MICROFILM DIVIDER

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

ROLL NUMBER

DESCRIPTION

2006

2001 SENATE APPROPRIATIONS

SB 2006

2001 SENATE STANDING COMMITTEE MINUTES

BILL/RESOLUTION NO. 2006

Senate Appropriations Committee

☐ Conference Committee

Hearing Date : January 11, 2001

Tape Number	Side A	Side B	Meter #
#3		Aeronautics Comm	4.5-34.2
Committee Clerk Signature			

Minutes:

Senator Nething opened the hearing for the Aeronautics Commission.

Gary Ness, North Dakota Aeronautics Commission, (testimony attached), gave an overview for their upcoming budget. The state aviation system is attractive to our state's economic growth. The system needs to continue enhancement with state of the art technology and fulfill the needs of the aviation community. The aging pilot population and declining populations in small communities is leading us to review the support available for certain types of airports and aviation facilities. Like roads, the Commission needs to continue to evaluate the repair, maintenance and improvement of the airport system. Federal funding is always critical. The changes in the way federal government does business will affect the airports on funding. The larger air carrier types have many income sources to base their plans. Our Agency's proposed budget on a line item basis is as follows: Salaries/wages $636,277, operating expenses $1,314,767, equipment $61,500, capital improvements $110,000, grants $13,005,000, total

budget of $15,127.544. There are four airport master plan studies that are planned at the four commercial service regional airports that the Commission will sponsor beginning February 1, 2001. (Edgeley, Glen Ullin-Hebron, Kindred-Davenport and Lakota.) We maintain two airport facilities in the state, they are the International Peace Garden Airport at Dunseith, ND and Garrison Dam Recreational Airpark located between Riverdale and Pick City. The capital improvement line item is for an airport expansion project at the International Peace Garden. The grants line item is an increase appropriation for using aircraft excise tax funds for airport grants. $550,000 general funds and $750,000 for air carrier airport construction grants. To assist the Commission in the programming of airport grant funds, the Capital Improvement Plans (CIP) are developed. Every four to five years we contract out for a pavement evaluation of all our airport's hard surfaces. The Federal Airport Block Grant program would allow the Commission to receive pass through funds from the federal government for airport projects should the federal government require the states to administer this program. The Federal Airport Improvement AIR-21 change the look of federal funding for the general aviation and commercial service airports. The aviation educational funds remains at $35,000. One program stimulated with these funds is the "WannaBee Program" which brings people to the introductory flight program since its start three years ago. This program targets people between the ages of 35 to 55 years of age. This age group has the better financial base to support a recreational avocation like aviation.

Senator Bowman: The fiscal notes with aircraft dealers is substantial, mainly dealers with ultra light association approved. Is this voted on?

Gary Ness: There is a hearing on this in Transportation Committee. The tax is a safe haven; all dealers bill and during the hearing there was no opposition or complaints.

Senator Heitkamp: Is it true a lot of pilots are not flying anymore? Is this where the WannaBee program came in?

Gary Ness: The WannaBee Program is in a downturn due to the cost factors.

Greg Haug, Manager Bismarck Airport: testified in support of this bill. He stated that the completion of projects from the Aeronautics Commission as well as help with federal funding was greatly appreciated and important. The AIR-21 program is very imperative to our airport and needs to be taken advantage of.

Joe Nelms, Jamestown Airport, (testimony attached), testified in support of the bill in order for good aviation. None of our projects would be possible without the help and the assistance of the Commission. Through innovative planning and cost share methods working with the Commission we have seen our airports introduce a pavement inspection method that is used state wide for pavement replacement planning. Airport management knows that with the Commission help is only phone call away. Also attached is testimony from the Airport Association of North Dakota in support of this budget..

Hearing was closed with no opposition. Tape 3, Side B, meter 34.2

January 23, 2001

Appropriations Committee reconvened by Senator Nething.

SB 2006-Aeronautics Commission. Do Pass motion by Senator Heitkamp, seconded by Senator Bowman. No discussion; roll call vote: 12 yes; 0 no; 2 absent. Senator Bowman accepted the floor assignment.

Tape #1, Side A, meter 0.0-23.4

Date: 1-23-01

Roll Call Vote #: 1

2001 SENATE STANDING COMMITTEE ROLL CALL VOTES
BILL/RESOLUTION NO. SB 2006

Senate Appropriations Committee

☐ Subcommittee on

or

☐ Conference Committee

Legislative Council Amendment Number

Action Taken Do Pass

Motion Made By Sen Heitkamp Seconded By Sen Bowman

Senators	Yes	No	Senators	Yes	No
Dave Nething, Chairman	✓				
Ken Solberg, Vice-Chairman	✓				
Randy A. Schobinger	✓				
Elroy N. Lindaas	✓				
Harvey Tallackson	✓				
Larry J. Robinson	✓				
Steven W. Tomac	✓				
Joel C. Heitkamp	✓				
Tony Grindberg					
Russell T. Thane	✓				
Ed Kringstad	✓				
Ray Holmberg					
Bill Bowman	✓				
John M. Andrist	✓				

Total Yes 12 No 0

Absent 2

Floor Assignment Senator Bowman

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

REPORT OF STANDING COMMITTEE

SB 2006: Appropriations Committee (Sen. Nething, Chairman) recommends **DO PASS** (12 YEAS, 0 NAYS, 2 ABSENT AND NOT VOTING). SB 2006 was placed on the Eleventh order on the calendar.

2001 HOUSE APPROPRIATIONS

SB 2006

2001 HOUSE STANDING COMMITTEE MINUTES

BILL/RESOLUTION NO. SB 2006

House Appropriations Committee
Government Operations Division

☐ Conference Committee

Hearing Date February 12, 2001

Tape Number	Side A	Side B	Meter #
02-12-01 tape #1	2588 - 6215	0 - 2042	

Committee Clerk Signature Kathi L Hall

Minutes:

The committee was called to order, and opened the hearing on SB 2006, the budget for the Aeronautics Commission.

Gary Ness, ND Aeronautics Commission Director: Had prepared written testimony handed out. He read from the written testimony. He also handed out a packet of papers title Informational Packet. This packet includes a section titled North Dakota Aviation Vision 2000. Gary Ness read the page of written presentation.

Rep. Skarphol: Looking at Exhibit A of the packet, are you able to finance wages, etc with federal dollars?

Gary Ness: The federal dollars are typically just grant funds, we get some money from dealing with administration grants. We finance all salaries and wages from special funds.

Rep. Skarphol: Discusses the possibility of upgrading the airport in Tioga. They could lengthen the runway and making it thicker. You said it would cost more that ¾ million dollars,

and 90% would be eligible for federal funding if there were sufficient flights in and out to warrant it. Has anything changed regarding that? If applying for funds in that regard, and we know we don't have sufficient funds, is that correct?

Gary Ness: Your airport is 75 feet wide. We would only have to lengthen it. The FAA would say you would have to put in a master plan type work, and it could be a little shorter than a master plan. There is 90-10 money available, and typically it needs 250 operations per year. If it is a real need to have that for economic reasons we could put a little more pressure on the FAA to make it work.

Rep. Carlisle: Looking at commercial sprayer numbers going down. Since we put in legislation a couple sessions ago requiring applicators having liability, have we weeded out some?

Gary Ness: Believes that the financial responsibility did that. What has shortened up the numbers there is that the airplanes have gotten much bigger and the aerial applicators have gotten smaller.

Rep. Koppelman: On Exhibit F it talks about percentages of totals in two places. Can you explain the differences between those two?

Gary Ness: Bismarck has a total area of 4.9 million square feet. In 1994 we had 27.2% below, back then. It has to do with minimum services level, and Bismarck has done a good job of bringing their minimum service level up.

Rep. Skarphol: On the federal fund category, you are having a very substantial increase in utilization of special funds. Is that going to result in a net draw down or do you anticipate in increased revenue stream?

Gary Ness: We have an increase stream on the excise tax and a request for increase was tied to that and the need because we had a lot of heavy iron that was bought and increased our balance in the account substantially. I felt it was time to use it and bank it because we need to use it at all the airports.

Rep. Carlisle: Referring to SB 2023. The dealer license goes from $25 to $150 and ultalights from $15 to $50.

Gary Ness: There is an explanation, and a hearing on that on Friday. He can give his written testimony later on that.

Rep. Skarphol: What determines the level of federal funding that you get or ask for. How is that decision made?

Gary Ness: That's what we anticipate what our typical biennium would look like at commercial airports and general aviation airports. It's all in the grand program and if we don't get the money from the feds, we won't expend it.

(at the beginning of tape 1 side b, Gary Ness is discussing the federal funds received for repairing and improving airports).

Rep. Skarphol: Do you request that amount, or is that something the federal government deserves, or any negotiation?

Gary Ness: They figure out what they give us, typically it is by population, mass, and airports.

Greg Haug, Bismarck Airport Manager: Handed out prepared written testimony, and read from it.

Chairman Byerly: Regarding your need for a new terminal, if Bismarck were to build a new terminal, are there federal funds available specifically for that? Will the City of Bismarck be looking at absorbing most of that cost?

Greg Haug: Our best bet is about a 70% federal - 30% local split on the total project, somewhat based upon enplaning persons. We can do some bonding, and hope to keep the local share as small as possible.

Rep. Thoreson: You say its based upon enplaning persons, just persons getting on board?

Greg Haug: Yes, we talk about 2 numbers in airports with passengers, you have enplaning and total passengers. We are at about 130,000 to 135,000 enplaning passengers per year.

Chairman Byerly: Because Bismarck is in a somewhat more awkward position than other airports, are you starting to get grief and aggravation of the urban development around the airport?

Greg Haug: We are actually in pretty good shape. We have about 2400 acres of land. A past manager did a really good job in purchasing additional lands around the airport, and there are a few pieces and places we would still like to pick up. They have some issues they need to work on regarding some land around the airport, like radar needs, and wetlands, safety issues. There may be some timely work to do regarding the wetlands and safety issues.

Rep. Skarphol: Regarding the pink sheet in the budget book and operating expenses, he wants to know how closely they work with the DOT and they do a lot with pavement conditions.

Gary Ness: We consult with the DOT and we have some testing processes that they do, because our pavements are about a mile long. Our pavement deteriorates quicker than road pavement, because asphalt likes to be punished and we don't punish it enough. We have

deterioration that takes place because of that. We do consult with them. Concrete would be better, but it is too expensive. They are bidding some new air strips in both asphalt and concrete to see if the prices are that different.

Rep. Carlisle: Wanted some information on the Bismarck airport construction project, bidding and completion times.

Greg Haug: He gave bidding dates of this year, and construction for next year. He explained the general plans.

Rep. Glassheim: Do you mainly do technical assistance to airports, or are you involved in increasing commercial and passenger usage and marketing of airlines?

Gary Ness: Yes, we coordinate with the airports. We have a pattern of what we do. I stay in contact with the airlines and try to keep everyone happy.

Rep. Koppelman: What is your outlook on air service competition and the lack of it? Asked about those persons driving to Sioux Falls, SD and Minneapolis, MN to catch flights.

Gary Ness: We have 4 major airports that have major airline service. About 1 million persons get on and off airplanes in this state. Thinks we have excellent service, but the walkup fares are outrageous. Even some of the other fares are high, but we try to get that changed. We just don't get the competition because of the small numbers of population. They have the population and the competition and those markets have lower rates. People will drive to save some money.

Rep. Thoreson: Had a question about Bismarck airport access during the construction process.

Greg Haug: There will be some access during the construction process.

The chairman closed the hearing on this bill.

2001 HOUSE STANDING COMMITTEE MINUTES

BILL/RESOLUTION NO. SB 2006

House Appropriations Committee
Government Operations Division

☐ Conference Committee

Hearing Date March 9, 2001

Tape Number	Side A	Side B	Meter #
03-09-01 tape #1	0 - 270		
Committee Clerk Signature			

Minutes:

The committee was called to order, and opened committee work on SB 2006, the Aeronautics Commission budget.

Chairman Byerly: Do we need to apply the pay package adjustments to this budget?

Response: No adjustment needed to this bill.

Chairman Byerly: There are some increases to the grant line item and the operating expenses. The grant line item is more federal funds. The operating expenses were a total of $223,000 and the ever present increase in IT is $28,000 of it. The other $194,000 is federal planning grants, of which $175,000 is federal funds. So the general fund dollars in their budget is purely match dollars.

Rep. Carlisle: Moves DO PASS. Seconded by Rep. Koppelman.

Vote on Do Pass: 7 yes, 0 no, o absent and not voting.

Rep. Carlisle is assigned to carry this bill to the full committee.

2001 HOUSE STANDING COMMITTEE MINUTES

BILL/RESOLUTION NO. SB 2006

House Appropriations Committee

☐ Conference Committee

Hearing Date March 28, 2001

Tape Number	Side A	Side B	Meter #
03-28-01 tape #1	~~2000-2433~~	2080-2433	
Committee Clerk Signature	Kathy Lee		

Minutes:

The committee was called to order, and opened committee work on SB 2006.

Rep. Carlisle: Explained what the subcommittee did, and the bill in general. Moves DO PASS. Seconded by Rep. Byerly.

Vote on Do Pass : 20 yes, 0 no, 1 absent and not voting.

(some general discussion, questions and answers between the committee members).

Rep. Carlisle is assigned to carry this bill to the floor.

Date: 3-9-01
Roll Call Vote #: 1

2001 HOUSE STANDING COMMITTEE ROLL CALL VOTES
BILL/RESOLUTION NO. SB 2006

House Appropriations - Government Operations Division Committee

☑ Subcommittee on Government Operations
or
☐ Conference Committee

Legislative Council Amendment Number X

Action Taken DO PASS

Motion Made By Rep. Carlisle Seconded By Rep. Koppelman

Representatives	Yes	No	Representatives	Yes	No
Rep. Rex R. Byerly - Chairman	✓		Rep. Eliot Glassheim	✓	
Rep. Ron Carlisle - Vice Chairman	✓		Rep. Robert Huether	✓	
Rep. Kim Koppelman	✓				
Rep. Bob Skarphol	✓				
Rep. Blair Thoreson	✓				

Total (Yes) 7 No Ø

Absent Ø

Floor Assignment Rep. Carlisle

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

Date: 3-28-01
Roll Call Vote #: 1

2001 HOUSE STANDING COMMITTEE ROLL CALL VOTES
BILL/RESOLUTION NO. SB2006

House APPROPRIATIONS Committee

☐ Subcommittee on _____
or
☐ Conference Committee

Legislative Council Amendment Number _____

Action Taken DO PASS

Motion Made By Rep Carlisle Seconded By Rep. Byerly

Representatives	Yes	No	Representatives	Yes	No
Timm - Chairman	✓				
Wald - Vice Chairman	✓				
Rep - Aarsvold	✓		Rep - Koppelman	✓	
Rep - Boehm	✓		Rep - Martinson	✓	
Rep - Byerly	✓		Rep - Monson	✓	
Rep - Carlisle	✓		Rep - Skarphol	✓	
Rep - Delzer	✓		Rep - Svedjan		
Rep - Glassheim	✓		Rep - Thoreson	✓	
Rep - Gulleson	✓		Rep - Warner	✓	
Rep - Huether	✓		Rep - Wentz	✓	
Rep - Kempenich	✓				
Rep - Kerzman	✓				
Rep - Kliniske	✓				

Total (Yes) 20 No 0

Absent 1

Floor Assignment Rep Carlisle

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

2001 TESTIMONY

SB 2006

Prepared by the North Dakota Legislative Council staff for Senate Appropriations
January 8, 2001

Department 412 - Aeronautics Commission
Senate Bill No. 2006

	FTE Positions	General Fund	Other Funds	Total
2001-03 Executive Budget	6.00	$550,000	$14,577,644	$15,127,644
1999-2001 Legislative Appropriations	6.00	550,000	14,064,689	14,614,689[1]
Increase (Decrease)	0.00	$0	$512,955	$512,955

[1]The 1999-2001 appropriation amounts include $3,922 of other funds for the agency's share of the $5.4 million funding pool appropriated to the Office of Management and Budget (OMB) for special market equity adjustments for classified employees and $8 of other funds for the agency's share of the $1.4 million funding pool appropriated to OMB for assisting agencies in providing the $35 per month minimum salary increases in July 1999 and July 2000.

Major Items Affecting Aeronautics Commission 2001-03 Budget

	General Fund	Other Funds	Total
1. Increases funding for general aviation grants from $1,570,000 to $1,820,000.		$250,000	$250,000
2. Increases operating expenses for completion of a pavement condition index study ($83,555) and for continuous updating of the aviation system plan ($111,111).		$194,666	$194,666
3. Increases operating expenses for data processing ($21,816), telephone ($2,045), insurance ($1,300), rent ($1,400), dues and memberships ($600), and periodicals ($1,200).		$28,361	$28,361

Major Legislation Affecting the Aeronautics Commission

Senate Bill No. 2073 provides for the aircraft dealer license to increase from $25 to $150 and the ultralight vehicle dealer's license to increase from $15 to $50. The estimated fiscal impact is $109,000 of which $100,000 is one-time revenue.

Prepared by the North Dakota Legislative Council
staff for Senate Appropriations
January 18, 2001

Department 412 - Aeronautics Commission
Senate Bill No. 2006

	FTE Positions	General Fund	Other Funds	Total
2001-03 Schafer Executive Budget	6.00	$550,000	$14,577,544	$15,127,544
1999-2001 Legislative Appropriations	6.00	550,000	14,064,589	14,614,589[1]
Increase (Decrease)	0.00	$0	$512,955	$512,955

2001-03 Hoeven Executive Budget	6.00	$550,000	$14,577,544	$15,127,544
Hoeven Increase (Decrease) to Schafer	0.00	$0	$0	$0

[1]The 1999-2001 appropriation amounts include $3,922 of other funds for the agency's share of the $5.4 million funding pool appropriated to the Office of Management and Budget (OMB) for special market equity adjustments for classified employees and $8 of other funds for the agency's share of the $1.4 million funding pool appropriated to OMB for assisting agencies in providing the $35 per month minimum salary increases in July 1999 and July 2000.

Major Schafer Recommendations Affecting Aeronautics Commission 2001-03 Budget

	General Fund	Other Funds	Total
1. Increases funding for general aviation grants from $1,570,000 to $1,820,000.		$250,000	$250,000
2. Increases operating expenses for completion of a pavement condition index study ($83,555) and for continuous updating of the aviation system plan ($111,111).		$194,666	$194,666
3. Increases operating expenses for data processing ($21,816), telephone ($2,045), insurance ($1,300), rent ($1,400), dues and memberships ($600), and periodicals ($1,200).		$28,361	$28,361

Major Hoeven Recommendations Affecting Aeronautics Commission 2001-03 Budget Compared to the Bill as Introduced (Schafer Budget)

	General Fund	Other Funds	Total
1. The Hoeven budget recommendation does not change the Schafer executive budget recommendation for this agency.			

Major Legislation Affecting the Aeronautics Commission

Senate Bill No. 2073 provides for the aircraft dealer license to increase from $25 to $150 and the ultralight vehicle dealer's license to increase from $15 to $50. The estimated fiscal impact is $109,000, of which $100,000 is one-time revenue.

Prepared by the North Dakota Legislative Council staff for House Appropriations
February 12, 2001

Department 412 - Aeronautics Commission
Senate Bill No. 2006

	FTE Positions	General Fund	Other Funds	Total
2001-03 Schafer Executive Budget	6.00	$550,000	$14,577,544	$15,127,544
1999-2001 Legislative Appropriations	6.00	550,000	14,064,589	14,614,589[1]
Increase (Decrease)	0.00	$0	$512,955	$512,955
2001-03 Hoeven Executive Budget	6.00	$550,000	$14,577,544	$15,127,544
Hoeven Increase (Decrease) to Schafer	0.00	$0	$0	$0

[1]The 1999-2001 appropriation amounts include $3,922 of other funds for the agency's share of the $5.4 million funding pool appropriated to the Office of Management and Budget (OMB) for special market equity adjustments for classified employees and $8 of other funds for the agency's share of the $1.4 million funding pool appropriated to OMB for assisting agencies in providing the $35 per month minimum salary increases in July 1999 and July 2000.

Major Schafer Recommendations Affecting Aeronautics Commission 2001-03 Budget

	General Fund	Other Funds	Total
1. Increases funding for general aviation grants from $1,570,000 to $1,820,000.		$250,000	$250,000
2. Increases operating expenses for completion of a pavement condition index study ($83,555) and for continuous updating of the aviation system plan ($111,111).		$194,666	$194,666
3. Increases operating expenses for data processing ($21,816), telephone ($2,045), insurance ($1,300), rent ($1,400), dues and memberships ($600), and periodicals ($1,200).		$28,361	$28,361

Major Hoeven Recommendations Affecting Aeronautics Commission 2001-03 Budget Compared to the Bill as Introduced (Schafer Budget)

	General Fund	Other Funds	Total
1. The Hoeven budget recommendation does not change the Schafer executive budget recommendation for this agency.			

Major Legislation Affecting the Aeronautics Commission

Senate Bill No. 2073 provides for the aircraft dealer license to increase from $25 to $150 and the ultralight vehicle dealer's license to increase from $15 to $50. (This bill has passed the Senate.)

Summary of Legislative Changes Resulting From First House Action

See Statement of Purpose of Amendment (attached).

STATEMENT OF PURPOSE OF AMENDMENT:

Senate Bill No. 2006 - Funding Summary

	Executive Budget	Senate Changes	Senate Version
Aeronautics Commission			
Salaries and wages	$636,277		$636,277
Operating expenses	1,314,767		1,314,767
Equipment	61,500		61,500
Capital improvements	110,000		110,000
Grants	13,005,000		13,005,000
Total all funds	$15,127,544	$0	$15,127,544
Less estimated income	14,577,544	0	14,577,544
General fund	$550,000	$0	$550,000
FTE	6.00	0.00	6.00
Bill total			
Total all funds	$15,127,544	$0	$15,127,544
Less estimated income	14,577,544	0	14,577,544
General fund	$550,000	$0	$550,000
FTE	6.00	0.00	6.00

Senate Bill No. 2006 - Aeronautics Commission - Senate Action

The Senate did not change the Schafer executive budget recommendation for the Aeronautics Commission. Governor Hoeven did not propose any changes to the Schafer recommendation for this agency.

SB 2006

SB 2006

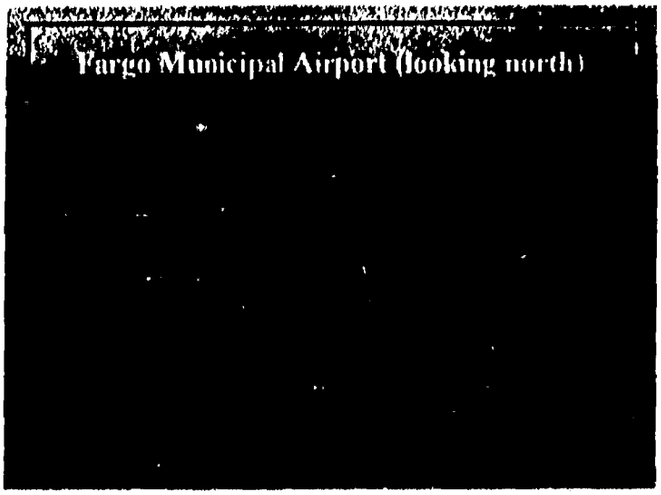
North Dakota Aeronautics Commission - 412.0

This is same testimony given to House on 2-12-01

Sen. David Nething, Chairman — Harvest Room

GREETINGS:

The Aeronautics Commission's budget is presented as Budget 412 - Senate Bill 2006.



Agency Mission:

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

Agency Vision:

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

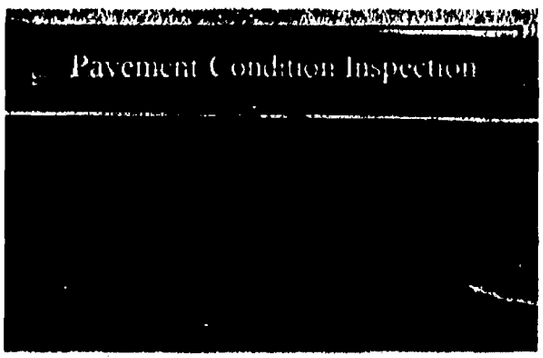
Agency Philosophy:

The state aviation system is an attractive front door to our state's economic growth. To insure 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

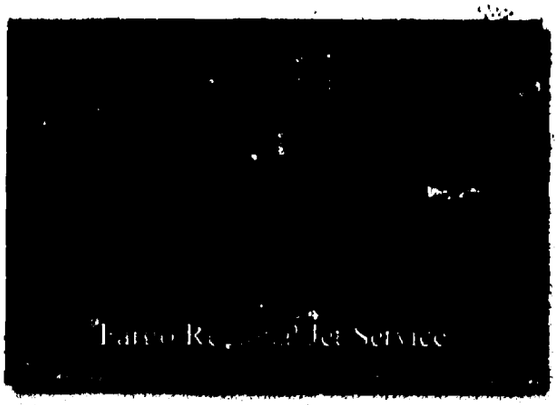
congressional offices, Federal Aviation Administration and other national aviation associations is necessary. Continuing to consult with the state's aviation community through the North Dakota Aviation Council and its affiliated members is of the utmost importance. These lines of communication will retain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

Future Critical Issues:

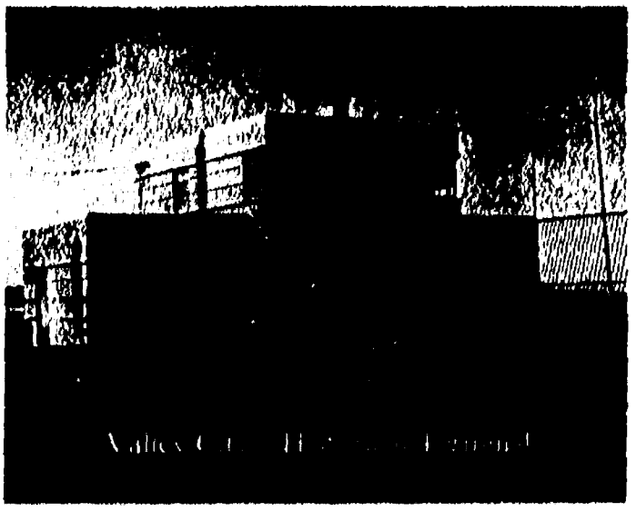
The aging of our pilot population and the declining populations in the small communities leads us to review the support available for certain types of airports and aviation facilities. Regional medical facilities have put flying doctors into the smaller medical markets on a scheduled service time frame.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



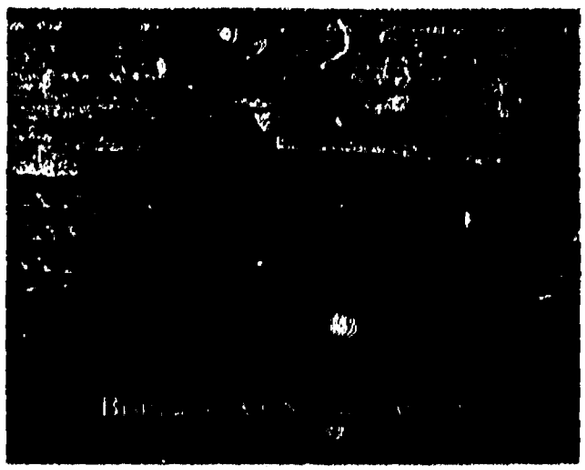
Like roads, the Commission has to continue to evaluate the repair, maintenance and improvement of the airport system to continue to serve the community's needs.



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, any changes 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 zero based budget. An increased amount was requested in the agency's optional adjustment package submitted in July. The Executive Budget recommended an additional special fund appropriation of $250,000 for discretionary airport improvement grants funds that, at this time, are primarily earmarked for scheduled air service airports. **This $250,000 will yield an additional $5 million in federal funds for the air service and general aviation airports.**

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

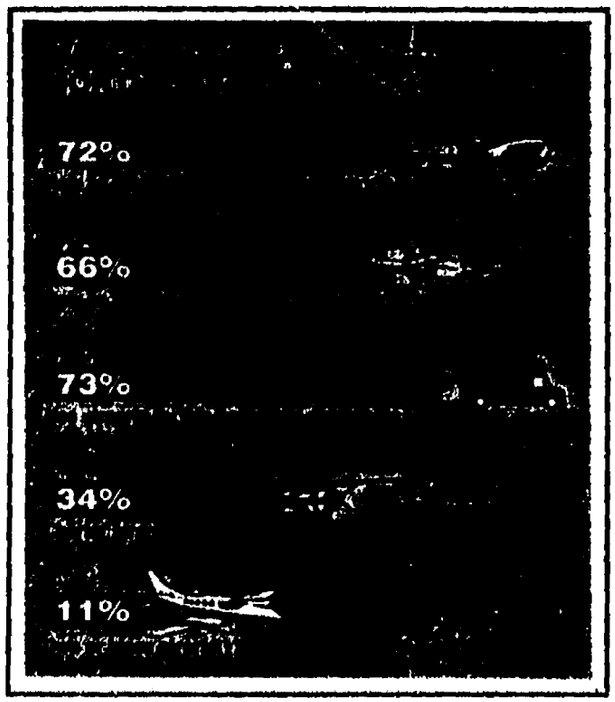
I would like to review our agency's proposed budget on a line item basis. This will give the Committee a quick overview.

	1999 - 2001 Budget	2001 -2003 Executive Proposed Budget	Increase/ Decrease
Salaries/Wages	$ 596,349	$ 636,277	$ 39,928 $ 39,928 - increase recommended to legislature by the Executive for salaries and benefits.
Operating Expenses	$ 1,091,740	$ 1,314,767	$ 223,027 $ 194,666 - increase for facilitation of federal planning grants. $ 175,200 of this amount is federal funds. $ 28,361 - increase for operating expenses with data processing consuming most of this increase in keeping pace with the information technology enhancement requirements.
Equipment	$ 61,500	$ 61,500	No Change
Capital Improvements	$ 110,000	$ 110,00	No Change
Grants	$ 12,755,000	$ 13,005,000	$ 250,000 $ 250,000 - increase in special fund appropriation for airport grants utilizing aviation excise taxes.
Totals	**$ 14,614,589**	**$ 15,127,544**	**$ 512,955**

The increase in the Salaries and Wages line item is recommended by the current administration to the legislature.

The operating expense line item shows a total increase of $ 223,527. The primary increase of $ 194,666 is authorization to receive federal funding for aviation system planning grants. These professional services keep the State System Plan updated 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.

Consultant services are used to assist the airports with their airport layout plans (AlP) and master planning functions. Our agency can bundle airports as a consortium and bid the project out as a group, allowing us to administrate the process cheaper and with more efficiency.

Last biennium, we facilitated ALP's and Master Plans at Edgeley, Washburn, Lakota, Cando, Glen Ullin/Hebron, and Kindred as shown on Exhibit B next page. In FY1999 and FY2000 we programmed a $ 1.1 million federal project at Edgeley and a $ 1.0 million federal project at Cando. Edgeley is completed and Cando will be finished this summer. Four Airport Master Plans studies that are planned at the four commercial service regional airports that the Commission will sponsor beginning February 1, 2001.

The Commission maintains two airport facilities in the state. They are the International 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 ND DOT is contracted to plow the Peace Garden Airport on a need basis.

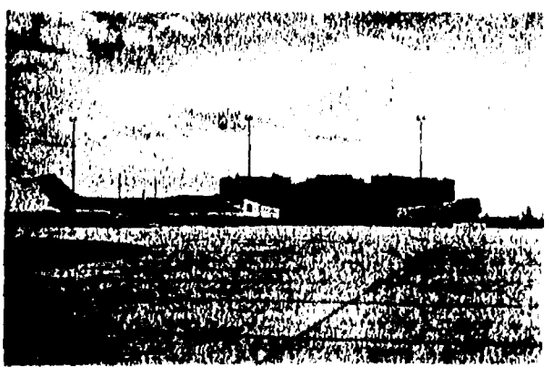
Garrison Dam Recreational Airpark
Riverdale

International Peace Garden Airport
Dunseith

Equipment Line Item: The equipment line item remains the same as the 1999 - 2001 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.

The equipment line item 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, North Dakota. In the past, economic development planning inquiries have come to the Commission on the airport's capabilities to support some development in the area. This contingency would only take care of minimal improvement.

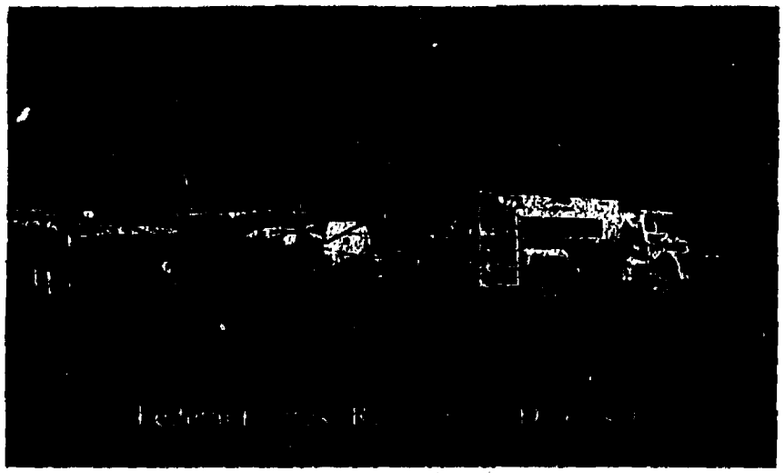


Grants Line Item: The grants line item shows a requested increase of $250,000 in appropriation authorization for using aircraft excise tax funds for airport grants. Therefore, the request in the grants line item would include:

$ 550,000	-	General funds for air carrier airport construction grants.
$ 750,000	-	Aircraft excise tax funds for 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	-	Aviation Educational Grant funding.

To explain the grant line item further, I would like to address each requested amount. First would be the general funds of $ 550,000 and the aircraft excise tax funds of $750,000 for air carrier airport construction grants. Exhibit C on the following page shows the funds dispersed during the 1999-2001 biennium.

Exhibit D below shows the dispersal of the aviation fuel tax funds for the general aviation airport construction grants for the 1999-2000 biennium.



General Aviation Airport Grants Awarded
1999 - 2001 Biennium
$ 483,863

EXHIBIT D

1.	Adams County (Hettinger)	-	$ 1,450	21.	Leeds	-	$ 3,451
2.	Ashley	-	7,974	22.	Lisbon	-	31,500
3.	Beulah	-	12,500	23.	Mandan	-	2,500
4.	Bowman	-	1,500	24.	Mayville	-	5,189
5.	Cando	-	23,277	25.	Minto	-	10,000
6.	Casselton	-	14,111	26.	Mott	-	2,700
7.	Cooperstown	-	3,780	27.	New Rockford	-	1,375
8.	Crosby	-	21,541	28.	Oakes	-	1,750
9.	Edgeley	-	68,333	29.	Page	-	2,250
10.	Enderlin	-	18,800	30.	Park River	-	1,080
11.	Fessenden	-	1,375	31.	Parshall	-	12,867
12.	Garrison	-	1,845	32.	Rolette	-	5,266
13.	Gwinner	-	4,050	33.	Rolla	-	4,200
14.	Harvey	-	9,780	34.	Rugby	-	14,308
15.	Hillsboro	-	8,223	35.	Stanley	-	15,074
16.	Kenmare	-	12,898	36.	St. Thomas	-	1,436
17.	Kindred	-	34,474	37.	Tioga	-	28,975
18.	LaMoure	-	34,700	38.	Wahpeton	-	16,732
19.	Langdon	-	1,330	39.	Walhalla	-	1,100
20.	Larimore	-	2,695	41.	West Fargo	-	9,521

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. Exhibit E below illustrates the Jamestown Airport to show the need for Capital Improvement Plans and Pavement Management studies. This illustration gives us a colored version of the pavement showing the good, bad and the ugly of the airport's pavement.

EXHIBIT E

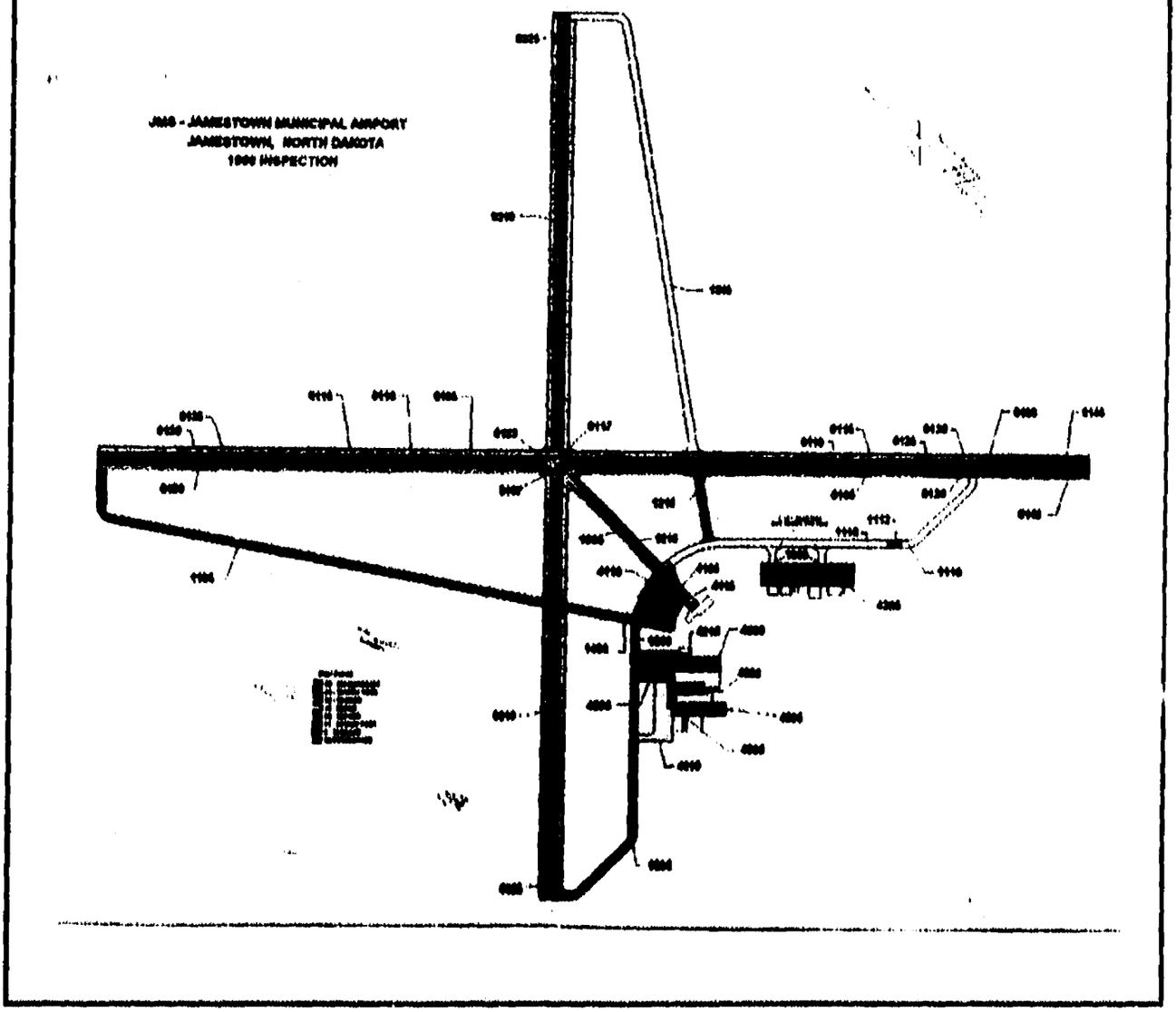
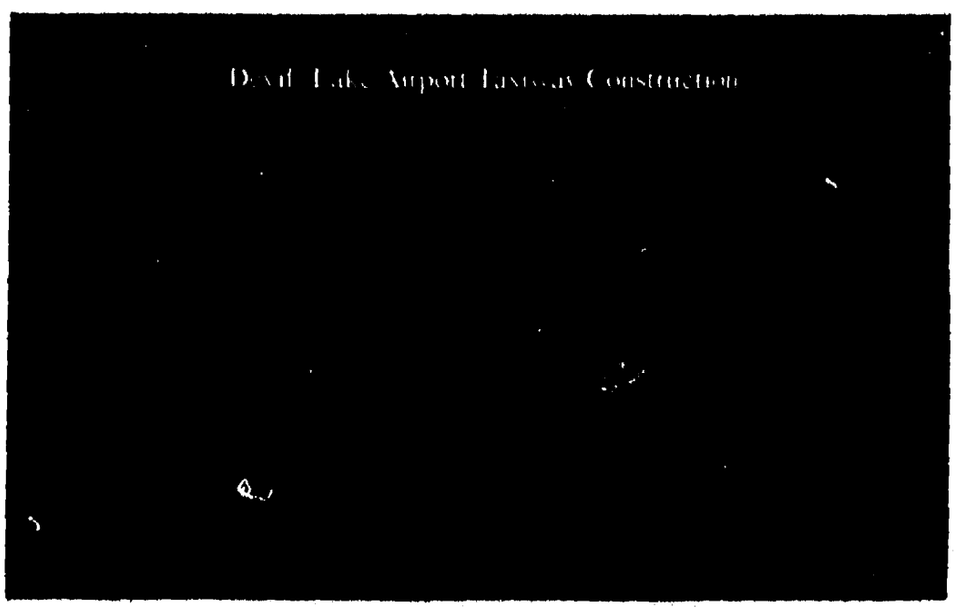


Exhibit F on the following pages 1 and 2 shows the Pavement Condition Index of all the surveyed airports in 1999.

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 4 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 yellow in the right column show what progress has been accomplished. The new CIP is also attached to illustrate our next five year goals as Exhibit I.

The request for the Federal Airport Block Grant program remains at $10,600,000. This appropriation would allow the Commission to receive pass through funds from the federal government for airport projects should the federal government require the states to administer this program.

Exhibit J shows what the state can expect for the federal program in FY 2001. The Federal Airport Improvement AIR-21 changed the look of federal funding for the general aviation and commercial service airports. The breakdown is shown on Exhibit J next page.



The request for aviation educational funds remains at $35,000. One program stimulated with these funds is the "WannaBee Program". This program has brought people to the introductory flight program since its inception 3 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 interests.
- **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 2,130 people have attended the program statewide over the last three years. This year alone at 9 meetings, 625 people attended, 128 finished the three steps and 51 are still flying.

Past programs that have benefitted from these aviation educational funds have been the North Dakota Pilot's Association in facilitating safety seminars, the Women of the National Agricultural Aviation Association for educational purposes and the North Dakota Aviation Council in the creation of the North Dakota Aviation Hall of Fame.

Members inducted into the North Dakota Aviation Hall of Fame are selected on the basis of:

- Leadership within their profession
- Achievements toward the enhancement of aviation
- Contributions to the development of others in aviation
- Service to aviation activities in North Dakota

The North Dakota Aviation Hall of Fame Inductees since the inception of the program in 1997 are:

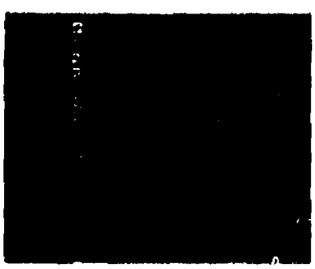
1997 Inductees:	Harold G. Vavra	Carl Ben Eielson
	Art Sampson	Charles Klessig
	Alfred Pietsch	Duane "Pappy" Larson
	Oscar Ness	Leland Brand
	Thomas Nord	Jack Daniels
1998 Inductees:	Daniel Wakefield	Wilbur Brewer
1999 Inductees:	John D. Odegard	Warren Walkinshaw
2000 Inductees:	Vincent Buraas	Ernest "Hod" Hutson

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, and aircraft by airport. A project listing of airport improvements is shown.

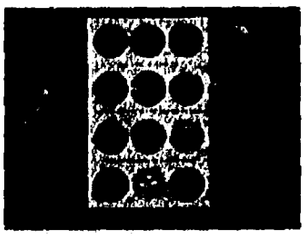


Mediport Implementation Plan - This report describes how communities, hospitals, or airport authorities can construct a helicopter landing site for emergency medical flights.

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, airspace 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.



North Dakota Aviation Facts - Informational sheet with various facts on aviation in North Dakota.

Other Projects

Web Page - The Commission's web page can be access at www.state.nd.us./ndaero.com

Information Technology Plan (IT Plan) - The Commission has completed the required Information Technology Plan.

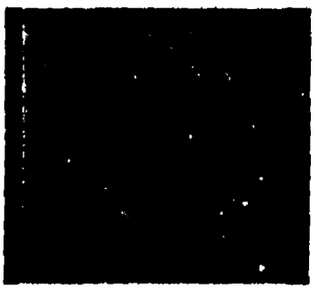
5010 Airport Inspections - The Commission contacts to do the on-site airfield safety inspections for the Federal Aviation Administration on the general aviation airports.

Global Positioning System (GPS) - This satellite technology will give all airports in the state an opportunity for an all-weather instrument approach. The information packet has a list of airports that have the new approaches.

Pan Am Weathermation - The Pan Am Weathermation program was implemented in 1990. There currently 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.

Aviation Art Contest - This aviation art contest is international in scope. The agency has sponsored this contest on the state level for the past 8 years. The contest is open to K-12 grade levels with the state winners being honored at the Upper Midwest Aviation Symposium held in March. The annual aviation art contest typically receives 250+ entries statewide.

Fly the Lewis and Clark Trail - Joint project with North Dakota Tourism to increase awareness of the airborne splendor of the trail and 27 adventures along the river's way. You will find the route structure in our state aeronautical chart.



ND AviationVision Conference 2000 - During four days split in September and November of 1999, a group of interested, but more importantly, dedicated citizens met in Carrington for a Vision Conference related to North Dakota aviation and its future. The conference was co-sponsored by the North Dakota Aviation Council and the North Dakota Aeronautics Commission. The expenses for the affair were paid for by the Council.

Thirty-four invited people participated during the first session in September. Twenty-eight people returned for the final session in early November to review and finalize the document. What is now presented will set the tone for North Dakota aviation as we enter the new century and approach the centennial observation of powered flight. There are efforts assigned with deadlines for actions taken.

This will be a continuing effort as we look upon this as a living document. A copy of this document is attached to the information packet for your review.

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

Robert J. Miller, Chairman, Casselton, ND, recently retired as a Northwest Airlines Captain for 30+ years. 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 37+ years and has been a member of the Commission since 1985.

Jay B. Lindquist, Vice Chairman, Hettinger, ND. President of Air Dakota Flite, a full service FBO with a strong aerial applicator background. He has interests in banking, retail and farming. He has been flying for 42+ years and has served on the Commission since 1993.

Cindy K. Schreiber-Beck, Secretary, Wahpeton, ND. Cindy has served as the Executive Director of the North Dakota Agriculture Aviation Association (NDAAA). She is an educator involved at the state and national level with aviation and aerospace programs. She formerly was involved in an aviation business which specialized in parts fabrication, warbird restoration, and general mechanical services. She is active in the Wahpeton area business and education community. She has served on the Commission since 1997.

Maurice E. Cook, Member, Bismarck, ND. Maurice is a practicing lawyer who has, since 1980, limited has practice to serving as bond counsel. He is a current multi-engine rated pilot. He started flying at Hettinger in 1952. He served four years as Commander of the North Dakota Wing of the Civil Air Patrol and ten years as Civil Air Patrol's National Legal Officer. He has also served as Chairman of Prairie Public Broadcasting. Maurice was appointed to the Commission in 1999.

Dianne L. Herr, Member, Turtle Lake, ND. This U.S. Postmaster is an active private pilot, Vice President of the ND Chapter of the 99's, member of the North Dakota Pilot's Association and EAA. Diane is very active in community affairs but finds time for Young Eagles and organizing a well-attended fly-in at the local airport. Diane has served on the Commission since 1998.

NORTH DAKOTA AE[illegible]UTICS COMMISSION

2001 - 2003 PRO[illegible]USED BUDGET

$ 15,127,544

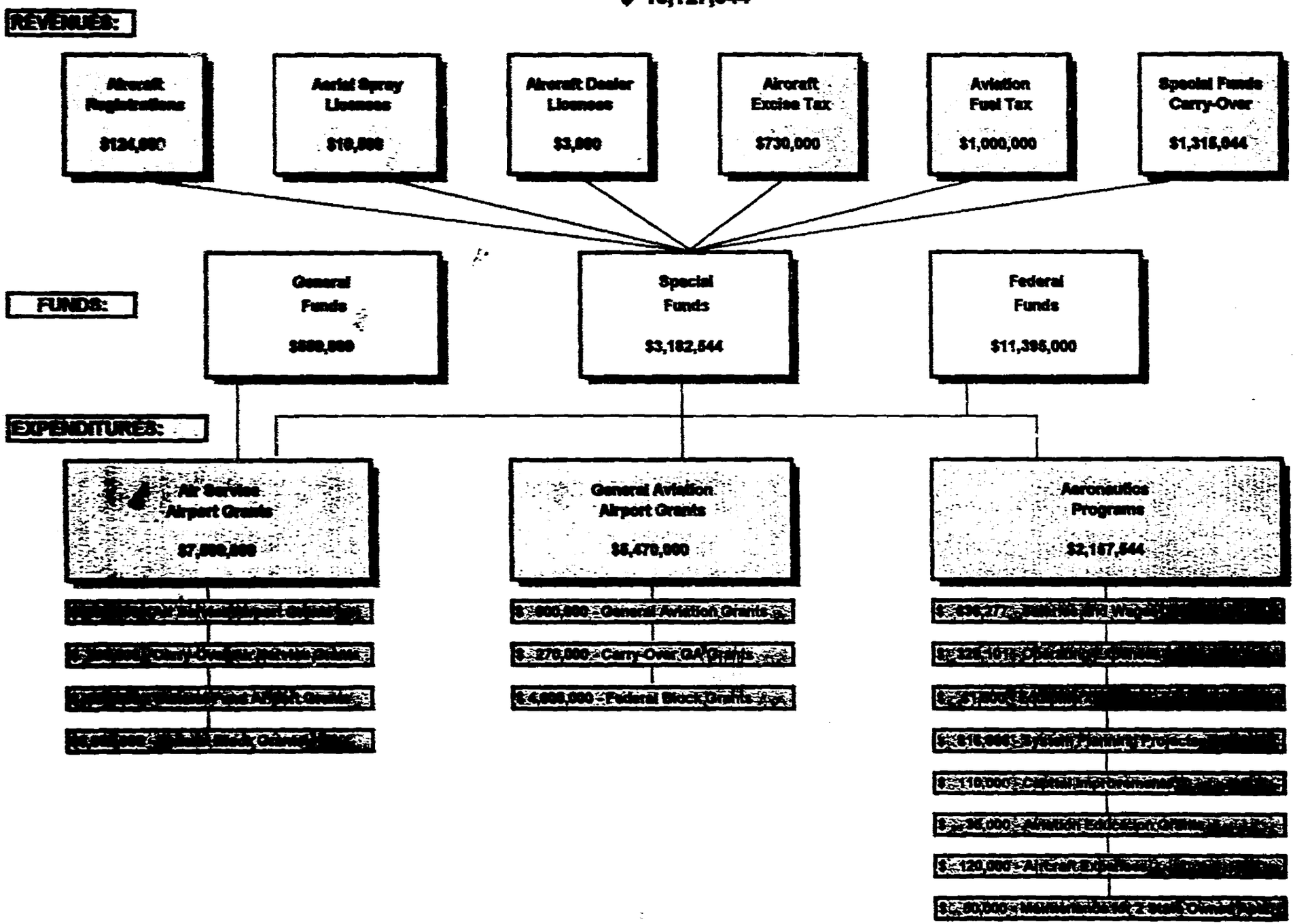


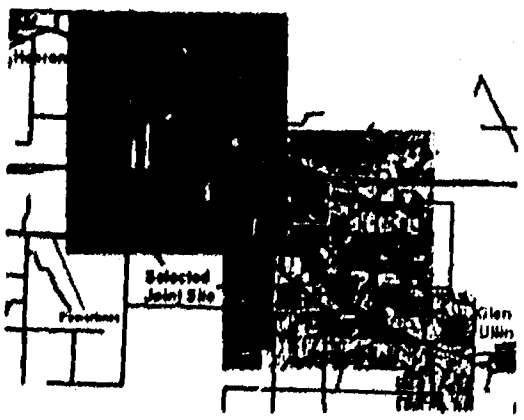
EXHIBIT A

EXHIBIT B

AIRPORT MASTER PLANS
(STATE SPONSORED)

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

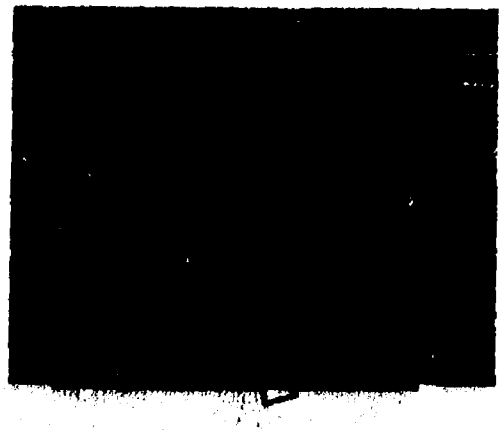


Glen Ullin – Hebron

- 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

Air Service Airport Grants
1999 - 2001
$ 997,137

Bismarck -	$ 220,369
Devils Lake -	$ 43,972
Dickinson -	$ 202,662
Fargo -	$ 96,329
Grand Forks -	$ 152,375
Jamestown -	$ 50,497
Minot -	$ 190,118
Williston -	$ 40,815

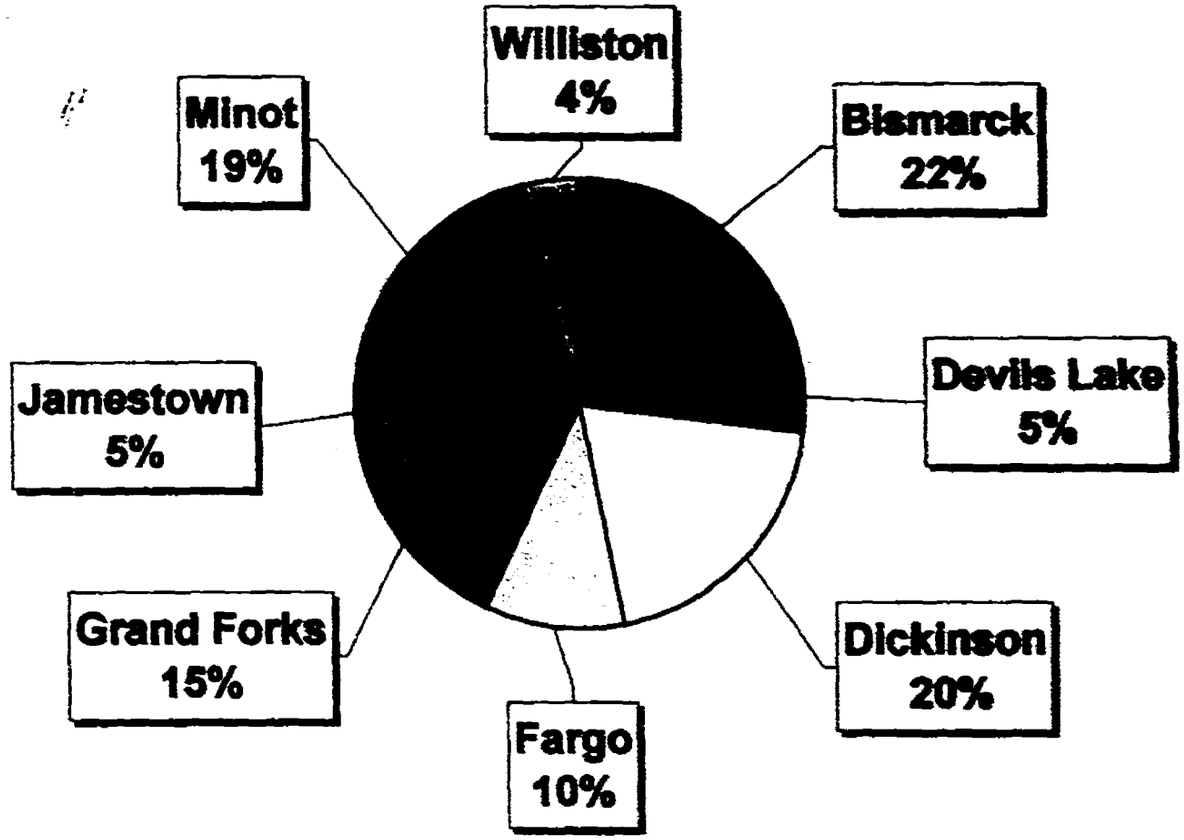


EXHIBIT C

AIRPORT	TOTAL AREA	BELOW MSL IN 1999	PERCENT OF TOTAL	BELOW MSL BY 1994	PERCENT OF TOTAL
COMMERCIAL AIRPORTS					
Bismarck*	4,917,429	949,086	19.3	1,337,060	27.2
Fargo*	6,893,790	1,058,537	15.4	136,250	2.0
Grand Forks*	4,725,314	918,696	19.4	1,009,980	21.4
Minot*	4,200,168	1,108,990	26.4	473,286	11.3
TOTAL	20,736,701	4,035,309	19.5	2,956,576	14.3
COMMUTER AIRPORTS					
Devils Lake	1,731,256	8,896	0.5	70,400	4.1
Dickinson	1,431,345	725,060	50.7	48,570	3.4
Jamestown	2,399,380	660,950	27.5	16,050	0.7
Williston	1,874,872	250,252	13.3	131,500	7.0
TOTAL	7,436,853	1,645,158	22.1	266,520	3.6
GENERAL AVIATION AIRPORTS - NPIAS					
Beach	277,806	0	N/A	25,650	9.2
Bottineau	327,390	0	N/A	235,000	71.8
Bowman**					
Carrington	510,500	50,200	9.8	0	N/A
Casselton	678,500	19,625	2.9	18,250	2.7
Cavalier	357,561	10,400	2.9	9,811	2.7
Cooperstown	346,525	88,500	25.5	12,650	3.6
Dunsleth	260,255	180,000	69.2	80,255	30.8
Ellendale	280,925	0	N/A	7,825	2.8
Fort Yates	291,800	229,400	78.6	22,400	7.7
Garrison	312,018	0	N/A	0	N/A
Glen Ullin	190,063	169,523	89.2	0	N/A
Grafton	587,483	14,000	2.4	0	N/A
Gwinner	118,328	15,700	13.3	45,548	38.5
Harvey	373,525	0	N/A	0	N/A
Hazen	571,000	0	N/A	0	N/A
Hettinger	634,240	50,000	7.9	67,000	10.6
Hillsboro	319,609	0	N/A	4,480	1.4
Kenmare	336,140	0	N/A	0	N/A
Kindred	169,536	28,190	16.6	2,346	1.4
Lakota	218,340	194,500	89.1	0	N/A
LaMoure**					
Langdon	436,302	54,510	12.5	0	N/A
Linton**					
Mandan	861,400	2,500	0.3	248,500	28.8
Mohall	227,475	23,250	10.2	199,600	87.7
Mott	253,800	236,600	93.2	17,200	6.8
Northwood**					
Oakes	317,316	0	N/A	276,500	87.1
Park River	265,388	0	N/A	0	N/A
Parshall	296,440	0	N/A	0	N/A
Pembina	389,130	15,825	4.1	207,175	53.2
Rolla	452,111	0	N/A	0	N/A
Rugby	369,575	20,275	5.5	86,600	23.4

AIRPORT	TOTAL AREA	BELOW MSL IN 1999	PERCENT OF TOTAL	BELOW MSL BY 1994	PERCENT OF TOTAL
Stanley	435,570	0	N/A	228,000	52.8
Tioga	579,132	24,670	4.3	0	N/A
Valley City	505,609	73,184	14.5	50,000	9.9
Wahpeton	637,429	0	N/A	338,800	53.2
Walhalla**					
Watford City**					
TOTAL	13,188,221	1,500,852	11.4	1,922,940	14.6

GENERAL AVIATION - NON NPIAS

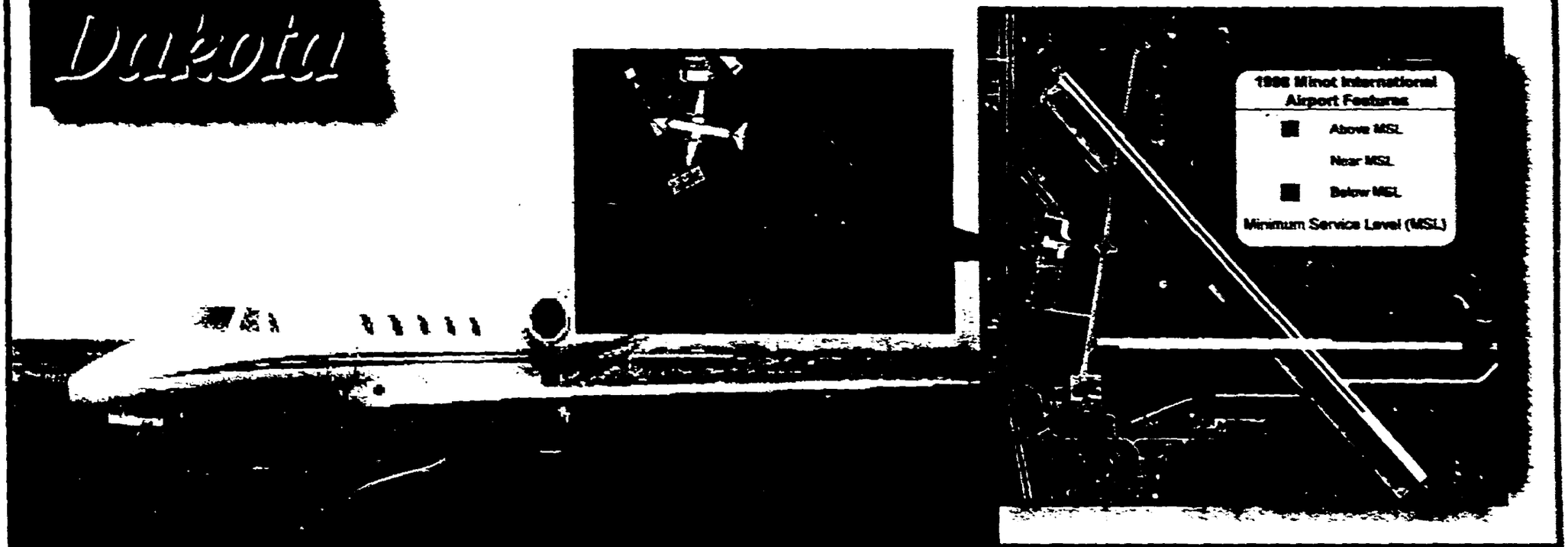
Ashley	307,120	0	N/A	261,000	85.0
Beulah	298,331	82,268	27.6	75,223	25.2
Drayton**					
Enderlin	171,750	6,270	3.7	0	N/A
Killdeer	267,336	0	N/A	17,736	6.6
Leeds	189,824	181,644	95.7	0	N/A
Lisbon	190,618	29,160	15.3	2,128	1.1
Mayville	230,552	210,927	91.5	0	N/A
Napoleon	214,445	174,250	81.3	8,245	3.8
New Rockford	288,683	18,833	6.5	17,000	5.9
Newtown	195,758	7,500	3.8	150,000	76.6
Page	98,836	83,606	84.6	15,230	15.4
Rolette	169,401	18,401	10.9	0	N/A
St Thomas	197,175	197,175	100.0	0	N/A
West Fargo	161,400	27,693	17.2	0	N/A
West Hope	201,900	201,900	100.0	0	N/A
Wishek**					
TOTAL	3,183,129	1,239,627	38.9	546,562	17.2

* FWD Tests

**Sketch and Database Update Only. No Inspection.

North Dakota

Airport Pavement Condition Index



STATEWIDE INVENTORY Airport 1998 Surveys	TOTAL PAVEMENT AREA (SF)	PAVEMENT AREA BELOW MSL		AREA NEAR MSL	PERCENT OF TOTAL NEAR
BISMARCK	5,168,478	744,945		1,021,[illegible]	19.7%
FARGO	6,893,790	1,305,062		[illegible]522,500	7.7%
GRAND FORKS	4,725,314	1,204,196		[illegible]540,850	11.4%
MINOT	4,200,168	2,706,326		[illegible]201,300	4.8%
DEVILS LAKE	1,731,256	71,398		[illegible]853,800	49.3%
JAMESTOWN	1,431,345	703,380		[illegible]30,000	2.1%
WILLISTON	2,359,360	701,000		73,750	3.1%
	1,874,872	281,752		869,000	46.3%
34 GA FEDERAL	21,007,750	5,960,529		2,298,050	10.9%
15 GA Non-FEDERAL	7,436,853	1,757,528		1,826,650	24.6%

Prepared by Kadrmas Lee & Jackson 2001

EXHIBIT F - PAGE 2A

1999 - 2003
CAPITAL IMPROVEMENT PLAN SUMMARY

FAA/State Commercial Service Program

[redacted] Discretionary Projects exceeding yearly budget.

Annual Est. Budget - $1.0 to $1.5 Million

NDAC - Mark J. Holzer
May 8, 1998

$ IN THOUSANDS IS FEDERAL SHARE @ 90%

CITY	ASPHALT PCI - 1/	BASED AIRCRAFT	OPS 2/ (OOO)	PROJECT	FAA PRIORITY 3/	1999	2000	
Devils Lake	-	47	22	Construct parallel taxiway - Phase 1 grading	47			- Completed in 2000 - $ 400K
	-			Construct parallel taxiway - Phase 2 pave/lights	47			- Completed in 2000 - $ 500K
	77-92			Rehabilitate Runway 13/31	82		441	- Delayed until 2004?
	70-83			Rehabilitate Taxiway/Apron	64		[redacted] (4)	- In progress 10%
	-			Install security fence - N & E side	81			- Delayed until FAA Rulemaking
	-			Acquire snow blower	45			- Planned for 2001
Dickinson	15-50	20	11	Rehabilitate Apron	58	402		- Completed in 2000 - $ 400K
	20			Rehabilitate Taxiway B East	64	90		- Completed in 2000 - $450K
	67			Rehabilitate Rwy 14/32 - Phase 1	68		900	- Completed in 1999/2000 - $ 3.0 Mil.
	67			Construct parallel txy D (new)	47			- Planned for 2001
Jamestown	52	52	25	Rehabilitate Taxiway A & D	66	[redacted] (2)	[redacted] (2)	- Completed in 2000 - $ 700K
	12-85			Reconstruct West Apron	60			- Planned in 2001 - $ 400K
	5			Rehabilitate Apron Terminal Panels	60			- Planned in 2002
	52-70			Rehab Txy B, C, & E	66			- Planned in 2001 - $ 800K
	54-79			Rehab terminal apron	60			- Planned in 2002
Williston	44-78	40	21	Rehabilitate Apron - Phase 1	58	403		- Completed in 1999 - $ 400K
	44-78			Rehabilitate Apron - Phase 2	58	[redacted] (1)	[redacted] (1)	- Completed in 1999 - $ 500K
	67			Rehabilitate Taxiway w/rejuvenator	64	[redacted] (3)	[redacted] (5)	- Planned in 2001
	-			Acquire ARFF (Part 139)	93			
State				SASP Update Av-Impact	66	60		- Completed in June 2001 - $80K
				SASP Update Air Service	66		43	- Planned in 2001
				SASP Update ALP (WIL-DIK-DVK-JMS)	64		[redacted] (3)	- Planned in 2001
				PCI Survey with AIMS Update	58			- Completed in 2000 - $350K
				Total State Apportionment		955	1,384	
				Total Discretionary		1,083	1,528	
				Total Annual Program		2,038	2,912	

1/ - PCI Data based on field inspections in 1995. 2/ - Operations in Thousands 3/ - FAA priority on 1-100 scale with higher number, the better.

(CIPAIR99.wk4)

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.

EXHIBIT G

1999 - 2003
CAPITAL IMPROVEMENT PLAN SUMMARY

FAA/State General Aviation Service Program

Annual Est. Budget - $ 2.0 to $2.5 Million

[redacted] Discretionary Projects exceeding yearly budget.

NDAC - Mark J. Holzer
May 8, 1998

$ IN THOUSANDS IS FEDERAL SHARE @ 90%

CITY	ASPHALT PCI - 1/	BASED AIRCRAFT	OPS 2/ (OO)	PROJECT	FAA PRIORITY 3/	1999	2000	
Crosby	82	14	20	Rehab RTA	66	329		- Completed in 2000 - $ 400K
Cando	-	9	30	Construct RTA	49	1,000		- In progress - 30% of $1.3 Mil.
Edgeley	-	4	7	Construct RTA, lights	49	1,100		- Completed in 2000 - $1.2 Mil.
Wahpeton	84	27	90	Rehab RTA, cracks, mkg., eng.	68		122	- Completed in 2000 - $ 120K
Casselton	85	52	175	Rehab RTA cracks	70		78	- Completed in 2000 - $ 230K
Valley City	66-82	50	82	Rehab RTA, crack, mkg.	70	[redacted]	400	- Completed in 2000 - $ 610K
Kindred	75	20	35	Construct RTA, lights, land, mkg., eng.	50		1,400	- In progress - 25% of $1.5 Mil.
Valley City	-	50	90	Construct parallel txy	49		[redacted]	- Delayed until 2002
Bottineau	78	13	31	Rehab RTA	68		[redacted]	- Delayed until 2003
Bottineau	78	13	31	Rehab RTA	66			
Lakota	75	10	16	Rehab RTA	66			
Glen Ullin-Hebron	-	10	20	Construct RTA	40			
Washburn	-	7	14	Construct RTA	49			
Beach	89	5	12	Rehab RTA	66			
Rugby	87	10	37	Rehab RTA	66			
Cooperstown	73	14	26	Rehab RTA	66			
Valley City	-	50	82	Construct parallel taxiway	49			
Harvey	89	7	37	Rehab RTA	66			
Langdon	84	12	19	Rehab RTA	66			
Minden	69-91	34	67	Rehab RTA	68			
				Total State Apportionment		2,429	2,000	
				Total Discretionary		400	700	
				Total Annual Program		2,829	2,700	

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)

EXHIBIT B

2001 - 2003 Capital Improvement Plan Summary

FAA State General Aviation / Commercial Service Program

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

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

$ Shown in Thousands

D - Discretionary
RTA - Runway / Taxiway / Apron
⟶ - Carryover

AIRPORT	BASED AIRCRAFT	ENTL $	PROJECT	PCI	FAA Priority	2001 E	2001 A	2002 E	2002 A	2003 E	2003 A
1 Jamestown	52	150	Rehab txy E (concrete)	25	64	150	50				
			Rehab txy B North	52	64		264				
			Construct GA terminal apron (conc.)	-	52		424				
			Construct apron south (new)	-	52		332				
			Rehab west GA apron	55	58			150	210		
			Rehab Rwy 4/22 (seal)	-	68				100		
			Rehab apron concrete/cracks	64	58				133		
			Rehab Rwy 13/31 (mill overlay)	83	68					150	550
											2000 D
2 Williston	40	150	Rehab txy north GA to x-wind rwy	75	64	150	57				
			Rehab GA apron south by t-hgrs.	43	58			150	31		
			Rehab terminal apron (conc)	36	58					150	155
3 Devils Lake	45	150	Construct GA apron	-	52	150					
			Rehab concrete apron	75	58		100				
			Construct terminal building	-	45			⟶	⟶	300	
			Construct terminal access / pkg	-	21						200
4 Dickinson	20	150	Construct access road / pkg / fence	-	21	150					
			Construct txy D connection	-	57		82				
			Rehab GA apron (Phase III)	26	58		180				
			Rehab Rwy 4/22 (seal)	-	68				120		
			Construct txy for hangars	-	57			80			
			Rehab GA auto lot	-	17			70			
			Snow Removal Equipment	-	45					120	
			Perimeter Fencing	-	40					30	
			Part 137 - Fire Truck / equipment	-	93						300

EXHIBIT 1

FAA State General Aviation / Commercial Service Program

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

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Total $6,273,533

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D - Discretionary
RTA - Runway / Taxiway / Apron
→ - Carryover

	AIRPORT	BASED AIRCRAFT	ENTL $	PROJECT	PCI	FAA Priority	2001 E	2001 A	2002 E	2002 A	2003 E	2003 A
5	Kindred	24	150	Construct RTA 13/31	69	61	150	850				
				Install lights / PAPI / Beacon	-	47			150			
				Construct Apron expansion	-	44					150	
6	Cando	10	150	Construct RTA 15/33	-	59	150	800				
				Install lights / PAPI / Beacon	-	45			150			
				(Carryover)							150	→
7	Lakota	10	150	Reconstruct Rwy 15/33, land, misc.	18	66	→		300	900		
				Install lights, PAPI / Beacon	-	45					150	
8	Edgeley	10	150	Carry-over 3 years - $ 450 Total)	-		→		→		→	
9	Glen Ullin	10	150	Purchase land, easement, eng.	-	41	150					
				Reconst rwy, txy, apron, eng., mkg.	18	66			150	900		
				Install lights, beacon / PAPI	-	45					150	
10	Washburn	10	144	Reconstruct RTA, land, eng	-	66	→		288	480		
				Install lights, beacon / PAPI		45					144	
11	Bowman	15	134	Relocate obstructions, Enviro-Asses.	-	44	134					
				Extend rwy / txy grading, design	-	51			→		268	300
12	Wahpeton	38	111	ALP Update and Enviro-Asses.	-	64	111					
				Land acq., plans/spec,appraisal	-	42			111			
				Const Rwy Ext 950' SE, lights, eng.	67	53					111	734 1300 D

FAA State General Aviation / Commercial Service Program

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

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Total $6,273,533

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→ - Carryover

AIRPORT	BASED AIRCRAFT	ENTL $	PROJECT	PCI	FAA Priority	2001 E	2001 A	2002 E	2002 A	2003 E	2003 A
13 Valley City	45	89	Const. partial parallel txy - Rwy 30	-	57	→		→		267	200
14 Beach	5	84	Land acq., legal, Enviro-Asses, eng.	-	41	→		84			
			Rehab RTA & extend Rwy 12 450'	73	66			→		168	300
15 Watford City	12	82	Rehab apron & txys	-	56	→		→		246	
16 Rugby	13	80	Reconstruct hangar txys	27	62	80					
			Rehab apron	56	56			→		160	160
17 Bottineau	13	67	Rehab RTA (leveling course)	65	66	→		134	100		
			AWOS Installation	-	42					67	
18 Crosby	12	57	Rehab apron	81	56	→		→		171	
19 Casselton	52	44	Purchase snow equip./tractor/mower	-	47	44					
			Rehab txy (sealants)	66	66			44	50		
			Rehab aprons (sealants/patching)	42	60					44	100
20 Mandan	30	27	Rehab apron (original site)	57	58	→		→		81	400
21 Mohall	5	24	Rehab RTA (seal - cracks)	61	66	→		→		72	
22 Mott	6	23	Rehab RTA (seal - cracks)	-	66	→		→		69	
23 Hettinger	23	18	Rehab txy / apron	48	64	→		36	280		
			Lighting upgrade R / T / A	-	44					18	

FAA State General Aviation / Commercial Service Program

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

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Total $6,273,533

$ Shown in Thousands

D - Discretionary
RTA - Runway / Taxiway / Apron
——▶ - Carryover

AIRPORT	BASED AIRCRAFT	ENTL $	PROJECT	PCI	FAA Priority	2001 E	2001 A	2002 E	2002 A	2003 E	2003 A
24 Oakes	17		Construct txy / markings / reflectors		56		80				
25 State PMI			Pavement Maintenance (seal-crack) 7 @ Grafton, Carrington, Garrison, Gwinner, Ellendale, Oakes, Hazen	-	66		300				
26 State MP			Master Plans (DIK-DVL-JMS-WIL) Update ALP, CIP, EA, safety zoning	-	64		320				
27 State PCI			PCI Surveys (53 Airports in NPIAS)	-	56				315		
28 Carrington	7		AWOS installation	-	42						70
29 Langdon	12		AWOS Installation	-	42						70
30 New Town	3		Rehab rwy & extend lights, msc.	69	66						400
31 State PM2			Pavement Maintenance (seal crack) 7 @ Langdon, Park River, Walhalla, Rolla,Linton,Cavalier,Cooperstown	-	66				320		
32 State System Plan Update	-	-	Update 1995 Study with recommended air service changes				100				
					Entitlement						
					Apportionment		3939		3939		3939
					Discretionary						

EXHIBIT J

		Entitlement	State Apportionment	Total
Beach	ALP, EA, plans & Specs	$83,555.00	$10,000.00	93,555.00
Bottineau	ALP, plans & Specs	$66,667.00	$10,000.00	76,667.00
Bowman	PAPI, signs, powerline, hangar, ALP	$134,444.00	$10,000.00	144,444.00
Cando	rehab rwy, txy, apron	$150,000.00	$507,000.00	657,000.00
Carrington	rehab rwy, txy		$45,000.00	45,000.00
Casselton	aquire SRE	$44,444.00	$10,000.00	54,444.00
Crosby	Beacon, drainage, taxiway, SRE	$56,889.00	$10,000.00	66,889.00
Devils Lake	Remove obstructions, construct GA apron, SRE	$150,000.00	$130,000.00	280,000.00
Dickinson	Con txy D connector, Con access road	$150,000.00	$82,000.00	232,000.00
Edgeley	Amend grant, carry over $61,211.25	$88,788.75		88,788.75
Ellendale	rehab rta		$40,000.00	40,000.00
Garrison	rehab rta		$40,000.00	40,000.00
Glen Ullin	Const Rwy 11-29, txy, apron, access road, mirl, lighted windcone, segmented circle markers, aquire land,	$150,000.00	$303,000.00	453,000.00
Grafton	rehab rta		$45,000.00	45,000.00
Gwinner	rehab rta		$45,000.00	45,000.00
Hazen	rehab rta		$40,000.00	40,000.00
Hettinger	Rehab txy	$17,778.00	$10,000.00	27,778.00
Jamestown	rehab txy B, con ga terminal apron	$150,000.00	$739,650.00	889,650.00
Kindred	Construct rwy 12/30, txy, apron, access road, relocate hangar,MIRL, PAPI's, windcone, segmented circle, rotating beacon, drainage.	$150,000.00	$1,056,978.00	1,206,978.00
Lakota	aquire land, powerline relocation	$150,000.00	$15,000.00	165,000.00
Mandan	SRE building	$26,667.00	$15,000.00	41,667.00
Mohall	Rehab twy, txy, apn	$23,556.00	$15,000.00	38,556.00
Mott	rehab rta	$23,333.00	$15,000.00	38,333.00
Oakes	rehab rwy, const txy, ALP update		$125,000.00	125,000.00
Rugby	rehab txy	$80,000.00	$10,000.00	90,000.00
State of ND	master plans		$320,000.00	320,000.00
State of ND	system plan - airservice		$204,510.00	204,510.00
Valley City	const partial parrallel, lights	$88,889.00		88,889.00
Wahpeton	master plans, EA, Access Road	$111,111.00	$10,000.00	121,111.00
Watford City	constr txy, apron, lights, ag pad	$82,222.00	$10,000.00	92,222.00
Washburn	aquire land, plans & specs.	$144,444.00		144,444.00
Williston	rehab txy	$150,000.00		150,000.00
Total	0.00	$2,272,787.75	$3,873,138.00	6,145,925.75
Federal Funding Available		$2,333,999.00	$3,873,138.00	6,207,137.00
Difference		$61,211.25	$0.00	$61,211.25

OBTAIN FROM AERONATUICS COMMISSION
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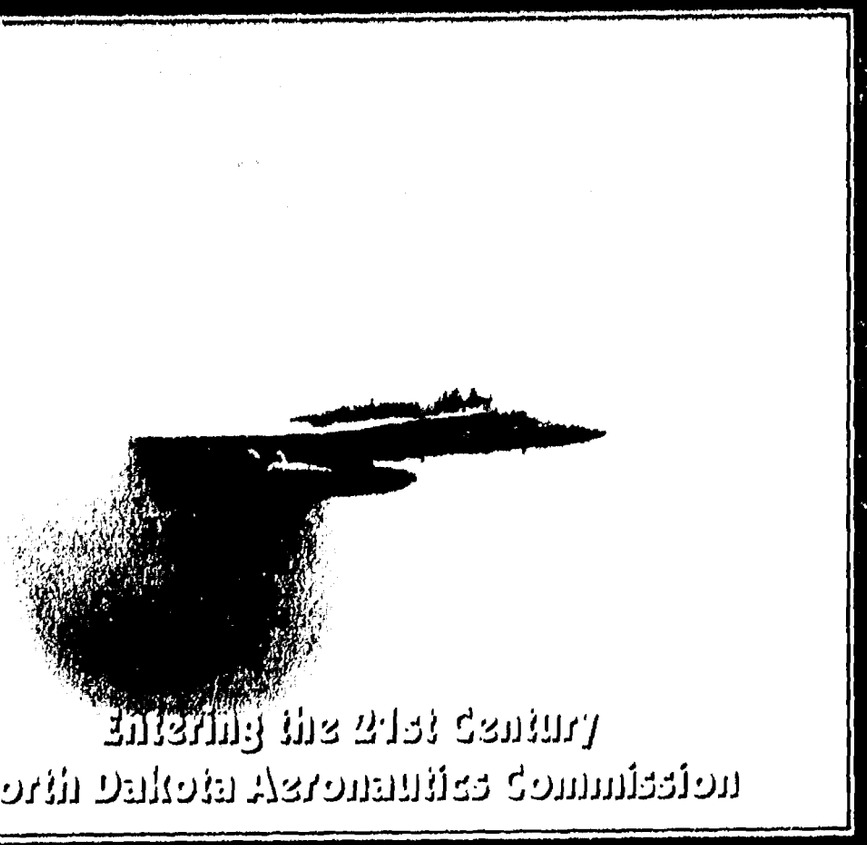
NORTH DAKOTA

AERONAUTICS COMMISSION

... a statewide voice for aviation

2000-2001

NORTH DAKOTA AERONAUTICAL CHART



Entering the 21st Century

North Dakota Aeronautics Commission

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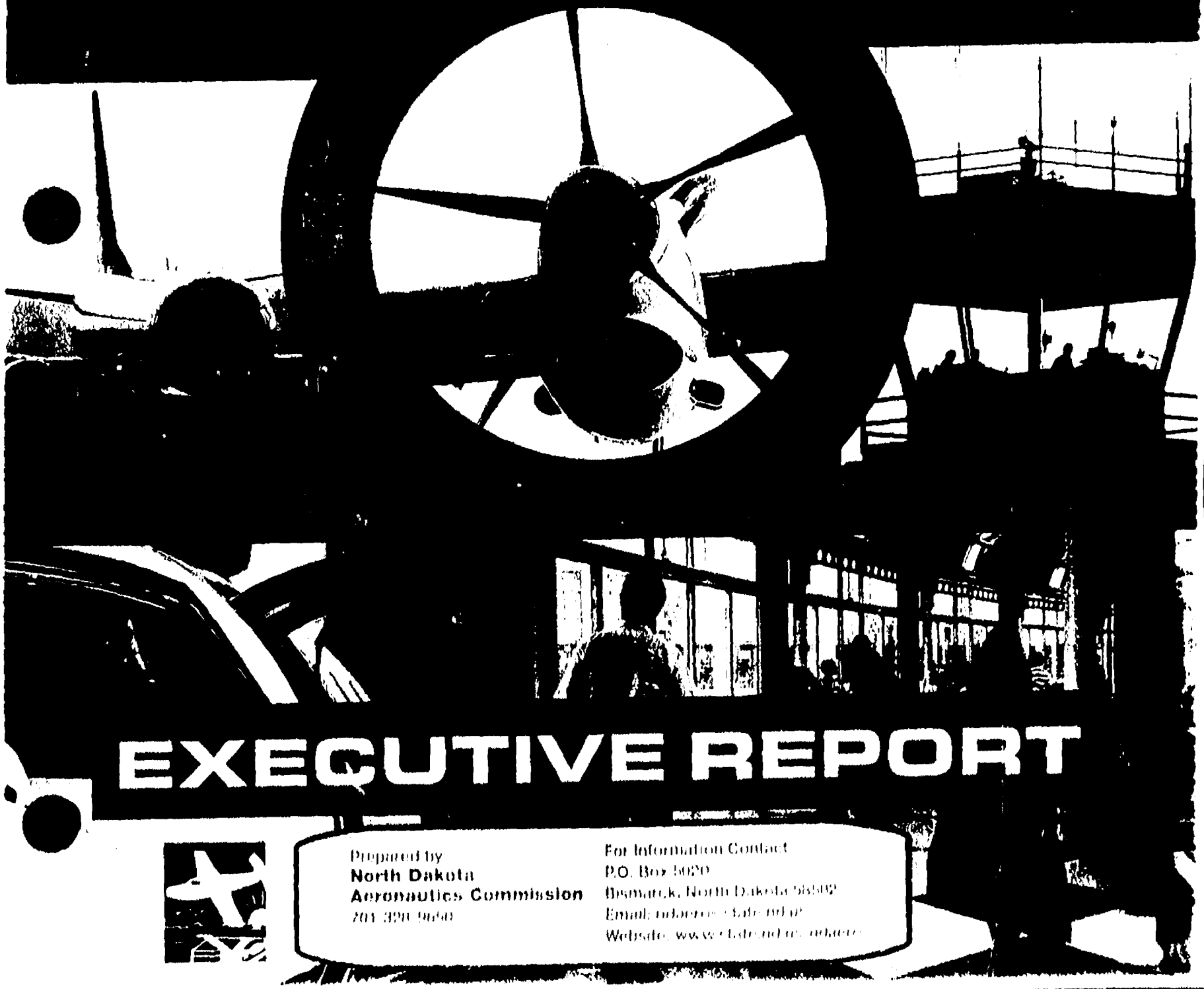
NORTH DAKOTA
AVIATION SYSTEM PLAN



EXECUTIVE REPORT

Prepared by
North Dakota
Aeronautics Commission
701 328 9650

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SB 2006

North Dakota Aeronautics Commission

INFORMATIONAL PACKET

SB- 2006

1999 NORTH DAKOTA AIRLINE PASSENGER MARKETS

PREPARED BY: N.D. AERONAUTICS COMMISSION
October 2000

1,049,727 passengers in 1999 used eight North Dakota airports and six scheduled airlines: Northwest Airlines and regional commuters of United Express - Atlantic Coast, United Express - Air Wisconsin, United Express - Great Lakes Aviation, Northwest Airlink - Mesaba, and Big Sky Airlines. The chart below reports the top markets where people flew us flew using North Dakota Airports.

PASSENGERS BY CITY
(On and Off)

	1999 TOP U.S. MARKETS	1998 RANK	1997 RANK	1996 RANK	1995 RANK	FARGO	BISMARCK	GRAND FORKS	MINOT	WILLISTON	JAMESTOWN	DEVILS LAKE	DICKINSON	STATE TOTAL	MARKET SHARE
1	MINNEAPOLIS	(1)	(1)	(1)	(1)	38,706	36,285	19,062	21,414	0	3,136	2,559	0	121,162	11.5%
2	DENVER	(2)	(2)	(2)	(2)	30,296	19,900	9,272	4,974	2,465	309	411	2,154	69,781	6.6%
3	PHOENIX	(3)	(3)	(3)	(3)	26,426	10,589	9,417	6,646	865	135	84	454	54,816	5.2%
4	CHICAGO	(4)	(4)	(4)	(4)	30,467	10,417	6,516	3,901	408	97	159	198	52,163	5.0%
5	LOS ANGELES	(5)	(5)	(5)	(5)	17,301	8,956	9,179	5,438	348	116	140	425	41,905	5.0%
6	WASHINGTON DC	(7)	(7)	(7)	(9)	11,513	10,354	5,004	4,736	209	260	168	69	32,313	4.0%
7	SEATTLE	(6)	(6)	(6)	(6)	13,154	7,026	6,465	4,644	417	58	58	356	32,178	3.1%
8	LAS VEGAS	(9)	(8)	(9)	(7)	14,892	6,168	5,221	4,180	159	19	37	326	31,002	3.1%
9	ORLANDO	(8)	(11)	(8)	(8)	10,905	6,923	3,761	3,932	89	10	19	89	25,728	3.0%
10	NY/NEWARK	(11)	(9)	(11)	(11)	11,086	5,204	4,124	2,859	129	19	37	60	23,518	2.5%
11	DALLAS	(10)	(10)	(10)	(10)	8,097	6,168	3,781	3,787	467	87	0	158	23,445	2.2%
12	PORTLAND	(12)	(12)	(12)	(13)	7,952	4,689	3,243	2,250	209	39	19	138	18,539	1.8%
13	SAN FRAN/OAKL	(13)	(13)	(13)	(12)	9,285	4,007	3,232	1,579	159	97	93	79	18,531	1.8%
14	ATLANTA	(16)	(16)	(16)	(17)	7,014	4,532	2,062	2,270	89	97	177	49	16,290	1.6%
15	KANSAS CITY	(14)	(15)	(14)	(15)	6,172	4,427	1,999	2,518	149	39	19	20	15,343	1.5%
16	ST. LOUIS	(17)	(18)	(17)	(16)	6,289	2,759	2,787	1,662	119	19	0	69	13,704	1.3%
17	BOSTON	(19)	(17)	(19)	(18)	5,831	3,105	2,372	2,085	139	39	0	40	13,611	1.3%
18	SAN DIEGO	(15)	(14)	(15)	(14)	3,848	3,608	2,839	1,579	99	29	19	119	12,340	1.2%
19	DETROIT	(20)	(20)	(20)	(20)	5,565	2,685	2,310	1,610	40	39	0	0	12,249	1.2%
20	SALT LAKE CITY	(N/A)	(N/A)	(N/A)	(N/A)	4,083	2,958	2,196	1,579	219	48	93	109	11,285	1.1%
	Top 20 Markets					269,782	60%	161,264	63%	104,842	60%	83,843	58%	6,778	63%	4,692	83%	4,090	74%	4,912	70%	640,003	68%
	All Other Cities					176,339	40%	94,891	37%	69,848	40%	59,630	42%	4,096	37%	982	17%	1,449	26%	2,152	30%	409,387	34%
	CY Total Passengers					446,121		256,155		174,690		143,273		10,874		5,674		5,539		7,064		1,049,390	100%

SOURCE: 1999 U.S. DOT 10% TICKET SAMPLING
PROJECTED TO 100% MARKET SHARE

99MARKETS WK1

ND COMMERCIAL AIRLINE SERVICE

AVERAGE AIRFARES - ONE-WAY TICKET

SOURCE: US DOT 10% TICKET SAMPLING

Prepared by: ND Aeronautics Commission
MJH July 2000

AIRPORT		1999	1998	1997	1996	1995	1994	1993	1992	1991	1990	1989	1988	1987	1999 vs 1998	1999 vs 1990
BISMARCK	(BIS)	$186	$185	$196	$178	$167	$169	$158	$151	$162	$154	$165	$150	$128	0%	21%
DEVILS LAKE	(DVL)	$187	$161	$204	$199	$277	$243	$220	$219	$259	$172	$0	$152	$162	16%	9%
DICKINSON	(DIK)	$198	$218	$226	$204	$236	$223	$0	$0	$0	$0	$0	$0	$0	-9%	N/A
FARGO	(FAR)	$187	$190	$197	$181	$162	$160	$152	$140	$159	$145	$163	$0	$125	-2%	29%
GRAND FORKS	(GFK)	$182	$189	$183	$184	$175	$168	$157	$145	$152	$137	$157	$0	$129	-4%	33%
JAMESTOWN	(JMS)	$148	$148	$178	$153	$201	$226	$193	$214	$230	$160	$0	$152	$179	0%	-8%
MINOT	(MOT)	$185	$188	$193	$185	$180	$175	$160	$144	$155	$145	$162	$0	$141	-2%	28%
WILLISTON	(ISN)	$211	$207	$212	$192	$243	$216	$217	$228	$230	$221	$0	$168	$163	2%	-5%

ND AVERAGE AIRFARE	$186	$186	$199	$185	$205	$198	$180	$177	$192	$162	$161	$155	$146
% CHANGE ANNUALLY	0%	-7%	8%	-10%	4%	10%	2%	-8%	19%	1%	4%	0%	0%
TICKET AVERAGE (AIRLINE AIRPORT) BIS-FAR-GFK-MOT	$185	$188	$192	$182	$171	$168	$157	$157	$157	$145	$161	N/A	$131
TICKET AVERAGE (REGIONAL AIRPORT) DVL-DIK-JMS-ISN	$186	$183	$205	$187	$239	$227	$210	$220	$240	$184	$0	$157	$168
REGIONAL VS. AIRLINE AIRFARE DIFFERENCE	$1	-$5	$13	$5	$68	$59	$53	$63	$83	$41	$0	$0	$38
% DIFFERENCE REGIONAL VS. AIRLINE	0%	-3%	7%	3%	40%	35%	34%	40%	53%	28%	0%	0%	28%

NOTE: Average airfares listed are calendar year airline revenues divided by total passengers from US DOT 10% ticket sampling.

(airfares.xls)

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Maurice E. Cook, Bismarck

August 24, 2000

BISMARCK AIRFARE REPORT

"The average airfares paid by Bismarck flyers in the top 21 travel markets for the Calendar Year 1999 on scheduled airlines was **$172.00** one-way or **$344.00** round trip. The North Dakota Aeronautics Commission acquired the US Department of Transportation 10% ticket sampling analysis to compare Bismarck airfares to Minneapolis. The chart below depicts airfares one-way to Bismarck's top market and compares them to flying out of Minneapolis," reported Director Gary R. Ness, N.D. Aeronautics Commission.

Destination Rank	Bismarck Average Fare	Minneapolis Average Fare	Difference Bismarck vs Minneapolis
Minneapolis	$134.00	———	———
Denver	$136.00	$100.00	$35.00
Phoenix	$171.00	$149.00	$22.00
Chicago	$179.00	$221.00	($42.00)
Washington DC	$211.00	$228.00	($16.00)
Seattle/Tacoma	$185.00	$161.00	$24.00
Orlando	$167.00	$139.00	$28.00
Dallas	$193.00	$148.00	$45.00
Las Vegas	$167.00	$131.00	$36.00
Los Angeles	$201.00	$179.00	$23.00
Portland	$207.00	$222.00	($15.00)
Atlanta	$218.00	$179.00	$39.00
Kansas City	$194.00	$ 90.00	$105.00
San Diego	$170.00	$186.00	($16.00)
San Francisco	$169.00	$205.00	($36.00)
Sacramento	$192.00	$224.00	($32.00)
Philadelphia	$255.00	$251.00	$4.00
Boston	$222.00	$216.00	$6.00
New York	$218.00	$269.00	($51.00)
Salt Lake	$211.00	$170.00	$41.00
Milwaukee	$216.00	$148.00	$68.00
Total for Base	$172.00	$174.00	($3.00)

BOX 5020 • BISMARCK, ND 58502. (2301 UNIVERSITY DRIVE • BLDG. 1652-22)

AIRLINE TYPICAL WEEKDAY TOTAL ARRIVAL AND DEPARTURE FLIGHTS BY CARRIER

Prepared By:
N.D. Aeronautics Commission
November 10, 2000

	MAJOR AIRLINE FLIGHTS									REGIONAL AIRLINE FLIGHTS													
DATE	NW	RC	CO	FR	UA	WE	DL	AA	DAILY MAJOR FLT/DAY	GP	AV	GL	BS	PO	ME	NO	AW	RW	NC	AC	DAILY REGIONAL FLT/DAY	COMBINED DAILY (ARR+DEPT)
NOV. '78	24	56	0	40	0	0	0	0	120	0	0	0	0	0	0	0	0	0	2	0	2	122
JUL. '79	29	68	0	50	0	0	0	0	147	0	0	0	0	0	0	0	14	44	0	0	58	205
FEB. '82	28	30	0	28	0	0	0	0	86	0	0	0	51	6	0	0	0	0	0	0	57	143
FEB. '83	29	30	0	26	0	0	0	0	85	0	0	0	36	6	0	8	0	0	0	0	50	135
MAR. '84	28	32	0	28	0	4	0	0	92	0	0	0	14	6	10	12	0	0	0	0	42	134
FEB. '87	34	0	20	0	4	4	0	0	64	0	0	0	12	0	18	0	0	0	0	0	30	94
FEB. '90	38	0	12	0	4	0	4	0	58	0	0	0	12	0	18	0	0	0	0	0	30	88
FEB. '91	30	0	12	0	4	0	4	0	50	0	10	12	12	0	6	0	0	0	0	0	40	90
FEB. '93	34	0	12	0	4	0	0	4	54	0	14	48	8	0	8	0	0	0	0	0	78	132
FEB. '94	34	0	0	0	0	0	0	0	34	12	14	138	4	0	8	0	0	0	0	0	176	210
FEB. '95	36	0	0	12	0	0	0	0	48	0	12	130	0	0	8	0	0	0	0	0	150	198
NOV. '00	34	0	0	0	0	0	0	0	34	0	0	24	2	0	14	0	16	0	0	6	62	96

CODES:

NW - NORTHWEST
RC - REPUBLIC
CO - CONTINENTAL
FR - FRONTIER
UA - UNITED
WE - WESTERN
DL - DELTA
AA - AMERICAN

CODES:

GP - GP EXPRESS
AV - AIRVANTAGE
GL - GREAT LAKES
BS - BIG SKY
PO - PIONEER
ME - MESABA
NO - NORTHERN
AC - ATLANTIC COAST
AW - AIR WISCONSIN
RW - REAL WEST
NC - NORCANAIR

TYPICAL WK9

AIRLINE DEREGULATION FLIGHT CHANGES AT NORTH DAKOTA CITIES (1978 - 2000)

(AIRLINE SEATS (ON + OFF) AVAILABLE PER TYPICAL WEEKDAY AT EACH N.D. CITY)

Prepared by:
N.D. Aeronautics Commission
November 2000

	MAJOR AIRLINE AIRPORT					REGIONAL AIRLINE AIRPORT					
DATE	BIS	FARGO	GFKS	MINOT	MAJOR DAILY SEATS	DEVILS LAKE	DICK-INSON	JAMES TOWN	WILL-ISTON	REGIONAL DAILY SEATS	COMBINED TOTAL DAILY SEATS
NOV. '78	3,122	3,624	2,624	1,322	10,692	192		512	170	874	11,566
JUL. '79	4,406	4,744	2,896	1,274	13,448	416		190	330	936	14,384
FEB. '82	3,324	3,944	2,266	1,156	10,826	136		136	331	603	11,429
FEB. '83	3,264	3,844	2,572	1,380	11,060	90		150	234	474	11,534
MAR. '84	3,574	3,570	2,538	1,538	11,220	60		90	240	390	11,610
FEB. '87	3,188	2,744	1,100	1,228	8,260	76		152	152	380	8,640
FEB. '90	3,176	2,330	984	1,472	7,962	76		152	152	380	8,342
FEB. '91	2,112	2,166	970	1,134	6,382	76		152	152	380	6,762
FEB. '93	2,016	2,584	1,076	1,398	7,074	190		226	120	536	7,610
FEB. '94	1,860	2,324	1,204	1,026	6,414	190	152	190	152	684	7,098
FEB. '95	2,478	2,893	1,084	951	7,406	152	266	228	190	836	8,242
NOV. '00	1,226	2,344	936	600	5,106	76	152	152	76	456	5,562

NOTE: On city pair joint routes, seats may be sold upline limiting the number of seats available downline. The report above gives total seats flown at a community per weekday even though it may be occupied by an upline passenger. Regional carriers may have several cities on a route to Minneapolis or from Denver hub so same 19-seat plan will be counted at each stop.

SOURCE: Data compiled from airport managers annual landing fees report, Official Airlines Guide and published airline schedules.

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(Dereg.wk4)

ND AIRLINE SERVICE

August 1978 vs. August 2000

Prepared by:
NDAC 11/10/00

	Daily Departures		Daily Seats		Ave Seats Per Departure	
AIRPORT	1978	2000	1978	2000	1978	2000
BISMARCK	18	10	1,915	613	106	61
FARGO	17	16	1,799	1,172	106	73
GRAND FORKS	18	7	1,769	468	98	67
MINOT	7	3	593	300	85	100
Total	**60**	**36**	**6,076**	**2,553**	**99**	**75**
DEVILS LAKE	2	2	100	38	50	19
DICKINSON	0	4	0	76	0	19
JAMESTOWN	2	4	292	76	146	19
WILLISTON	5	2	95	38	19	19
Total	**9**	**12**	**487**	**228**	**54**	**19**
GRAND TOTAL	**69**	**48**	**6,563**	**2,781**	**95**	**85**

(AIRLINE SERVICE.XLS)

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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	WAHPETON	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	6D6	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)

North Dakota Aviation Vision 2000

Presented by:

North Dakota Aviation Council
North Dakota Aeronautics Commission

September 2000

ND AVIATION VISION 2000

During four days split in September and November of 1999, a group of interested, but more importantly, dedicated citizens met in Carrington for a Vision Conference related to North Dakota Aviation and its future. The Conference was co-sponsored by the North Dakota Aviation Council and the North Dakota Aeronautics Commission. The expenses for the affair were paid by the Council.

Thirty-four invited people participated during the first session in September. Twenty-eight people returned for the final session in early November to review and finalize the document.

What is now presented will set the tone for North Dakota aviation as we enter the new century and approach the centennial observation of powered flight.

We will provide the reader of this text with a baseline of knowledge of how the aviation industry plans to move forward to that future.

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Promoting General Aviation in North Dakota

1999 - 2000 ***(October 1999)***

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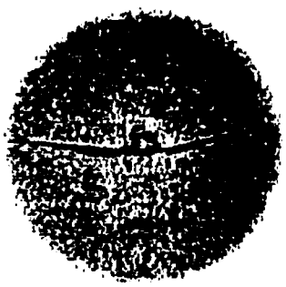
Presently a Captain with Northwest Airlines. He is a real estate business owner, manager of the local airport, and active in economic development in the Casselton area. He is a former Air Force pilot and aerial ag applicator. He has been flying 35+ years and has been a member of the Commission since 1985.



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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.

Cindy K. Schreiber-Beck, *Secretary*, 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 business and education community and has served on the Commission since 1997.

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

Dianne L. Herr, *Member*, Turtle Lake.
This U.S. 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. Dianne is very active in community affairs but finds time for Young Eagles and organizing a well-attended fly-in at the local airport. Diane has served on the Commission since 1998.

a commission that supports aviation safety and industry promotion.

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North Dakota's Aviation System of the Future . . .

What Should It Be?

Transportation will be more important to North Dakota's economic and social success in the 21st Century than it has ever been. Because of transportation's growing importance, it is timely to review the current status of aviation, and determine where we think it ought to be in 2020 and beyond.

THURSDAY, SEPTEMBER 23, 1999

10:00 Opening Remarks and Introductions

10:20 Procedure Information

- Purpose
- Workshop Process
- Workshop Tasks
- Strategic Planning

10:40 Planning Information

- Transportation – What Is It?
- Transportation's Role in the Economy
- Importance of Mobility
- Central Question of Importance
- Evolution of Economic Systems
- Where is the Economy Headed?
- What is a Knowledge-Based Economy?
- Evidence of Emerging Knowledge-Based Economy
- Fundamentals Driving Global Economy
- Changes in Knowledge, Technology, Communications, Mobility
- Importance of Mobility in the 21st Century
- The Anna Karenina Principle
- Who Are We?
- Summary
- Implications for Aviation
- One Last Fundamental Question

12:20 Identify Focus Groups

12:30 Lunch

1:30 Focus Group Discussion I – Development of Proposed Vision and Goals

- Vision for the State's Aviation System
  - Infrastructure
  - Business
  - Technology
  - Public Policy
  - Service

FRIDAY, SEPTEMBER 24, 1999

8:00 **Plenary Session**
- Revised Goals and Strategies
  - Group I
  - Group II
  - Group III
  - Group IV
- Consensus on Goals and Strategies

9:30 **Focus Group Discussion III – Evaluation of Opportunities and Challenges**
- Opportunities
- Strengths
- Threats
- Weaknesses

11:30 **Plenary Session**
- Opportunities and Challenges
  - Group IV
  - Group III
  - Group II
  - Group I

12:30 **Lunch**

1:00 **Deliberation**
- Discussion
- Consensus

2:30 **Closing Remarks**
- Evaluation of the Process
- Implementation –Future Steps

3:30 **Adjourn**

Focus Group Discussion I (continued)

- Goals that Pursue the Vision
  - Infrastructure
  - Business
  - Technology
  - Public Policy
  - Service

2:30 **Break**

3:00 **Plenary Session**

- Report of Focus Groups
  - Group IV
  - Group III
  - Group II
  - Group I
- Consensus on Vision

4:00 **Focus Group Discussion II – Revise Goals as Necessary and Develop Strategies**

- Goals for the State's Aviation System
  - Infrastructure
  - Business
  - Technology
  - Public Policy
  - Service
- Strategies that Result in Goal Attainment
  - Infrastructure
  - Business
  - Technology
  - Public Policy
  - Service

5:30 **Recess for Evening**

6:00 **Dinner**

GOAL # 1
STATE-OF-THE-ART INTRASTATE AVIATION SYSTEM

OBJECTIVE #1 **-Streamline regulations without sacrificing safety**

Task 1 - Federal

a. Input to ARAC (Aviation Rulemaking Advisory Committee)
b. Input to NPRM (Notices of Proposed Rulemaking)
   - Monitor activities on both levels
   - Coordinate responses to all changes
c. Airport Design Changes
d. Airline Regulations
e. Environmental Issues
f. NASAO/FAA Memorandum of Understanding (MOU)

Responsibility:
North Dakota Aeronautics Commission
North Dakota Aviation Alphabet Groups

CURRENT ACTIONS:

- Responds and monitors NPRM's that impact regional airport's certifications.
- Reviews FAA changes to airport design manuals, airspace utilization, GPS approach establishments, etc.
- Evaluates federal and state legislation on scheduled air service and report impacts upon industry in North Dakota to legislative and community leaders.

FUTURE ACTIONS:

- Provide yearly input to the NASAO/FAA Memorandum of Understanding (MOU)
- Monitors that the Essential Air Service program objectives are being met for the benefit of ND communities.
- Continue to coordinate issues for the airports such as storm water, fueling, wildlife hazards, de-icing, noise, historical, archeological and agri-chemical usage for airport management and tenants.

TIME LINE AND ACTION:

✓ **No time line. Continuous effort. Report to the Aeronautics Commission and North Dakota Aviation Council at the annual aviation symposium.**

GOAL # 1
STATE-OF-THE-ART INTRASTATE AVIATION SYSTEM

Objective #1 (cont.) - Streamline regulations without sacrificing safety

Task 2 - State

a. Review all pertinent NDCC and North Dakota Aeronautics Commission regulations.
b. Assess other agency regulations and statutes that affect aviation.
c. Assess needed legislative changes for action
d. Review intrastate regulations for air carrier in-state operations.
e. Hold North Dakota Aeronautics Commission hearings related to changes

Responsibility:
North Dakota Aviation Council
North Dakota Aviation Alphabet Groups
North Dakota Aeronautics Commission

FUTURE ACTIONS:

- The Aeronautics Commission is reviewing all Attorney General and court decisions related to aviation.
- The NDAAA, grain dealers, ground operators and Agriculture Departments will be reviewing the ag rules and regulations as to their effect on ground and air operations.
- All Alphabet Groups will receive a letter asking for the organization's review of state regulations and statutes that are onerous to good business practices.
- North Dakota Health Department is reviewing with the Commission's cooperation the storm water and de-icing policies for "best management" practices.

TIME LINE AND ACTIONS:

✓ **Any legislative or administrative rule changes shall be submitted by December 10, 2000.**

GOAL # 1
STATE-OF-THE-ART INTRASTATE AVIATION SYSTEM

Objective #1 (cont.) -Streamline regulations without sacrificing safety

Task 3 -Local

a. Encourage Local Zoning Laws to protect the airports.
b. Identify legislative changes to Zoning Laws to benefit airports and airspace
c. Educate and encourage local authorities to the importance of a tax base that is large enough to support the airports repair, maintenance and improvements and other normal operating expenses.
d. Foster emergency air medical access in rural North Dakota.

Responsibility:
North Dakota Aeronautics Commission
AAND Membership Task Force

CURRENT ACTIONS:

- Visits airports and aviation businesses through airport inspection program to communicate and investigate regulatory impacts.
- Provides direction to airports via the "Airport Manager's Handbook" for implementing zoning and land use.
- Commission staff makes themselves available for local sponsors to meet with political leaders to discuss the positive side of a well-financed airport.
- Developed rural aviation business/airport studies for encouraging economic development partnering, establishing fair and reasonable airport rates and charges, and improving airfield safety for tenants.
- Developed a Mediport Guide to assist local communities, hospitals and airports establish helicopter and air ambulance access.

FUTURE ACTIONS:

- AAND to develop association position paper and resolution for zoning law strengthening.
- Facilitate the creation of a Zoning Task Force to evaluate regulatory needs.

TIME LINE AND ACTIONS:

✓ **Task Force to report to AAND and Aeronautics Commission for recommended action by December 10, 2000.**

GOAL # 1
STATE-OF-THE-ART INTRASTATE AVIATION SYSTEM

OBJECTIVE #2 - Promote Utilization of Latest Technology

Task #1 - Navigation and Communication Improvements

a. Support the establishment of the WAAS /LAAS system with post haste efforts for GPS approaches.
b. Assess the needs of local area approved WX reporting systems, AWOS/ASOS, for a state system wide need.
c. Maintain weather reporting system modernization for safe flight operations.

Responsibility:
North Dakota Aeronautics Commission
Federal Aviation Administration
AAND / NDPA

CURRENT ACTIONS:

- Monitoring, continually by the Commission, the GPS approach procedure development and implementation. State has 21 new approaches in effect at this time.
- Upgrade WeatherMation system with new technology of Windows based system with "live" radar depictions.
- Addresses Navaid needs and requirements via the State System Plan for lighting, beacons, weather systems, landing aids, and communications and radar establishment.
- Addresses controlled airspace utilization in North Dakota with FAA/ATC regional staff.
- Programs navaids with FAA Region staff to insure RCO capabilities are achieved.
- Supports automated weather observation system (AWOS) for rural airports with hospitals, are business and local aviation activity justification. (ie...Gwinner, Bowman, Wahpeton).

FUTURE ACTIONS:

- ND Aeronautics Commission and ND Aviation Council to create industry wide Ad-Hoc Committee to evaluate weather reporting systems for 2001 contract renewal.
- Continue to monitor GPS approach progress.
- Review placements of RCO's and make changes where required.

TIME LINE AND ACTIONS:

✓ **Commission report to Aviation Council on GPS & RCO issues at 2001 Symposium.**
✓ **AdHoc Committee to report to Aeronautics Commission by April 2001.**

GOAL # 1
STATE-OF-THE-ART INTRASTATE AVIATION SYSTEM

Objective #2 (Cont.) - Promote Utilization of Latest Technology

Task #2 - Other Facility Improvements

a. Assess the needs involved with a card-trol fueling system at all local airports.
b. Communicate airport design for agri-chemical loading facilities on airports.

Responsibility:
North Dakota Aeronautics Commission
AAND / Local Airport

CURRENT ACTIONS:

- Provides the information on fueling systems and directs inquiries to those airports that have non-traditional fueling systems.
- Provides airport management and aerial applicators sample designs for agri-chemical loading facilities along with operating procedures and cleanup practices.
- Developed agency web site with e-mail access providing for airport aerial photography, licensing and regulatory information, agency functions and aviation links for educational, safety, and governmental ties.
- Facilitated the purchase and installation of radio-controlled activation of airfield Navaid. This technology offers energy savings to users.

FUTURE ACTIONS:

- Continue to update and improve agency website for information exchange.
- AAND to develop cooperative resolution on card-trol systems.

TIME LINE AND ACTIONS:

✓ **AAND Committee to report at 2001 Symposium.**

GOAL # 1
STATE-OF-THE-ART INTRASTATE AVIATION SYSTEM

OBJECTIVE #3 - State System Needs

Task # 1 - Minimum airport system needs

a. Promote the timely development of NPIAS (Fed) airports to meet those needs defined in both rural and urban environments.
b. Define the minimum needs of the non-NPIAS airports.
c. Promote the increased funding of airports from the federal side and the State side of the ledger.
d. Develop a business plan outline to help all communities access their needs for their communities airport development.

Responsibility:
Airport Management
Local Community and Leaders
FAA Airport District Office (Bismarck & Chicago)
North Dakota Aeronautics Commission

CURRENT ACTIONS:

- Identified the list of endangered airports. Identified the economic value airports contribute to the state's economy via the State Aviation System Plan.
- Accesses the needs for the airport system for input into the Capital Improvement Program.
- Acts as sponsor for the federally mandated program for pavement inspections. PCI's provide for a 4 to 5 year cycle to strategically program funds to preserve statewide pavements.
- Monitors the federal funding issue and works with state leadership and congressional staffers to maximize the funding for the state.
- Classifies airports to fit into the emerging roles of communities in North Dakota in respect to both federal and state fiscal constraints.

FUTURE ACTIONS:

- ND Aeronautics Commission and AAND Ad-Hoc Committee to develop business plan for community airport development.
- Continue to monitor all funding issues.

TIME LINE AND ACTIONS:

✓ **Ad-Hoc Committee to report at 2001 Symposium.**

GOAL # 2
AVIATION ACCESS TO THE GLOBAL ECONOMY

OBJECTIVE #1 - Competitive Access to Major Hubs for Passenger and Cargo

Task 1 - Define and Identify where competitive access is lacking

a. Determine why competition is lacking and identify barriers.
b. Determine what can be done to enhance competition.
c.. Determine who should be approached in management and marketing divisions.
d. Determine how the approach should be structured through local task force committees.
e. Determine when to approach
f. Follow the community approach for partnerships in airline and cargo service proposals.

Responsibility:
North Dakota Aeronautics Commission and FAA
Through a System Planning Study

CURRENT ACTIONS:

- Updates Aviation System Plan Study Air Service Study (Versions 1987, 1992, and 1995)
- Addresses industry growth or decline via the Aviation Economic Impact Study to identify areas of concern.
- Builds community "task forces" to communicate to airline and cargo management. This unified direction is a well designed approach for enhancement of competition.
- Collects, on a monthly basis, the air service enplanement data and communicates same to community leaders and task forces.
- Maintains contact list of community and industry leaders to build partnerships.
- Monitors closely EAS funding for the four commercial service communities.

FUTURE ACTIONS:

- Update Air Service Study (2002)
- Update Aviation Impact Study (2000)
- Monitor EAS Federal Program.

TIME LINE AND ACTIONS:

✓ **Economic Impact Study presented at 2001 Symposium.**

GOAL # 2
AVIATION ACCESS TO THE GLOBAL ECONOMY

Objective #1 (cont.) - Competitive Access to Major Hubs for Passenger and Cargo

Task 2 - Education

a. Educate people on economic benefit of Fly vs. Drive
b. Evaluate the leakage of passengers to non-North Dakota airports and relay to public the economic ramifications of passenger leakage.
c. Collect and communicate relevant load factors, pricing, and yield information to airlines and airport management.

Responsibility:
North Dakota Aeronautics Commission
Commercial Airports (8) in North Dakota
Chambers, CVB's and EDA's of the Communities

CURRENT ACTIONS:

- Updates Aviation System Planning Study - Economic Impact Study (Versions 1988, 1994, 1999)
- Promotes additional information to local marketing groups made up of Chambers, CVB's, EDA's and Airports.
- Collects passenger information from all 8 air carrier airports.
- Communicates with airline management of carriers serving the state.
- Analyzes yield data, local factors and route economics.

FUTURE ACTIONS:

- Sponsored new EAS study from UND Aerospace/Business School Study of Airline Service Needs. (2000)
- Update Aviation Economic Impact Study (2000)
- Distribute marketing and advertisement programs to commercial airports.

TIME LINE AND ACTIONS:

✓ **EAS Study and Aviation Economic Impact Study studies provided at 2001 Symposium.**

GOAL # 2
AVIATION ACCESS TO THE GLOBAL ECONOMY

Objective #1 (cont.) - Competitive Access to Major Hubs for Passenger and Cargo

Task 3 - Revisit Cargo Study

a. Review growth on state and national trends.
b. Investigate freight forwarding needs in North Dakota.
c. Address impacts of Internet sales on air cargo shipments.
d. Analyze airport cargo needs through local master plans.

Responsibility:
North Dakota Aeronautics Commission
Commercial Airports (8) in North Dakota
Chambers, CVB's, EDA's in Local Communities

CURRENT ACTIONS:

- Aviation System Planning Study - Air Cargo
  (Last version in 1992)
- Provides airport management cargo data to insure airport master plans address growing cargo capacity needs in the airport development capital expenditures.
- Provides rates and charges information to airport management to understand cargo industry fees..
- Addressed impact of cargo express carriers in relationship to ND FBO's.

FUTURE ACTIONS:

- Update Air Cargo Study (2001)

TIME LINE AND ACTIONS:

✓ **Air Cargo Study to presented at the 2004 Symposium.**

GOAL # 2
AVIATION ACCESS TO THE GLOBAL ECONOMY

Objective #1 (cont.) - Competitive Access to Major Hubs forPassenger and Cargo

Task 4 - Evaluate Services Provided on Commercial Passenger Airports

- Passenger comforts
- Restaurant/bar needs
- Customer accessibility through intermodal transportation
- Define additional services, if needed

Responsibility:
Air Carrier Airport Management Team
North Dakota Aeronautics Commission

CURRENT ACTIONS:

- Assists State Department of Transportation intermodal planning process.
- Monitor highway access and signage for airports.
- Communicate public complaints on terminal usage issues to airport management.

FUTURE ACTIONS:

- Facilitate the creation of the Ad-Hoc Committee made up of air carrier airport managers addressing "Task 4" issues.

TIME LINE AND ACTIONS:

✓ **Management Team Ad-Hoc Committee to report at 2001 Symposium.**

GOAL # 2
AVIATION ACCESS TO THE GLOBAL ECONOMY

OBJECTIVE #2 - **Competitive GA access nationally and internationally**

Task #1 - ***Educate Local Communities on the Need for GA Services and Facilities for Economic Development***

a. Revisit economic impact statements to local communities.
b. Prepare documentation to support findings.
c. Dispense information to the public.

Responsibility:
Task Force on Competitive GA Access
North Dakota Aviation Council
North Dakota Aeronautics Commission

CURRENT ACTIONS:

- Provides information from "Airports Needs Study", "Aviation Impact Study", "FBO Study", etc .
- Seeks out information from national alphabet groups that have additional data.
- Informs public of aviation impacts through brochures, videos, web site, news media releases, community meetings, studies, public events, etc.
- Circulates positive aviation stories amongst airports to implement success stories locally.
- Utilizes "Wannabee" Pilot program to increase aviation awareness.
- Facilitated the acquisition of "FEMA trailers" for 38 airports across the state for transit and local pilots.

FUTURE ACTIONS:

- Create "Fly Lewis & Clark Trail" to stimulate need for general aviation services.
- Formulate meetings to build airport, EDA, and FBO partnerships.
- Update Economic Impact Study (2000)
- Facilitate the creation of an Ad-Hoc Committee on competitive GA access.

TIME LINE AND ACTIONS:

✓ **Ad-Hoc Committee time line set by North Dakota Aviation Council.**
✓ **Fly Lewis & Clark Trail - Complete in 2000.**
✓ **Economic Impact Study presented at 2001 Symposium.**

GOAL # 2
AVIATION ACCESS TO THE GLOBAL ECONOMY

Objective #2 (cont.) - Competitive GA access nationally and internationally

Task #2 - Define and Identify Where Competitive Access if Lacking

a. Nationally
b. Internationally

Responsibility:
Task Force on Competitive GA Access
North Dakota Aviation Council
North Dakota Aeronautics Commission

CURRENT ACTIONS:

- Coordinate customs crossings at International Peace Garden Airport, Dunseith, ND and maintain facility to benefit general aviation access to Canada.
- Monitor, identify and react to national legislation that may be "knee jerk" reactions to an isolated incident.

FUTURE ACTIONS:

- Monitor access at large hubs to insure general aviation is not restricted.
- Insure regulations are fair to general aviation industry and that enforcement is uniform nationally.
- Insure national rules on aerial application are environmentally sound for industry compliance.
- Facilitate the creation of an Ad-Hoc Committee on competitive GA access.

TIME LINE AND ACTIONS:

✓ **Ad-Hoc Committee to report at 2001 Symposium.**

GOAL # 3
HUMAN CAPITAL BASE TO ADVANCE THE AVIATION SYSTEM

OBJECTIVE #1 - **Identify the Human Base Categories**

Task # 1 - Initialize a professional survey to access state needs of each category

a. Pilot
b. Mechanical
c. Support
d. Other

Task #2 - Provide Statistical Analysis of State/national Needs

a. Pilot
b. Mechanical
c. Support
d. Other

Task #3 - Assess and Develop a Plan of Action to Address These Needs

a. Build a consensus on survey results among industry groups.
b. Develop a financial plan to address the needs of aviation in North Dakota.
c. Identify role of North Dakota education system in training human capital.
d. Develop educational task force to assist aviation training needs.

Responsibility:
Task Force on Human Capital Needs
Appointed by The North Dakota
Aviation Council

CURRENT ACTIONS:

- Stimulates pilot starts through the "Wannabee Program".
- Sponsored management and market seminar for FBO's.
- Facilitated the "Tort Reform" Bill to help establish aeronautical manufacturing in ND.
- Supports Aerospace education from K-college levels
  a. Summer Program - UND/CAS

FUTURE ACTIONS

- Facilitate the creation of a Human Capital Needs Task Force.

TIME LINE AND ACTIONS:

✓ **Time lines and Needs Task Force to be set by North Dakota Aviation Council**

GOAL # 4
PUBLIC / PRIVATE SUPPORT FOR AVIATION

OBJECTIVE #1 - **Education**

Task #1 - Assume Proactive Stance

a. Assemble and assess resources
b. Assess additional staff/staff reassignment for Program/Administrative Work
c. Utilize public/private partnerships of commission and aviation council.
d. Secure federal aviation or educational funding.

Responsibility:
North Dakota Aeronautics Commission
Staff and Commissioners

CURRENT ACTIONS / FUTURE ACTIONS:

- Continue resources and planning for educational valve as:
  - Air Service Study
  - Av-Impact Report
  - Aviation Art Contest
  - Web Page Education
  - Building Partnerships
  - Legislative Communications
- Identify programs and continue to work with elementary education.
- Support air shows and fly-ins.
- Assess staffing needs for budgetary adjustments.

TIME LINE AND ACTIONS:

✓ **Ongoing. Report at 2001 Symposium.**

GOAL # 4
PUBLIC / PRIVATE SUPPORT FOR AVIATION

OBJECTIVE #2 - **Promote Partnerships**

Task # 1 - Identify Who, What, When, Where and How

a. Identify need
b. Determine common ground for partnerships
c. Identify with whom to partner
d. Assess level of support/opposition
e. Determine how to influence
f. Announce willingness to partner
g. Assign responsibility to accomplish and administrate partnerships

Responsibility:
North Dakota Aeronautics Commission
North Dakota Aviation Council
AdHoc Committee Set Up on a Needs Basis

CURRENT ACTIONS:

- Foster community air service task force partnerships.
- Continue to foster airport construction partnering of sponsor, engineer, contractor.
- Education of airport authorities for county support agreements to develop and maintain airport system.
- Continued support of NASAO - FAA MOU.

FUTURE ACTIONS:

- Re-establish FBO industry seminars for marketing and career training with educational institutions.
- Utilize Aeronautics Commission portfolios in staff assignments and commission expertise in partnering.
- Strengthen FBO - Airport - EDA partnering.

TIME LINE AND ACTIONS:

✓ **Year end report to Symposium meeting. Ongoing effort report to North Dakota Aviation Council and North Dakota Aeronautics Commission.**

AVIATION ACTIVITY REPORT

Prepared by NDAC
September, 1999

	1999	1998	1997	1996	1995	1990
AIRCRAFT	1,650	1,674	1,669	1,783	1,750	1,782
SPRAYERS (PRIVATE)	8	5	5	5	7	12
SPRAYERS (COMMERCIAL)	170	187	191	203	197	191
TOTAL AG PLANES USED	284	321	325	366	335	338
TOTAL ACRES SPRAYED	N/A	4,723,130	4,293,078	5,206,800	4,882,450	4,600,000

PILOTS IN NORTH DAKOTA (04/12/99 DATA)		
STUDENTS	386	326
RECREATIONAL	3	0
PRIVATES	1,111	1,600
COMMERCIAL	770	989
ATP'S	193	87
TOTAL PILOTS	2,463	3,002

*NOTE:
FLIGHT ENGINEERS: 51
CERT. FLIGHT INSTRUMENT: 290
UND STUDENTS OF WHICH MAJORITY KEEP HOME ADDRESS: 1,500

*NOTE:
IN 1990 THERE WAS 3,990 PILOTS

NORTH DAKOTA PILOT CHARACTERISTICS

Prepared by: Mark J. Holzer, Aviation Planner
N.D. Aeronautics Commission
September, 1999

Based on 1995 - 1999 North Dakota Aeronautics Commission registry of 2,644 airman, pilot characteristics are:

2,644	Total Certificates		46 Yrs - Ave. Age of Pilot	
2,541	Male	96%	2,123 Ave. Total Flight Time	
103	Female	4%	100 Ave. Annual Hours Flown	

FAA LICENSE TYPES

Private	1,111	42%
Commercial	770	29%
Air Transport	194	7%
Student	366	15%
Mechanic	183	7%
Total	2,644	

PILOT LOCATION BY REGIONAL ZIP CODE

ZIP CODE REGION	PILOT ADDRESS	%	1991/1999 PLANES REGISTERED	%	RATIO/PILOTS PLANE
GFK	539	22%	297	17%	1.8:1
FAR	576	23%	434	25%	1.3:1
BIS	381	15%	197	11%	1.9:1
MOT	325	13%	288	17%	1.1:1
JMS	194	8%	155	9%	1.2:1
DVL	235	9%	164	9%	1.4:1
DIK	139	6%	98	6%	1.4:1
WIL	109	4%	85	5%	1.3:1
TOTAL	2,498		1,718		1.5:1

1997 POPULATION BY AGE GROUPS
(GREATER THAN 19 & LESS THAN 80)

AGE GROUP	NUMBER	PERCENT	NUMBER	PERCENT	CITIZEN/ PILOT
20-29	88,751	20%	328	12%	-8
30-39	92,016	22%	417	16%	-6
40-49	94,388	22%	616	23%	+1
50-59	60,940	14%	485	18%	+4
60-69	50,222	12%	283	11%	-1
70-79	40,236	9%	148	6%	-3
80+	28,398	5%	31	1%	
	426,503		26,408		

Medium Age 35.4
(Increase 3.1 since 1990)

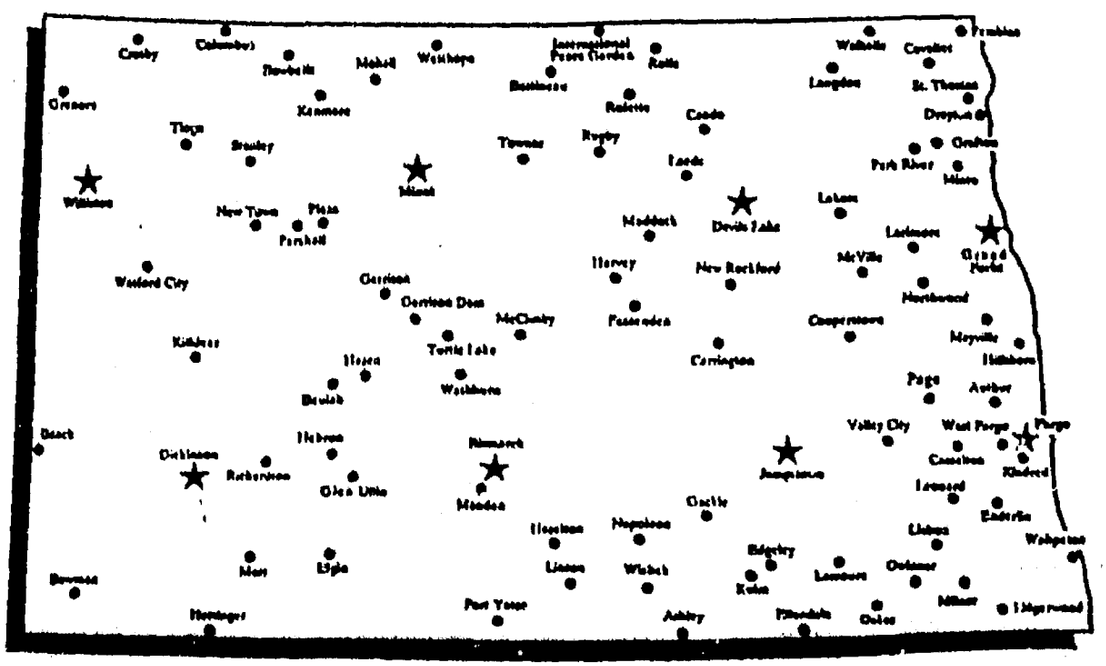
Medium Age 46.0
(Increase of 5 since 1990)

NORTH DAKOTA AVIATION FACTS

Prepared by:
NDAeronautics Commission
September 1999

- $ 585 million dollars of Aviation Economic Impact occurs annually.
- 8,700 jobs are attributed to aviation activity in North Dakota.
- 1,550 based aircraft, helicopters and ultralight vehicles.
- 2,463 Licensed pilots.
- 93 Public-use owned airports have 57 aviation businesses based on them.
- 200 private grass airfields.
- 6 major airlines service North Dakota: Northwest, Northwest Airlink-Mesaba, Big Sky, United Express-Great Lakes, United Express-Air Wisconsin, United Express-Atlantic Coast.
- 46 years old is average age of pilot.
- 4% of pilots are female.
- 120 aircraft based in North Dakota are twin-engine business corporate type.
- 4 aircraft based in the state are corporate jets.
- 4 airports have jet service (Bismarck-Grand Forks-Fargo-Minot).
- 4 airports have regional commuter service (Devils Lake-Dickinson-Jamestown-Williston).
- 178 spray businesses operate in North Dakota utilizing 284 aircraft and helicopters.
- 10,000 tons of air freight is flown at North Dakota airports.
- 45 travel agencies are in North Dakota.
- 300,000 aircraft landings occur at 8 major airports annually.
- 230,000 aircraft landings occur at 85 general aviation airports.
- 98 airline flights arrive and depart daily in North Dakota.
- 500,000 scheduled airline passenger enplanements occur annually in North Dakota.
- 4.7 million acres are sprayed annually in North Dakota.
- 13 Air Charters provide air taxi service across the state.
- $ 13,000,000 of airport construction will occur in 1999.
- $ 372 is the average round trip airfare in North Dakota.
- $ 212 a day is spent in North Dakota by an air travel visitor.
- 15% of travelers fly between Minneapolis and North Dakota.
- $ 1.7 million dollars of local property tax is raised to support airports annually.

LOCATION OF PUBLIC-USE AIRPORTS IN NORTH DAKOTA



2-12-01
SB 2006

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HOUSE APPROPRIATIONS COMMITTEE

REPRESENTATIVE REX BEYERLY, CHAIRMAN

REF: SB #2006 - ND AERONAUTICS COMMISSION BUDGET

Mr. Chairman, Members of the Committee;

My name is Greg Haug, I am the Airport Manager of the Bismarck Municipal Airport and I am appearing before you on behalf of the City of Bismarck in support of Senate Bill #2006.

The Bismarck Municipal Airport has undertaken a volume of improvement projects in the last several years. The level of funding required far exceeded our entitlements from the FAA. But with the help of Gary and his staff, increased federal funds were achieved. The ND Aeronautics Commission has assisted us in coordinating with the local, regional and Washington levels of FAA to make these projects possible.

We also appreciate the financial assistance we receive from the ND Aeronautics Commission in the form of matching funds for these federal dollars. With the passage of AIR 21 the aviation investment reform act for the 21st century, the ND Aeronautics Commissions financial support to airports is even more important. Just as the last highway bill dramatically increased funding for road improvements, AIR 21 has doubled capital improvement funding to airports. The ND Aeronautics Commissions matching funds help bring millions of dollars in improvements to the states airports every year.

Beyond the funding they also take the lead role in:

Airline Negotiations - Keeping fares in check and adequate service in place, etc...

Pavement Maintenance Programs

Air Service Studies

Economic Impact Studies

Capital Improvement Planning

Airport Directories...and much more.

We are appreciative of their work and support their programs and encourage you to support passage of Senate Bill #2006. Thank you

SB 2004

JAMESTOWN AIRPORT AUTHORITY
-RADM DON WEISS FIELD-

01.11.01

The Jamestown Airport has been fortunate to participate in the Federal Grant process worth several million dollars over the past few years. We have finished pavement overlay projects on taxiways A, a portion of B, C, D, and E. We are planning $1.2 Mil in projects this summer to finish taxiway B along with increasing our ramp space. We have narrowed our crosswind runway from 150 feet to 75 feet to meet with FAA recommendations and between now and 2005 we hope to start and complete a $3 Mil project to rehab our main runway that is 6500 X 150 at the present time.

None of these projects would be possible without the help and assistance of the North Dakota Aeronautics Commission. At present we are working on a new Master Plan update in conjunction with Dickinson, Williston, and Devils Lake. The leader on this project is the North Dakota Aeronautics Commission. By doing this as a package, rather than separate, it will save money initially, and keep costs manageable through collective budgeting for capitol improvements for all four airports rather than four separate airports. It will allow for a more efficient use of state money. We are nearing completion of a Runway Safety Area Study in this same manner of cost sharing that is promising to be a real asset not only to the individual airports but also to the North Dakota Aviation Planning department.

Through innovative planning and cost share methods (working with the North Dakota Aeronautics Commission) we have seen our airports introduce a Pavement Inspection method that is used state wide for pavement replacement planning.

In closing, I have had the ability to travel and meet people from other states in the aviation industry from Florida to California. In most of these states it is a fight for money every year over projects. In North Dakota, it is a cooperative effort that is conducted for the good of aviation that I am proud to say I am a part. Airport Management in North Dakota knows that with the North Dakota Aeronautics Commission, help is only a phone call away.

Thank you,

Joe Nelms, Mgr

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Prepared statement from the President of the Airport Association of North Dakota.

The President of the Airport Association of North Dakota regrets that he could not be here today to speak to you. He asked me on his behalf of the Association's 70 airport and associate members to reinforce the importance of the work done in the past through the North Dakota State Aeronautics Commission and to ask for your continued support of the commission in the work that lies ahead. Now, more than ever, thanks to the passage and implementation of AIR 21, smaller airports are getting federal money to aid in meeting their safety and capacity needs. Teaming together with the Commission we strive to meet those aviation needs and enrich the lives of citizens in those communities. Assisting and with the assistance of the North Dakota Aeronautics Commission we hope to have in place early this year the beginnings of a training program for airports that receive grant monies. It is our belief that through a partnership with the Commission this can grow into an Airport Manager Training Program.

Joe Nelms, Sec/Treas AAND, Jamestown Airport Mgr for
Steve Johnson, President AAND, Exec Dir Grand Forks Airport