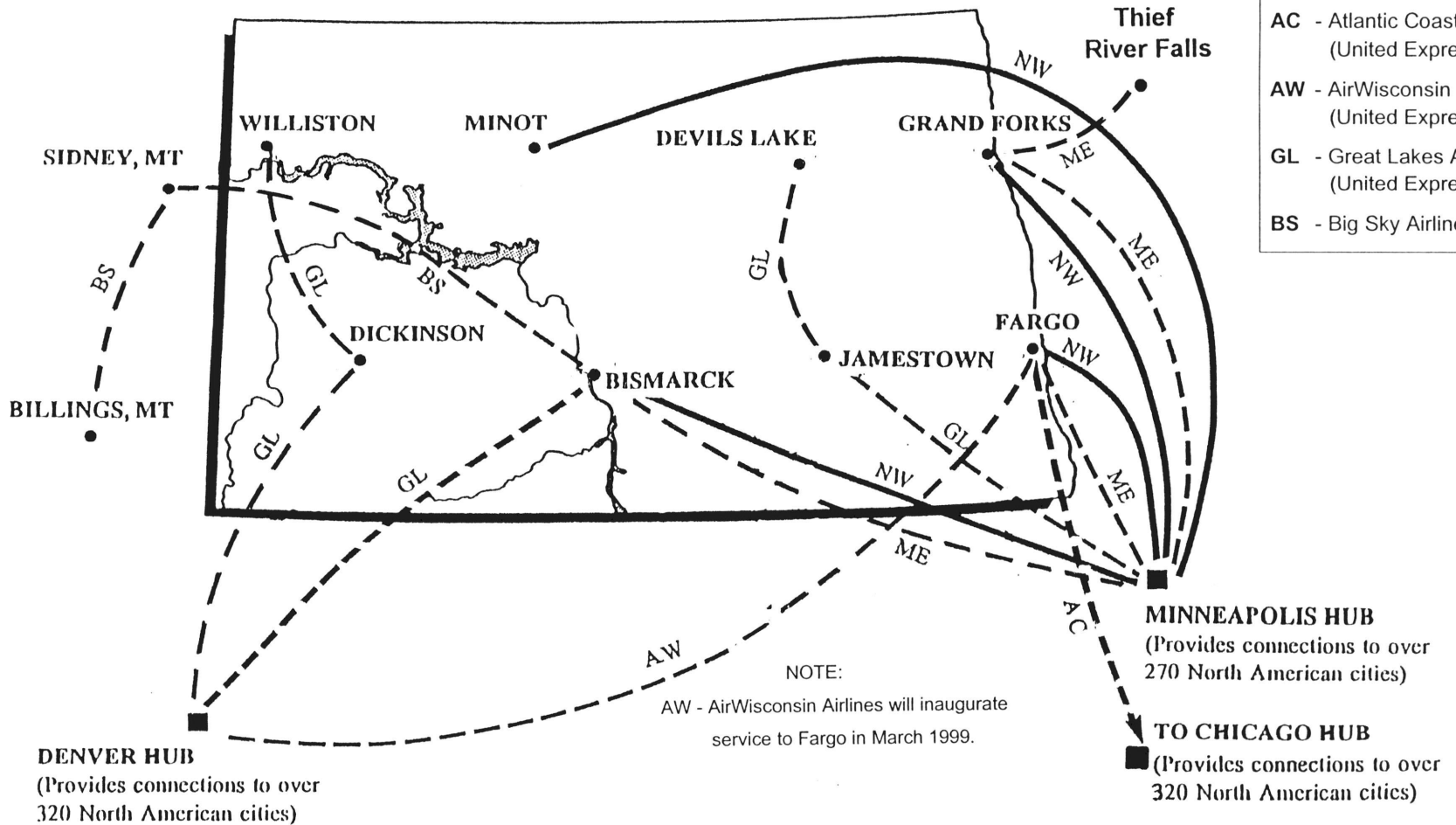
Air Carrier Legend

- Major/National Airline Routes
- - - Regional Airline Routes

Effective January 1999

Contact your local travel agent or airline for current schedules/routes.

- NW** - Northwest Airlines
- ME** - Mesaba Airlines (Northwest Airlin)
- AC** - Atlantic Coast Airlines (United Express Airlin)
- AW** - AirWisconsin Airlines (United Express Airlin)
- GL** - Great Lakes Aviation (United Express Airlin)
- BS** - Big Sky Airlines



**NORTH DAKOTA
AIR SERVICE
STUDY UPDATE**

NORTH DAKOTA AIR SERVICE SCHEDULE

EXHIBIT

Exhibit O

1997 AIRLINE PASSENGER MARKETS

BY: N.D. AERONAUTICS COMMISSION
JULY 1, 1998

1,010,723 passengers in 1997 used eight North Dakota airports and three scheduled airlines: Northwest and regional commuters of United Express - Great Lakes Aviation, and Northwest AirlinK - Mesaba. The chart below reports the top markets where people fly using North Dakota airports via the airlines:

PASSENGERS BY CITY
(On and Off)

1997 TOP U.S. MARKETS	1997 RANK	1996 RANK	1995 RANK	FARGO	BISMARCK	GRAND FORKS	MINOT	WILLISTON	JAMESTOWN	DEVILS LAKE	DICKINSON	STATE TOTAL	MARKET SHARE								
MINNEAPOLIS	(1)	(1)	(1)	47,431	38,234	38,568	19,199	60	1,950	1,522	0	146,964	14.5%								
DENVER	(2)	(2)	(3)	22,925	14,123	7,369	5,080	2,890	320	320	2,253	55,280	5.5%								
PHOENIX	(3)	(3)	(2)	19,054	10,574	7,937	6,546	520	130	89	404	45,254	4.5%								
CHICAGO	(4)	(4)	(4)	24,167	10,551	5,563	4,123	360	20	134	116	45,034	4.5%								
LOS ANGELES	(5)	(5)	(10)	15,494	8,564	7,114	6,107	270	90	36	183	37,858	3.7%								
SEATTLE	(6)	(6)	(5)	12,555	7,856	5,080	5,243	200	60	0	299	31,293	3.1%								
WASHINGTON DC	(7)	(9)	(8)	11,395	9,395	4,702	4,632	220	40	63	67	30,514	3.0%								
ORLANDO	(8)	(8)	(7)	10,598	6,564	4,844	4,438	140	40	36	19	26,679	2.6%								
LAS VEGAS	(9)	(7)	(6)	8,321	6,748	4,229	4,958	340	140	71	58	24,865	2.5%								
DALLAS	(10)	(10)	(9)	9,253	7,077	3,122	3,716	340	30	9	144	23,691	2.3%								
NY/NEWARK	(11)	(11)	(19)	11,116	4,718	3,737	2,819	250	70	63	77	22,850	2.3%								
PORTLAND	(12)	(13)	(11)	7,359	4,708	3,075	2,199	170	70	45	67	17,693	1.8%								
SAN FRAN/OAKL.	(13)	(12)	(12)	7,783	3,467	2,686	2,514	260	100	45	86	16,941	1.7%								
KANSAS CITY	(14)	(15)	(14)	6,562	4,246	1,826	2,433	100	20	18	116	15,321	1.5%								
SAN DIEGO	(15)	(14)	(13)	6,345	3,538	2,507	1,843	130	20	9	58	14,450	1.4%								
ATLANTA	(16)	(17)	(16)	6,489	3,446	2,346	2,036	80	0	27	0	14,424	1.4%								
ST. LOUIS	(17)	(16)	(15)	6,220	3,087	2,564	1,700	130	20	9	173	13,903	1.4%								
HOUSTON	(18)	(N/A)	(N/A)	4,099	3,918	1,485	1,914	710	10	18	327	12,481	1.2%								
BOSTON	(19)	(18)	(20)	5,651	3,108	1,968	1,519	0	20	18	48	12,332	1.2%								
PHILADELPHIA	(20)	(20)	(N/A)	4,647	3,128	2,072	1,411	40	20	18	125	11,461	1.1%								
Top 20 Markets				247,464	60%	157,050	64%	112,794	62%	84,430	57%	7,210	58%	3,170	80%	2,550	65%	4,620	65%	619,288	57%
Other Cities				159,448	40%	87,479	36%	70,750	38%	63,730	43%	5,336	42%	797	20%	1,360	35%	2,535	35%	391,435	43%
CY Total Passengers				406,912		244,529		183,544		148,160		12,546		3,967		3,910		7,155		1,010,723	100%

SOURCE: 1997 U.S. DOT 10% TICKET SAMPLING
PROJECTED TO 100% MARKET SHARE

Applicator's Drift Insurance Committee

This task force was created to look into the chemical drift insurance industry. Their charge was "to provide chemical application insurance at a reasonable cost to all commercial applicators across the state". The Committee met several times and their final report and recommendations is shown on pages 3-8 in the appendix.

The largest aviation industry is agricultural aerial application. In 1947, 20 to 30 operators sprayed less than 500,000 acres. Today, we have 187 licensed operators flying 321 aircraft and treating 5 million acres of cropland annually.

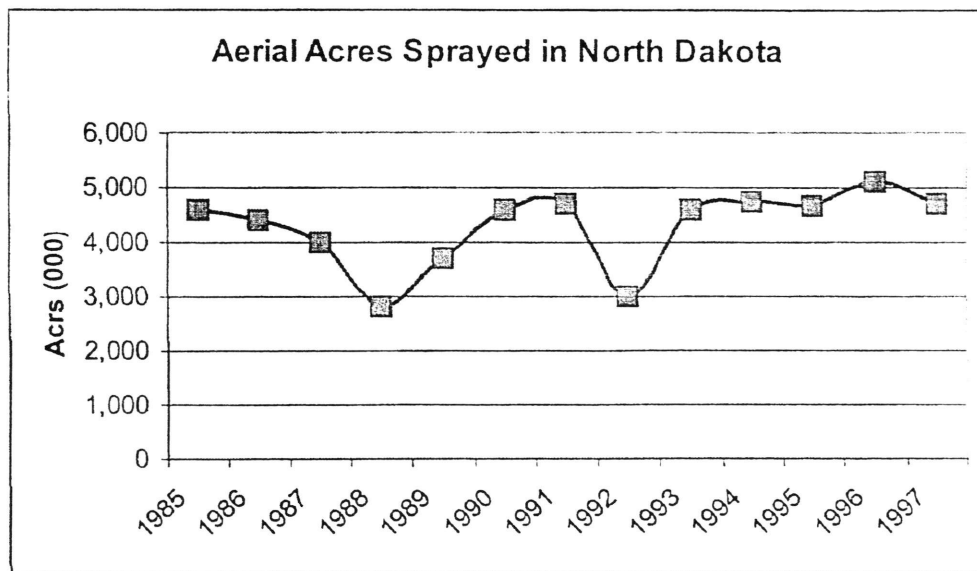
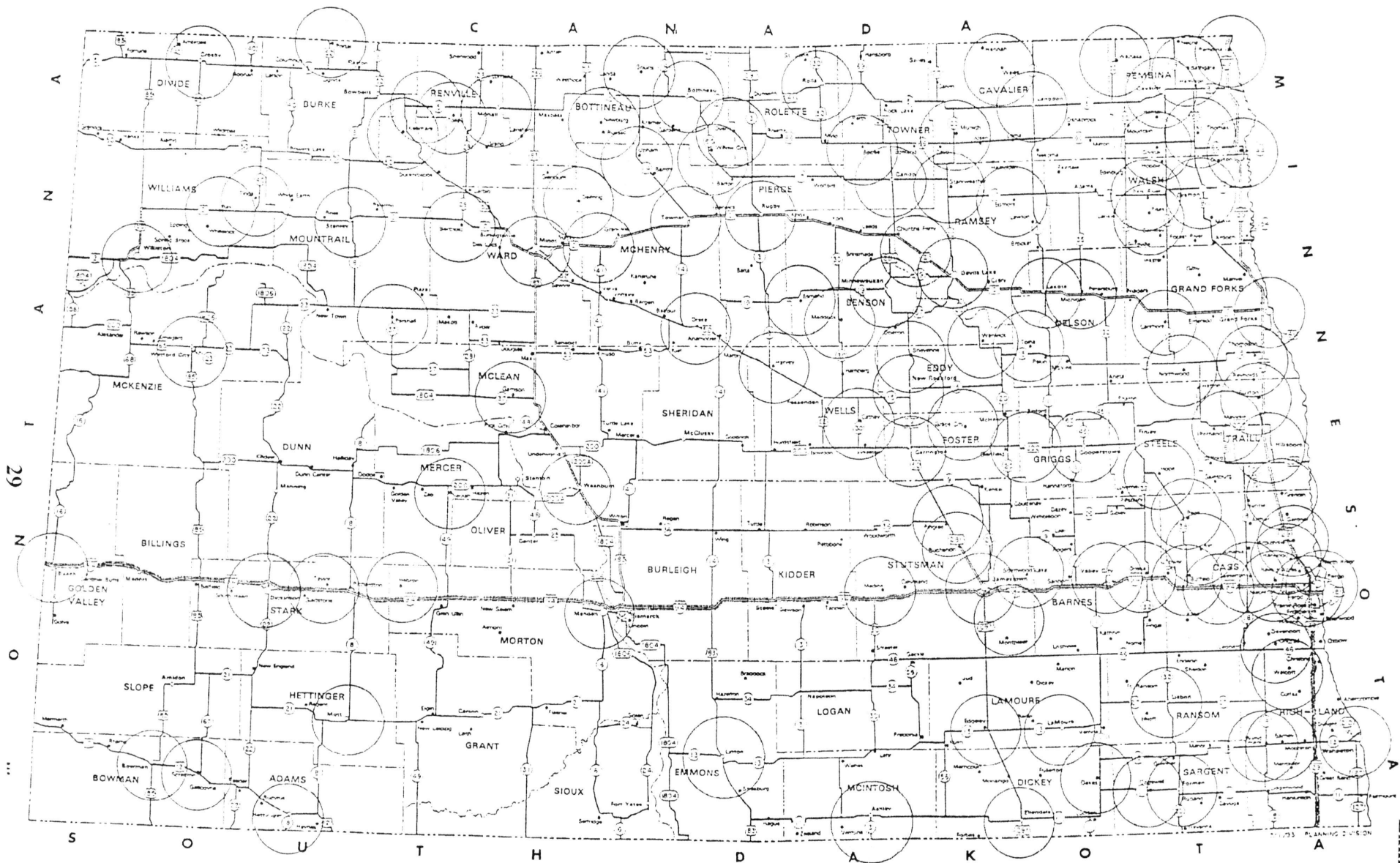


Figure 5.1 Acres sprayed by aerial application in North Dakota
Source: North Dakota Aeronautics Commission 1997

Exhibit Q on the next page shows the territorial location of the 187 commercial aerial applicators licensed in the state in 1998.



29



Location of 187 commercial aerial applicators in North Dakota in 1998

Exhibit Q

Aviation Publications

- **North Dakota Aeronautical Chart** - This is a reproduction of the world aeronautical chart for the state along with a navaid and weather related background.
- **North Dakota Airport Directory** - This book is a directory of 94 public use airports with aerial photography design. Information on airport safety and numerous phone contacts are provided.
- **North Dakota Aviation System Plan** - This executive report highlights aviation heads in airline passengers, pilots, aircraft by airport. A project listing of airport improvements is shown.
- **Mediport Implementation Plan** - This report describes how communities, hospitals, or airport authorities can construct a helicopter landing site for emergency medical flights.
- **North Dakota Air Cargo Feasibility Study** - This brochure explains the role of air cargo activity, future growth trends, airport opportunities and policies for enhancing the cargo industry.
- **North Dakota Airport Manager's Handbook** - This handbook provides a "hands-on" resource for airport manager's for information into safety, air shows, zirspace zoning, grants, land-use guide, and aeronautical century code.
- **Fixed Base Operators Study; Phase 1 and 2** - This study addresses the relationship of airports and aviation tenants to enhance businesses actively utilizing local economic development programs. Airfield safety and airport rates/fees are also being updated. Pages 9-11 in the appendix address this study.
- **North Dakota Aviation Facts** - Informational sheet with various facts on aviation in North Dakota. Facts shown on pages 12-13 in the appendix.

Other Projects

- **Web Page** - The Commission has joined the cyber space with our new website at www.state.nd.us/ndaero.com. Page 14 in the appendix highlights the Commission's homepage.
- **Information Technology Plan (IT Plan)** - The Commission has completed the required Information Technology Plan. The cover to our plan is shown on page 15 in the appendix.
- **Surplus Property Administration** - The Commission has replaced the FAA as the surplus property facilitator for North Dakota airports and federal surplus property. This past summer the Commission facilitated the placement of "FEMA" travel trailers on 38 airports across the state. These are being used as small terminal/waiting areas on the general aviation airports that were in dire need of such a facility.
- **5010 Airport Inspections** - The Commission contracts to do the on-site airfield safety inspections for the Federal Aviation Administration on the general aviation airports. This contract generates around \$ 32,000 a biennium to the agency.
- **Global Positioning System (GPS)** - This satellite technology will give all airports in the state an opportunity for an all-weather instrument approach. Page 16 in the appendix shows the airports that have received new approaches.
- **Pan Am Weathermation** - The Pan Am Weathermation program was implemented in 1990. Currently there are 9 computer systems in place at the major airports in North Dakota.. These systems provide access to weather information, access to maps, charts, forecasts and destination briefings, and allow flight planning and filing. This program was very well received by pilots and business owners and is shown on Page 17 in the appendix.
- **Aviation Art Contest** - This art contest is international in scope. The agency has sponsored this contest on the state level for the past six years. The contest is open to the K-12 grade level with the winners being honored at the Upper Midwest Aviation Symposium held in March. Page 18 in the appendix is the flyer sent out to all the schools in North Dakota.

The Aeronautics Commission celebrated its 50th birthday in July 1997. In 1947, the state had 59 municipal airports and 121 grass strips. Today, we have 92 municipal airports and 220+ registered grass strips. The goal set by the agency in the middle 50's was to have a minimum of one hard surfaced airport in every county. There are only ten counties without a paved airport. Out of that, only five counties do not have a public airport facility.

We want to thank the House Appropriation Committee for listening to this presentation on behalf of the Commission members, Chairman Robert Miller, Casselton, Vice Chairman Jay B. Lindquist, Hettinger, Erling Rolfson, Jr., New Rockford, Cindy Schreiber-Beck, Wahpeton and Dianne Herr, Turtle Lake.

Robert J. Miller, Chairman, Casselton. Presently a Captain with Northwest Airlines. He is a real estate business owner, manager of the local airport and active in economic development in the Casselton area. He is a former Air Force pilot and aerial ag applicator. He has been flying 35+ years and has been a member of the Commission since 1973.

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

Erling O. Rolfson, Jr., Secretary, New Rockford. Currently in the advertising and publishing business along with an interest in the insurance industry. A Vietnam Era Marine corps aviator, active American Legion, VFW member, and past President of the Airport Association of North Dakota. He has been flying for 30+ years and has served on the Commission since 1993.

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

Dianne L. Herr, Member, Turtle Lake. This US postmaster is an active private pilot, Vice President of the ND Chapter of the 99's, Member of the North Dakota Pilots Association, and EAA. Diane coordinated the US mail side of the 1989 Centennial Airmail Flight which visited all 100 North Dakota airports as part of the state celebration. Dianne is very active in community affairs but finds time for Young Eagles and organizing a well attended fly-in at the local airport. She is the newest member of the Commission being appointed by Governor Edward T. Schafer on December 4, 1998.





Appendix

Interest takes off

Wannabe pilots landing business potential

JOE GARDYASZ
Bismarck Tribune

For Warren DeVore, becoming a pilot was a step toward someday supplementing his farm income as an aerial crop sprayer.

Meanwhile, it's an easy way to get to a Vikings game on a weekend or two.

In October, the Dawson farmer became the first person in the state to earn his license after attending the new "Wannabe" program for prospective pilots.

The statewide seminars, co-sponsored by the North Dakota Aviation Council and the state Aeronautics Commission, began in Bismarck in May as a way to expose more people to flying.

DeVore was among 15 people who signed up for flight training in Bismarck, following a seminar held at Executive Air Taxi.

In less than five months, DeVore completed pilot training with Executive Air Taxi and earned his license.

"I never knew how to approach it until they began this program," said DeVore, getting out his plane recently after the 15-minute flight to Bismarck.

Tending his alfalfa, oats and other crops while tacking the book work involved in the training was difficult, he acknowledged.

But one benefit he'll have next summer is being able to check his cattle by air.

The Vikings fan also plans an occasional flight to Minneapolis to catch a game. He'll fly into a smaller general aviation airport, though, rather than the jets at Twin Cities International Airport.

His wife, Kari, accompanies him on many of his flights. Just before Thanksgiving both of them flew to Bismarck to take care of some shopping and errands. The two joked about whether they'd be able to fit a Christmas tree in the back of the small four-seater plane.

"At first I wasn't sure if I'd like a little plane," she said. "After the first time it was pretty good."

Realizing the cost of renting a plane would quickly mount, DeVore bought a used Piper Cherokee, which cost less than most four-wheel-drive vehicles — \$23,900. Renting a plane costs about \$65 an hour.

"It's a lot cheaper to find a used airplane to build up your hours than it is to rent one," he said.

Using a private strip about two miles from his farm, he leases a hangar for storage and flies whenever the weather is good.

With about 65 flying hours under his belt now, DeVore plans to fly every chance he gets to build up his flying time to qualify for a commercial pilot's license, a prerequisite for the two-week



Warren DeVore, a Dawson farmer earned a license to fly in five months. Lately, he has been taking his plane out for short runs into Bismarck and practice flights. He's working on getting enough experience to get a commercial pilot's license so he can advance to crop spraying school. DeVore's wife, Kari, said she didn't know if she'd like flying in a small plane, but she felt better about it after her first flight.

By TOM STROMME of the Tribune

crop spraying school.

"Crop spraying is getting to be more and more (necessary) with irrigated crops like potatoes in my area," said DeVore. "There's getting to be a pretty good demand for crop spraying right now."

Just getting off the ground now, the Wannabe program has already been successful in building interest in pilot training, said Dan Vigessa, statewide coordinator for the program.

Approximately 290 people attended three seminars held in Bismarck, West Fargo and Mandan during the summer.

"Our mix has usually been about 50-50, half who have not flown before and half who are pilots," Vigessa said.

Of the people new to flying, 67 started ground school in Bismarck and West Fargo, and 15 began actual flight training.

"It's been so successful that we've talked about expanding the program as a way to revitalize aviation," he said. Another four communities — Grand Forks, Fargo, Dickinson and Williston — have signed up to conduct seminars in the spring.

An initial \$3,000 grant from the Aeronautics Commission funds the

seminars, along with support from each participating airport and fixed-based operator.

More people could have gotten involved, were it not limited by a lack of interested flight instructors, said Roger Pfeiffer, assistant director of the North Dakota Aeronautics Commission.

"That's why we're going to re-think this to make sure there's a flight instructor anytime someone wants to be trained."

The initial cost of training to earn a pilot's license is about \$3,500. DeVore said he had some second thoughts midway through the program as the costs began to mount, but now he's glad he stuck with it.

"I'm glad I did it," he said. "It's very enjoyable."

For more information about the Wannabe program or pilot training, call the North Dakota Aeronautics Commission at 701-328-9650.

Joint venture offering flight school alternative

Bismarck State College has offered pilot training courses for a number of years, but in recent years has not had enough interest to fill a class.

The director of a Bismarck-based private flight school says that should change this spring semester.

Executive Air Taxi will partner with BSC to offer pilot instruction. "I don't think we'll have any problem meeting the minimum class size," said Ray Heyde, director of operations at Executive Air Taxi. Ten to 20 people is an ideal class size to ensure individual attention, he said.

"The big advantage is it opens some doors to financial aid going through an accredited school that we might not have here," Heyde said.

The goal of the elective course is to increase the availability of training for private pilot licenses, not to compete with commercial pilot training programs like North Dakota State University's, said Jim Wright, an aviation instructor at BSC.

"Organizations like Executive Air are excited about it of course, because it would provide an inlet for students wanting to take the courses," he said. "I guess we'll see in the spring when we see what kind of numbers we have for this first course."

Wright said the course will be covered by financial aid, but the question remains whether expenses for flying time would be covered.

The one-semester course can be taken three different ways: Ground school only, ground school and the lab concurrently, or the ground school first followed by the lab the next semester.

Heyde credited the new Wannabe program introduced in May for generating interest in learning to fly.

"It's also important to realize we'll have a lot of people who will go through the academic class who have no intent of learning to fly," he said. "They just want to get more knowledge." Some of the physicians who use their charters are a good example, he said.

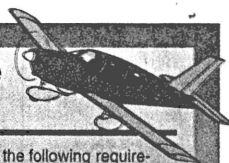
"A lot of our students are middle-aged people who want to treat it as a hobby," he said. "And then there are the young people who want the business potential that flying provides."

What it takes to be in the pilot's seat

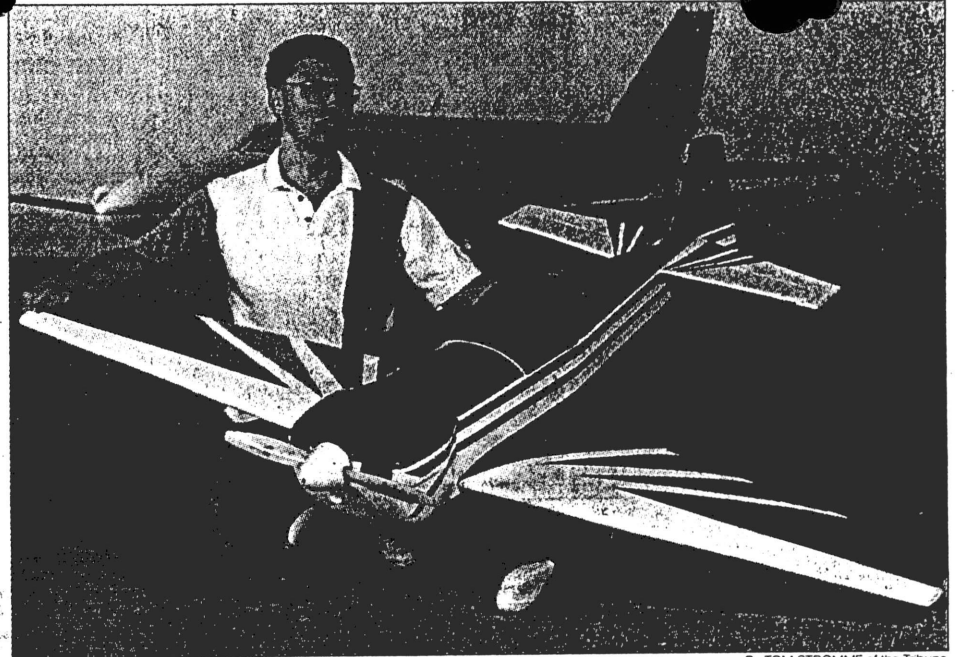
To acquire a private pilot certificate, the following requirements must be met:

- Be at least 17 years old.
- Be able to read and speak English.
- Hold at least a Third Class medical certificate.
- Complete required training (40 hours total flight time).
- Pass a written and practical Federal Aviation Administration test.

The total cost of flight instruction averages \$3,500, which includes rental of a plane, instructor fees, supplies and other fees.



Ready to take on the skies



By TOM STROMME of the Tribune

Troy Lapp has hopes of getting his dream off the ground. He is one of approximately 120 people who attended an information seminar about the process of becoming a pilot.

New program focuses on learning how to fly

■ Pilots association helping to educate people about aviation

JOE GARDYASZ
Bismarck Tribune

Troy Lapp has flown airplanes since high school, but his feet have never left the ground.

Now, after 12 years flying radio-control planes, the Bismarck resident is ready to chase a dream he's had since he was 7.

Lapp was one of about 120 who attended a free seminar Friday for "wannabe" pilots at the Bismarck Airport. It was the statewide kickoff for a new program to encourage more people to fly, co-sponsored by the North Dakota Aviation Council and the state Aeronautics Commission.

"Many people in their 20s through 50s are interested in aviation, but don't know how to get started," said Andy Niemyer, a member of the North Dakota Pilots Association.

"Something like this is good, because the hardest thing is walking in the door at the airport in the middle of the day

and saying, 'I want to be a pilot.'"

Modeled after a program in Illinois, the seminar concept was brought to North Dakota by Gary Ness, director of the state Aeronautics Commission. Future seminars are planned this summer in Casselton, Williston, Fargo and Minot.

Seated in folding chairs in Executive Air Taxi's hangar, approximately 60 "wannabes" rubbed shoulders with pilots for a quick course in what it takes to become a pilot.

"With a couple of lessons a week, you'll probably solo in 12 to 15 hours (of flying time)," said Ray Heyde, director of operations for Executive Air Taxi Corp. That normally takes someone five or six months to accomplish, he said, although his quickest student soloed in just 28 days.

Getting a pilot's license takes 35 to 40 hours of flying time, which can cost from \$25 to \$45 an hour.

A physical examination and written test are required prior to soloing. The cost to get to the point of soloing? About \$1,200.

Before getting a license, student pilots must also pass both a multiple choice written test and an oral exam. But those are all down the line, noted Heyde.

"The bottom line is, when you start

out you don't need to pass any tests," he said. "You just start taking lessons."

One pilot told the group he had always wanted to fly, but couldn't justify the cost until he started his own construction testing company. Then, flying an hour instead of driving three hours began to make sense.

Flying was much simpler than he imagined, said Joe Zeltinger of Bismarck.

"The first time they took me up in the airplane, I was flying the airplane. So I thought this must really be pretty easy."

Another pilot came to the seminar to look into continuing his training as a flight instructor.

"It's a lot of fun," said Dave Sorlie of Bismarck, who got his pilot's license in 1992 through the University of North Dakota flying program. "It's kind of spendy, but it's worth the investment."

His advice to someone considering flying lessons?

"I recommend they get the money up front, to avoid having a break in the lessons," he said. "If you run out of money, you forget all you learned up to that point."

The seminar was enough for Lapp to make his decision. "I thought it was a lot more expensive than it is; this was a real eye opener," he said. Lapp plans to attend a free two-hour ground school this week, to be followed by a \$25 introductory flight lesson.

One goal of the program is for pilots to gain a stronger voice throughout the state, said Dan Vigesaa, a past president of the state pilots association. North Dakota has approximately 3,000 pilots, but few of them are members of the association.

"One of the reasons we're so excited about this is we see this as an excellent recruiting tool," he said.

"There are not very many voices speaking for aviation in North Dakota."

'Something like this is good, because the hardest thing is walking in the door at the airport in the middle of the day and saying, "I want to be a pilot.'

Andy Niemyer, a member of the North Dakota Pilots Association.

Applicator Drift Insurance Committee

c/o NDAC, P.O. Box 5020, Bismarck, ND 58502, T: (701) 328-9650, F: (701) 328-9656

FINAL REPORT AND RECOMMENDATIONS

This Committee was charged by the five member Aeronautics Commission to investigate a possible avenue towards this premise: *"To provide chemical application insurance at a reasonable cost to all commercial applicators across the state"*.

After several meetings, contact with insurance companies and other interested parties, the following conclusions and recommendations are put forth.

Conclusions:

1. Insurance coverage is available for all perils for both commercial ground and aerial applicators.
2. Insurance premiums for aerial applicators are expensive, however, this is relative to size of operation and geographic location, larger operations consider this just a cost of doing business while smaller operators consider the premiums to be exorbitant.
3. The commercial applicator industry should include in its marketing and promotions reference to proper insurance protections for their grower clients.
4. Grower groups should increase efforts to the education of their members of the potential risks involved when using an applicator who does not carry acceptable insurance for their geographic and crop mix area.
5. The ADIC subcommittee was unable to come up with a viable alternative insuring mechanisms to replace the existing market mechanisms.

Recommendations:

1. The administration of the *"Financial Responsibility Law"* should be transferred to the Department of Agriculture. NDSU has a mission for research and education. The regulatory administration is best fitted to the Department of Agriculture's pesticide program.

Final Report and Recommendations
Page 2

2. Strengthen the educational process of the certification program concerning drift and potential damage of all chemicals in today's diversified agriculture. This is to be accomplished with NDSU's Extension Service at the state and local level.

Cooperative efforts from the Grain Dealer's Association, North Dakota Agricultural Aviation Association and the North Dakota Agricultural Coalition will be instrumental in this endeavor for a more comprehensive educational effort.

3. Investigate and clarify the definition regarding a requirement for a business entity vs. individual certification.

4. Chemical certification requirements be expanded to include "*all agricultural chemical products*" with an exemption for "*household pesticides*".

This concludes the business of this committee. This paper will be shared with legislators, businesses and regulators that have an interest in the chemical application industry.

APPLICATOR DRIFT INSURANCE COMMITTEE**(ADIC)****SUB COMMITTEE REPORT:**

The committee was created on February 12, 1998, by the Aeronautics Commission.

The first meeting was held March 4, 1998 in Bismarck.

It has been the charge of the steering committee to explore avenues *"to provide affordable chemical application insurance to all commercial applicators across the state"*. The effort was guided by the "Grower Applicator Road Map Paper", dated 02/06/97.

A consensus was reached that the direction outlined within the "Road Map" was acceptable. The suggestion to include the Insurance Department and Grain Dealers Association to the steering committee was accepted. Other groups and individuals were discussed and identified for invite and the appropriate time within the process.

It was discussed that all commercial applicators, ground and air, should be dealt within the same context. The cost differential of aerial vs ground was discussed and noted by the "Road Map" as the primary focus of the steering committee. Assignments were given for information gathering and a Jamestown meeting was suggested.

Bill Hejl and Gary Ness had the opportunity to discuss the process and advance information to Farmers Union Insurance and Nodak Insurance Companies.

On April 10, 1998, members of the committee consisting of Dina Butcher, Chair, Cindy Schreiber-Beck, Bill Hejl, Larry Maslowski, Bob Graveline, Barry Coleman - Ag Department and Gary Ness, met with Odean Olson of Farmers Union and John Czerwonke of Nodak Insurance in Jamestown. This meeting proved to be unsuccessful relative to the outcomes outlined within the "Road Map". Both companies felt that they could not participate any differently than they do today. Several sections of the "Road Map" were discussed and removed.

Bob Graveline, Larry Maslowski and Gary Ness, were appointed as a sub-committee to investigate; Risk Retention Pools, Purchasing Groups, Self Insurance Companies., etc.

The outcome is; the applicators (ground and air) do not create a large enough pool of financial resources to be viable. Several existing national pools, groups and companies of like nature were contacted with no positive response of interest.

It is the opinion of this sub-committee that the insurance industry has priced their product in a way that they feel appropriate. Risk assessment studies, increased deductibles and business vs aircraft premium out-lined in the "Road Map" do not interest them.

Conclusions:

- ◆ Insurance coverage is available for all perils for both commercial ground and aerial applicators.
- ◆ The insurance premiums of aerial applicators are expensive, however, this is relative to the size of the operation (larger operations consider this just a cost of doing business while smaller operators consider the premium to be exorbitant).
- ◆ The commercial applicator industry should include in its marketing and promotions reference to proper insurance protection for their grower clients.
- ◆ Grower groups should increase efforts to education of their members of the potential risks involved when using an applicator who does not carry acceptable insurance for their geographic and crop mix area.
- ◆ The ADIC subcommittee was unable to come up with a viable alternative insuring mechanism to replace the existing market mechanisms.

Applicator Drift Insurance Issue

(Revised 04-03-98)

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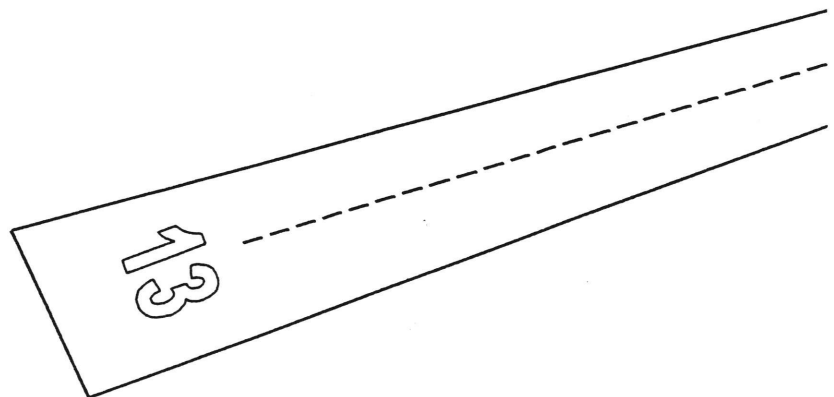
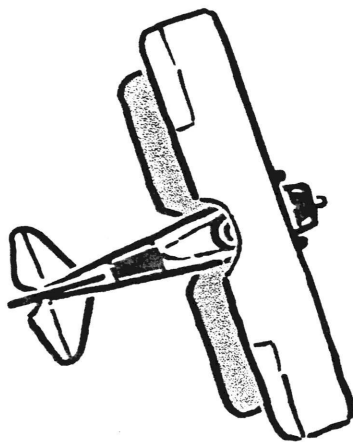
Gary R. Ness, Director
North Dakota Aeronautics Commission
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T: (701) 328-9650
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Upper Great Plains Transportation Institute
North Dakota State University
Fargo, ND 58105
Phone 701-231-8058
Fax 701-231-1945

rural aviation research

North Dakota Airport and FBO Impact Study

Aviation is a vital economic component of North Dakota's Transportation System. This study determines the impact of Fixed-Base Operators (FBO's) on North Dakota Communities and Airports



Riaz A. Aziz
August 1998

Sponsored by:  North Dakota Aeronautics Commission

NORTH DAKOTA AIRPORT AND FBO IMPACT STUDY

Basis of the Problem

Decline number of aviation businesses and the potential of more airport closures are a concern to government and city leaders in North Dakota. The state has lost one public-access airport per year since 1990. Loss of aviation businesses has the potential to impact the state's overall economy. The closure of aviation businesses such as FBOs also raises questions. Are FBO closures economically related to the inability of FBOs to remain profitable, did financially weaker FBOs merge with stronger ones, or did FBOs relocate to more suitable markets outside North Dakota?

Local governments also are concerned about the potential loss of their airport and FBO and the economic impact the loss may have on their communities. Several studies have been conducted on the impacts of closing large airports; few studies have focused on the impacts of closing small airports in rural areas. Communities that are considering investing efforts to attract new aviation businesses have few resources of predicting the potential return on their investment. Airports in rural areas do not employ a large workforce. The benefits of an airport may not be jobs created directly by the airport, but jobs created by firms attracted to a community in part because of the airport. Measuring the economic impact of different aviation business would help communities determine the cost of losing an airport or an FBO and the benefits of working toward gaining a new business. The study findings attempts to answer questions raised about the economic viability of aviation-related businesses in North Dakota.

Between 1970 and 1995, 16 airports in North Dakota closed their operations, including:

Airport	Year Closed	Reason
Wyndmere	1995	Lack of activity
Glenburn	1995	Liability risk and low activity
Reeder	1993	Poor runway condition and low activity
Medora	1992	Airport safety concerns
Lake Williams - Robinson	1992	Low activity
Noonan	1987	Low activity and high operating cost
Center	1986	Poor runway condition and high operating cost
Makoti	1986	Liability risk and high operating cost
Drake	1986	Liability risk, low activity, and high operating cost
Underwood	1985	Low activity and concern over airport safety
Portal	1984	Low activity and high operating cost
Wimbledon	1983	Low activity and liability risk
Steele	1981	Low activity
Sherwood	1979	Low activity
Forman	1971	Too close to another airport
Ray	1970	Low activity

Table 4.1 Airports in North Dakota closed between 1970 and 1995 and reason for closure
Source: North Dakota Aeronautics Commission 1995

NORTH DAKOTA AIRPORT AND FBO IMPACT STUDY

Rural residents in North Dakota generally have fewer choices for medical facilities. Rural towns with small populations find it difficult to attract and keep physicians. Increasing costs makes it difficult for facilities in rural areas to provide the latest medical services and some facilities are forced to close their doors (Hamm et al. 1993). For many rural communities, air ambulance is the fastest method of reaching a health care facility that can provide the latest emergency medical services.

Air ambulance or Helicopter Emergency Medical Service (HEMS) providers fly more 180,000 emergency flights annually in the United States. HEMS are used in medical emergencies at the request of the ground ambulance service or Emergency Medical Service (EMS) providers, personnel at health care facilities, or the physician attending to a patient in need of medical care (Aziz 1996). When landing a helicopter, HEMS pilots are tasked with finding a site that provides easy access to transfer patients, while insuring that dust, snow, or gravel are not thrown from the high winds created by the helicopter rotors. HEMS pilots are highly trained pilots and must be able to respond to emergency calls within the shortest time and safest means possible. Pilots must examine weather reports for the destination and weather forecasts for the point of arrival and departure.

HEMS landing areas that have been marked with paint, lights, flags, or other visible devices are known as a mediports. Mediports generally are located near health care facilities, but some are located on private land such as fields, and others are located on public lands such as a city-owned vacant lot. Larger health care facilities build mediports on their rooftop (Aziz 1996). Approximately 51 designated mediports exist in the state (Figure 5.2).

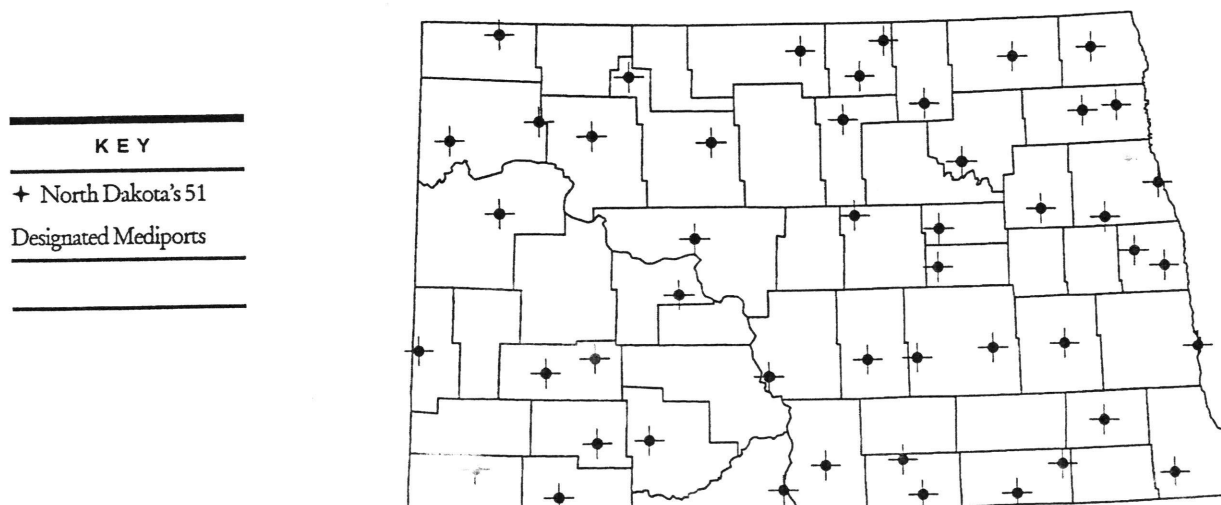


Figure 5.2 Designated mediports in North Dakota

*January 1999***FACTS ABOUT AVIATION IN NORTH DAKOTA****Pilots and Aircraft**

- 4,000 Pilots hold FAA Certificates in North Dakota
- 1,669 FAA Certified Aircraft are based in North Dakota
- 323 agricultural aircraft are operated annually
- 110 corporate aircraft are based in North Dakota
- 5% of pilots are female
- Average age of pilot is 42
- Pilots in North Dakota fly an average of 93 hours per year
- Pilot licenses are 50% private, 31% commercial, 10% student, 5% mechanic & 3% air transport

Airports and Heliports

- 92 public use airports
- 70 paved public airports and 22 grass airfields
- 8 air carrier airports
- 51 hospital heliports
- 220 private owned/private-use landing areas
- 81 airports are lighted for night operations
- 300,000 aircraft landings occur at 8 major airports annually
- 230,000 aircraft landings occur at 84 general aviation airports
- 53 public use airports are in federal airport system

Navigation Aids

- 30 airports have instrument approach availability
- 146 federally-owned navigation aids are located in North Dakota
- 80 instrument approaches are available at airports in North Dakota, including GPS overlays
- 63 airports have radio pilot controlled lighting
- 48 airports have rotating beacons
- 34 airports have had visual approach path landing aids
- 33 airports have unicoms
- 13 airports have runway end identifier lights
- 8 airports have an ILS with VOR

Weather Observation Systems

- 9 Pan Am "Weatheration" dissemination systems are located at North Dakota airports
- 8 Automated Surface Observation System (ASOS) are located on airports
- 3 Automated Weather Observation Systems (AWOS III) are located on airports

Airlines

- 5 airlines serve North Dakota communities; Northwest Airlines, Mesaba - Northwest Airlinck, Great Lakes - United Express, Atlantic Coast - United Express, Big Sky airlines.
- 8 North Dakota communities have scheduled airline service; Bismarck, Dickinson, Devils Lake, Fargo, Grand Forks, Jamestown, Minot & Williston
- \$398 is the average round trip airfare for North Dakota flyers in 1997
- North Dakota popular air travel destinations are 15% to Minneapolis, 6% to Denver and 5% to Phoenix or Chicago
- 100 daily airline flights occur in North Dakota totaling 35,204 flights annually

Education

- University of North Dakota - Center for Aerospace Science
- Wannabee Program sponsored by North Dakota Pilots Association (NDPA) promotes new student pilots
- Annual National Aviation Art Contest promotes aviation in school system
- Numerous aviation companies on airports provide flight schools

Aviation Service Providers

- 66 aviation business are based on North Dakota airports
- 11 air charter companies provide on-demand air taxi service
- 37 aviation repair stations
- Two aircraft manufacturing firms are located in North Dakota (Cirrus - Grand Forks & Jackson Mfg. - Edgeley)
- 45 travel agencies sell 90% of all airline tickets in North Dakota.

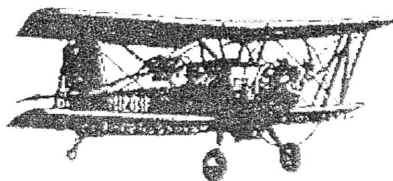
Economic Statistics

- 8,700 jobs are attributed to aviation activity in North Dakota
- \$585 million of economic activity created each year by North Dakota airports
- 11 million gallons of aviation fuel were sold in North Dakota in 1997
- 1.1 million passengers traveled to and from North Dakota airports in 1997
- \$700,000 in state grants were provided to airports in North Dakota in 1997
- \$11.7 million in federal grants were provided to airports in North Dakota in 1997
- 10,000 tons of air freight are flown at North Dakota airports annually
- 4.5 million acres are sprayed annually by 193 aerial spray companies
- \$1.7 million dollars of local property tax is raised to support the North Dakota airport system annually.
- \$220 a day is spent in North Dakota by air travel visitors.

NORTH DAKOTA AERONAUTICS COMMISSION



[PILOT INFORMATION](#)



[AIRPORT DATABASE](#)



[BUSINESS AVIATION](#)



[AIRLINE SERVICE](#)



[WHO ARE WE?](#)

[Pilot Information](#) | [Airport Database](#) | [Business Aviation](#) | [Airline Service](#) | [Who are we?](#)

2301 UNIVERSITY DRIVE, BUILDING 1652-22, BOX 5020, BISMARCK, ND 58502-5020 (701) 328-9650



Grand Forks International Airport Grand Forks, North Dakota

Lat: 47-56-57.318
Long: 097-10-33.989

Field Elevation:
844

Identification #:
GFK

AIRPORT AERIAL VIEW



[119k jpeg]

AIRPORT HOME PAGE



AIRPORT INFORMATION



[from airnav.com]

[\[Return to the North Dakota Airport Map \]](#)



NORTH DAKOTA AERONAUTICS COMMISSION

Strategic Information Technology Plan

January 1998



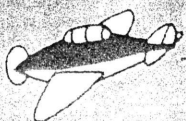
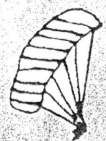
*Contact: Mark J. Holzer
North Dakota Aeronautics Commission
(701) 328-9657*

NON-PRECISION GPS TOP 38 LIST
STATE OF NORTH DAKOTA

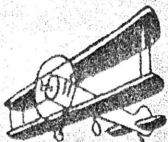
Prepared by:
N.D. Aeronautics Commission
January 13, 1999

	AIRPORT	RUNWAY END	IDENTIFIER	NOTES
1	GRAFTON	35	GAF	GPS RWY 35 S-35 (500-1) GPS RWY 17 S-17 (700-1)
2	WHPETON	33	BWP	GPS RWY 33 S-33 (400-1)
3	HETTINGER	30	HEI	GPS RWY 30 S-30 (700-1)
4	RUGBY	30	RUG	GPS RWY 12 S-12 (500-1) GPS RWY 30 S-30 (600-1)
5	MERCER CO - HAZEN	32	ND22	GPS RWY 14 S-14 (600-1) GPS RWY 32 S-32 (700-1)
6	ROLLA	32	06D	GPS RWY 32 S-32 (600-1)
7	CARRINGTON	31	46D	GPS RWY 31 S-31 (600-1)
8	GWINNER		GWR	NDB OR GPS RWY 34 S-34 (700-1)
9	BOTTINEAU	30	D09	GPS RWY 31 S-31 (500-1)
10	GRAND FORKS	8	GFK	GPS RWY 26 S-26 (400-1)
11	WATFORD CITY	30	S25	GPS RWY 30 S-30 (700-1)
12	TIOGA	30	D60	GPS RWY 30 S-30 (600-1)
13	VALLEY CITY	31	6D8	NDB OR GPS RWY 31 S-31 (700-1)
14	GARRISON	31	D05	
15	OAKES	30	2D5	GPS RWY 30 S-30 (600-1)
16	HARVEY	29	ND17	GPS RWY 29 S-29 (600-1) GPS RWY 11 S-11 (500-1)
17	BOWMAN	29	D04	GPS RWY 29 S-29 (500-1)
18	FARGO	26	FAR	
19	COOPERSTOWN	31	S32	GPS RWY 13 S-13 (600-1) GPS RWY 31 S-31 (500-1)
20	CROSBY	30	D50	GPS RWY 30 S-30 (700-1)
21	LANGDON	32	D55	
22	CAVALIER	34	ND06	
23	WALHALLA	33	96D	
24	LINTON	27	ND33	
25	STANLEY	27	08D	
26	NORTHWOOD	26	3ND0	
27	ASHLEY	32	ASY	
28	KENMARE	26	ND26	
29	HILLSBORO	34	5ND6	GPS RWY 16 S-16 (600-1) GPS RWY 34 S-34 (500-1)
30	NEW TOWN	30	05D	
31	BEACH	30	20U	
32	BEULAH	10	95D	
33	PARK RIVER	30	Y37	
34	MAYVILLE	35	D56	
35	NEW ROCKFORD	31	ND47	
36	WISHEK	32	ND70	
37	CASSELTON	31	5N8	VOR/DME OR GPS RWY 31 S-31 (500-1)
38	MANDAN	31	Y19	VOR OR GPS -A C (500-1)

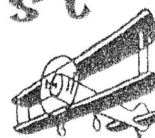
1999 International Aviation Art Contest



Flying is Fun



1999 International Aviation Art Contest



THIS YEAR'S THEME

Flying is Fun



CONTEST RULES

FORMAT

Artwork size should be 11 x 17. Due to international criteria 8½ x 11 entries are not eligible.

Artwork must not be framed, mounted or outlined with borders.

MEDIUM

All artwork must be hand made using any of the following media:

Watercolor, acrylic or oil paints, indelible markers, colored pencils, felt-tip pens, soft ball-point pens, indelible ink, Crayola or similar indelible mediums.

The following media are *NOT* permitted:

Pencil, charcoal or other non-permanent medium, or collage work involving the use of photocopies.

For computed generated art, see below.

CERTIFICATION

Parent, guardian or art teacher must certify authenticity of artwork. (U.S. judges will issue certificates of authenticity for national winners for international competition).

REPRODUCTION RIGHTS

Once received, entries will become and remain the property of the Federation Aeronautique Internationale (FAI) or state sponsor and may be used for a variety of purposes.

COMPUTER GENERATED ARTWORK

Computer generated art will be an additional category in the United States only. State winners will compete on the national level. It will not be judged at the international level. All requirements are the same as above, except paper size which may be 8½ x 11. Please note: Use of copyrighted material is not permitted.

CONTEST INFORMATION

DEADLINE

Entries must be postmarked by February 5, 1999. They must be sent to your state's sponsor office (address on reverse).

ELIGIBILITY

All children in the age groups shown below are encouraged to participate in the Contest, even if they are related to officials or employees of the FAI or any of its member organizations.

AGE GROUPS

Entries will be judged in 3 classes (determined by the age of the entrant on December 31, 1998)

I. Ages 6 to 9 II. Ages 10 to 13 III. Ages 14 to 17

STATE AWARDS

Entries in each category will be judged and state winners and runners up selected. Winners will receive a certificate and recognition from their state. First place artwork will be forwarded to Washington, D.C. to participate in the national competition.

NATIONAL AWARDS

A national winner and two runners up will be selected from each age group. All national winners will receive certificates, ribbons and a framed photograph of their artwork. The first place national winners will also receive a professional work of art, compliments of the American Society of Aviation Artists.

INTERNATIONAL AWARDS

The national winners and runners up in each age group will be forwarded to FAI headquarters for international judging. Winners of the international competition will receive certificates and medals of gold, silver and bronze.

LEGISLATIVE COUNCIL
ANALYSIS OF LEGISLATIVE CHANGES
AS OF FEBRUARY 18, 1999

FEBRUARY 19, 1999

BILL #/DEPARTMENT	LINE	EXECUTIVE BUDGET	HOUSE VERSION	HOUSE DIFF TO EXEC BUDGET	SENATE VERSION	SENATE DIFF TO EXEC BUDGET	DIFF BETWEEN HOUSE & SENATE
HB1006 AERONAUTICS COMMISSION	SALARIES AND WAGE	598,338	592,419	5,919-	0	0+	0+
	OPERATING EXPENSE	1,091,740	1,091,740	0+	0	0+	0+
	EQUIPMENT	71,500	61,500	10,000-	0	0+	0+
	MAJOR IMPROVEMENT	110,000	110,000	0+	0	0+	0+
	GRANTS	12,755,000	12,755,000	0+	0	0+	0+
	TOTAL	14,626,578	14,610,659	15,919-	0	0+	0+
412	SPECIAL FUNDS	14,076,578	14,060,659	15,919-	0	0+	0+
	GENERAL FUND	550,000	550,000	0+	0	0+	0+
	BILL TOTAL	TOTAL	14,626,578	14,610,659	15,919-	0	0+
HB1006	SPECIAL FUNDS	14,076,578	14,060,659	15,919-	0	0+	0+
	GENERAL FUND	550,000	550,000	0+	0	0+	0+

STATEMENT OF PURPOSE OF AMENDMENT:

DEPARTMENT 412 - AERONAUTICS COMMISSION

HOUSE - This amendment makes the following changes:

	EXECUTIVE BUDGET	HOUSE CHANGES	HOUSE VERSION
Salaries and wages	\$598,338	(\$5,919)	\$592,419
Operating expenses	1,091,740		1,091,740
Equipment	71,500	(10,000)	61,500
Capital improvements	110,000		110,000
Grants	12,755,000		12,755,000
Total all funds	\$14,626,578	(\$15,919)	\$14,610,659
Less special funds	14,076,578	(15,919)	14,060,659
General fund	\$550,000	\$0	\$550,000
FTE	6.00	0.00	6.00

Detail of House changes to the executive budget include:

	REDUCE COMPENSATION PACKAGE TO 2/2	ADJUST HEALTH INSURANCE COST	DECREASE EQUIPMENT FUNDING	TOTAL HOUSE CHANGES
Salaries and wages	(\$7,629)	\$1,710		(\$5,919)
Operating expenses			(\$10,000)	(10,000)
Equipment				
Capital improvements				
Grants				
Total all funds	(\$7,629)	\$1,710	(\$10,000)	(\$15,919)
Less special funds	(7,629)	1,710	(10,000)	(15,919)
General fund	\$0	\$0	\$0	\$0
FTE	0.00	0.00	0.00	0.00

House changes narrative:

This amendment decreases equipment funding relating to reductions for upgrading existing computers and printers.

Department 412 - Aeronautics Commission
House Bill No. 1006

	FTE Positions	General Fund	Other Funds	Total
1999-2001 Executive Budget	6.00	\$550,000	\$14,076,578	\$14,626,578
1997-99 Legislative Appropriations	6.00	503,425	13,732,190	14,235,615
Increase (Decrease)	0.00	\$46,575	\$344,388	\$390,963

Major Items Affecting Aeronautics Commission 1999-2001 Budget

	General Fund	Other Funds	Total
1. Increases funding for aviation education grants		\$15,000	\$15,000
2. Increases operating expenses for rent (\$5,540), data processing (\$3,605), office supplies (\$1,000), service contracts (\$6,600), and dues and memberships (\$1,135)		17,880	17,880
3. Increases funding for air carrier airport general fund grants	\$46,575	100,000	146,575
4. Increases funding for general aviation airport grants		100,000	100,000
5. Increases operating expenses for professional services (\$23,428), state airport maintenance (\$17,420), and aircraft maintenance (\$60,000)		100,848	100,848

Major Legislation Affecting the Aeronautics Commission

Senate Bill No. 2085 repeals North Dakota Century Code Section 2-05-10 relating to the registration of individuals who pilot, maintain, or certify the airworthiness of aircraft.

JAMESTOWN MUNICIPAL AIRPORT AUTHORITY

P O BOX 1560 * Jamestown, North Dakota 58402-1560

PHONE 701-252-6466 FAX 701-252-2919 EMAIL jnelms@buffalocity.net

Thank you for allowing me to speak today.

2/25/99

I would like to thank the State Legislature and the ND State Aeronautics for the funding we have received over the years. The assistance provided to the Jamestown Airport in the way of Essential Air Service (EAS) and pavement maintenance is invaluable. State funding through the Aeronautics Commission received by our Airport most recently (1998) allowed us to narrow and overlay an existing crosswind runway that otherwise would have had to have been closed. This runway is used not only by our commercial air service, but by the General Aviation community that has a lower tolerance for a crosswind landing.

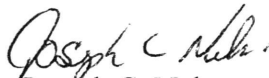
We have used State funding to help us crack seal and rejuvenate the main runway, allowing us to get a further life out of an old system. This was done at a fraction of the cost of rebuilding.

We are hoping to use discretionary funding to upgrade our current taxiway system that has degraded to the point of near closure.

The Jamestown Airport is currently supported by the city and county at the maximum mill levy allowed. Last year alone this money was spent at a ratio of 12 to 1. That is, every city and county tax dollar had the spending power of 12 dollars through use of airport user fee's, landing fee's, and lease payments for the industrial park, farm and hayland.

As mandated, we are attempting, and are currently at the break even point for airport management. That is, with continued funding from the Federal and State level. The future of ALL North Dakota Airports depends on your support.

Thank you,


Joseph C. Nelms
Airport Manager

COMMISSIONERS

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THE AVIATION "WANNABEE" PROGRAM

"The Wind Beneath The Wings!"

of general aviation

It is already almost thirty years ago. Life was young and my career was still in diapers. I flew a multi-engine charter flight to a posh Wisconsin resort to pick up a very old, very wealthy couple and bring them home.

I remember it vividly. It was hotter than a corker. The interior of the cabin was sweltering throughout the low altitude non-air conditioned trip. We experienced bone-jarring turbulence for the entire duration of the flight. The companion IO-540's each seemed louder than the other. Back then airplanes were supposed to be loud. Pilots liked it that way.

I agonized for one hour and twenty-five minutes. Two hundred fifty nautical miles at one hundred seventy-five knots.

When you are young and flying is still a thrill, a ninety-five degree cabin for ninety minutes is nothing. Turbulence that shakes the fillings out of your teeth just makes the story better.

When you are very, very old and very, very rich, you move within a climate that is meticulously controlled. This couple left a cool and quiet resort in a cool and quiet automobile to a cool and quiet lounge at a very expensive FBO to get on an airplane that was determined to give them a savage ride to the next cool and quiet place.

"Why do they do it?" I kept asking myself.

"It's not a very pleasant flight." Such a comedian. Such brilliant small talk. I should have pursued a career in show business.

"Oh no, this is just fine. We are enjoying every minute of it." They lie through their teeth.

The image of that flight haunts me still. The answer to the question "Why?" has evaded me to this very day. The only answer that I can think of is that they do it because they like airplanes.

Fifteen years later I met a man who was to become a very good friend. He had been promoted to a very prominent position. He very much deserved this promotion and he was very happy to get it. The new job had only one serious draw back. The position required him to travel a lot and he hated airplanes.

My friend began to take flying lessons just so he could overcome his fear of flying. He flew for years as a private pilot with an instrument rating. His fear was diminished somewhat but he still didn't like it.

He began to fly co-pilot with me in the company airplane. Mostly he watched. He began to see how all the factors that make up any flight are managed. He watched me cope with severe weather, strong cross winds, ATC on a bad day, and even cranky passengers. He began to get it. Several years and several hundred hours later he loved it.

My friend has moved away from this area. I have not seen him for years. When I knew him last, he used every trip as an excuse to fly and became an enthusiastic supporter of general aviation.

Aviation depends on people that love flying. Happy bean counters and slick

salesmen will not persuade a reluctant CEO to use a small airplane. He may listen to the schpeal but in the end he will sell the company airplane and ride airlines or drive automobiles.

All the hype and hot air you can muster will not persuade a stubborn community to support or even keep the local airport. If all they see is a rich man converting jet fuel to noise, the airport will go. The community that offers unflinching support to its airport is the one that sees its airport as a community focal point.

General aviation cultivates its clients in a unique way. Bankers, lawyers, doctors, accountants, insurance agents, stockbrokers; all cultivate a sense of mystery. We depend on them because they are on the inside and understand that mystery.

General aviation can't afford this approach. Flight is a sufficient mystery by itself. We cultivate our clients by taking the mystery out of flying. The more our customers understand the uniqueness of our world, the more they appreciate what it can do for them.

If we ever do bring general aviation back from its near death experience, it will be because we brought the public back to the airport and taught them to fly.

If we ever do sell new airplanes again, it will be because new pilots are excited about aviation. All of us old bucks are scandalized because a used Cessna 172 costs \$45,000 dollars. Thirty years ago, a used four place, fixed gear airplane cost as much as a brand new luxury car. A brand new airplane cost about three times as much. Duh!

If we ever bring excitement back to aviation, it will be because us old bucks finally got over our grief and rediscovered the joy of flying. Excitement breeds excitement. My brother recently started a manufacturing company to build a cattle feeder that he just

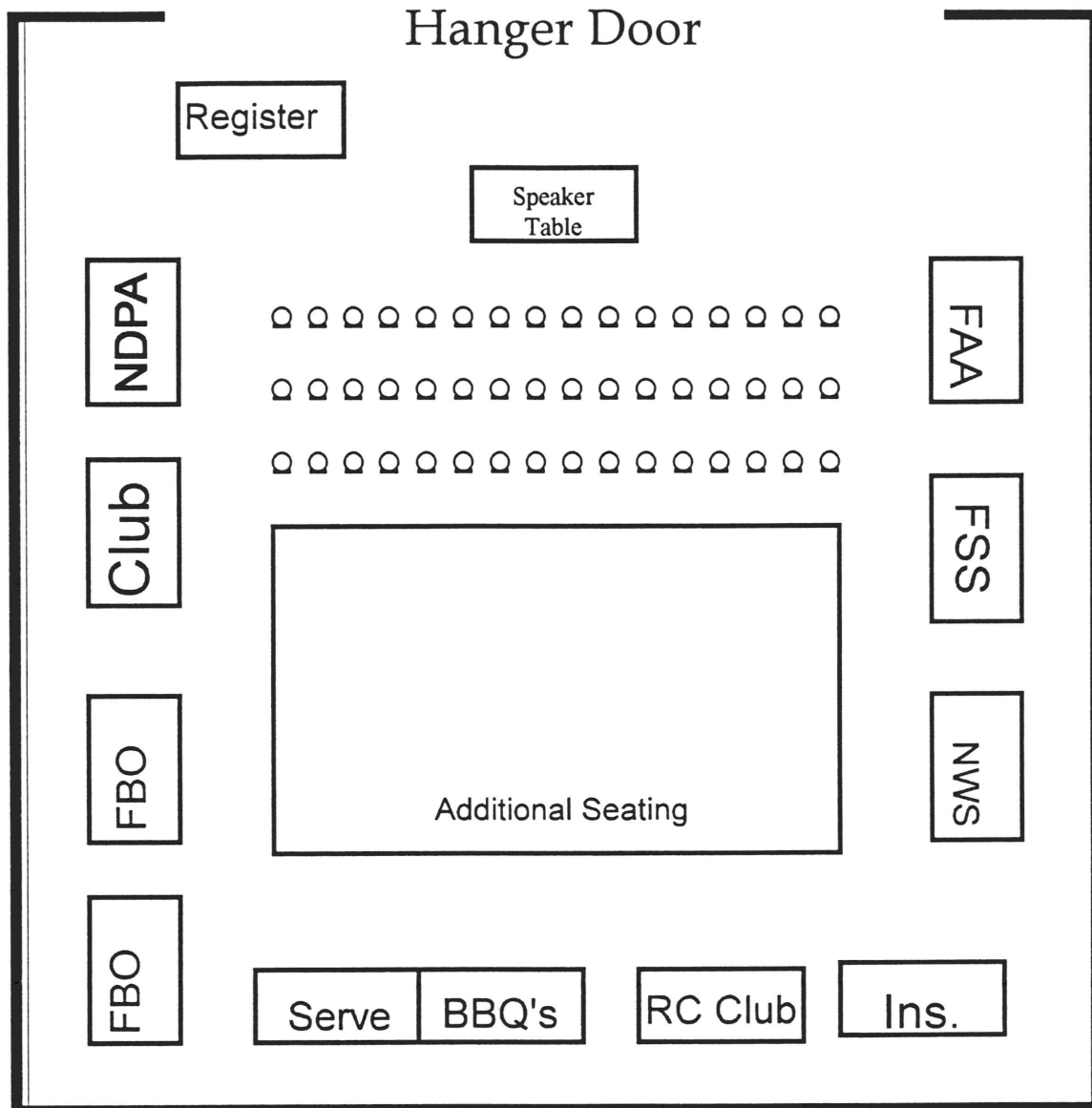
invented. This company and the feeder are the only things that he can talk about. Every person he talks to must listen to every detail. If you listen for an hour, he will talk about his cattle feeder for an hour. If you listen for five hours, he will talk for five hours. If you don't listen, he will find someone who will. You may not share his excitement afterwards but you will know why he is excited.

Let's do for aviation what Loren does for cattle feeding. Tell your friends stories about flying. Let them know how exciting it is. Pepper your conversation with metaphors from aviation instead of from athletics. You may be surprised to discover that your friends love it. You may even find some that imitate what you say and take interest in what you do. After all if you do it, pilots can't all be crazy.

Don't listen to the naysayers and prophets of doom who continue to chant a requiem for aviation. Aviation will prosper with all of the vigor and enthusiasm of the golden age and a lot more maturity if we all become cheerleaders for an industry we love. Flying still has all of the charm and charisma that it ever had. Children still play with toy airplanes and hang on airport fences. The world is filled with Walter Mittys who still daydream about filling their right hands with throttles and climbing at thousands of feet per minute.

Revitalization of aviation will only come from a ground swell. The industry is not crippled by regulation, litigation, high prices or any thing else. Aviation is foundering only because people don't fly. People will fly if it is exciting and if their friends do it. All of us who do fly can show our friends how exciting it really is and thus create the ground swell that will put flying back into the air. It's very easy. All we need to do is talk about the things that we enjoy the most, invite our friends into the best part of our world and watch the ground swell grow.

Phase I "Introduction to Aviation" Recommended Room Configuration



This diagram shows a typical meeting room set up for the "Wannabee" Phase I "Introduction to Aviation" seminar. The number of display tables will, of course, depend on the number of vendors who are willing to participate.

Invite groups or organizations that will bring several people to your program. Groups like the Civil Air Patrol Cadet Program, Radio Controlled Model Airplane Clubs, Sky Diving Clubs, EAA Chapters, etc. may have several members who are willing to come. This will add to the total number of people at your event and will in turn add to the aura of success and excitement.

In good weather, plan to hold this event with the hanger door open and several airplanes available on static display. Try to get airplanes that represent several different uses and design variations like wildlife tracking airplanes, predator control airplanes, float planes, airplanes with pusher props, twin engine airplanes, military airplanes, home built airplanes, etc. Your "Wannabee" pilot may have been an airplane watcher for many years.