2019 HOUSE APPROPRIATIONS

HB 1006

2019 HOUSE STANDING COMMITTEE MINUTES

Appropriations Committee - Government Operations Division Medora Room, State Capitol

HB1006 1/8/2019 Recording Job# 30551

| ☐ Subcommittee |
|------------------------|
| ☐ Conference Committee |

| Committee Clerk: | Sheri Lewis |
|------------------|-------------|
| Committee Clerk: | Sheri Lewis |

Explanation or reason for introduction of bill/resolution:

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

Minutes: Attachments A, B and C

Chairman Vigesaa: Opened the hearing on HB1006.

Kyle Wanner, Executive Director, ND Aeronautics Commission: See testimony attachment A. Attachment B was distributed to be looked at individually.

Representative Kempenich: Most of the airports are state funded aren't they? There's a certain level isn't there can get federal funds or can they all get federal funds?

Kyle Wanner: Fifty-four out of our 89 airports are eligible to receive federal funds. This doesn't mean that every project is eligible. The reason some receive federal funds is according to how they're classified in the national plan of A grade airport systems.

Representative Kempenich: Do you have a list of the categories of the airports in the state?

Kyle Wanner: We do.

Kyle Wanner continued with his testimony.

Chairman Vigesaa: Are you doing anything as a commission to inform the traveling public that come 2020 they are going to need a Real ID license to be able to board?

Kyle Wanner: We have put out some social media announcements. We have worked the commercial service airports to ensure that they know and acknowledge that information.

Representative Kempenich: On your old growth numbers, where we're at today is that about where we'd be at if it wouldn't have happened?

House Appropriations Committee - Government Operations Division HB1006 January 8, 2019 Page 2

Kyle Wanner: We weren't expected to reach 1 million passengers until 2030. By the end of this year we'll be over 1.1 million.

Representative Kempenich: To make the argument that we need to keep improving this system, we're not done with the growth part of this.

Kyle Wanner: That's correct.

Kyle Wanner continued with his testimony.

Vice Chairman Brandenburg: Do you have a breakdown with what's going on in Fargo, Grand Forks, Devils Lake, Jamestown, Minot, Bismarck and Dickinson? Where are we at with Williston? Are you going to get to that later in your presentation?

Kyle Wanner: I put the information in your packet.

Kyle Wanner continued with his testimony.

Vice Chairman Brandenburg: I know that in Jamestown they ran into a problem with mitigation with these wetlands. Do you have a breakdown of what you want to spend for mitigation to the wetlands?

Kyle Wanner: I don't have that with me; but I can bring that. Would you like a specific year or all years?

Vice Chairman Brandenburg: Bring me 5 years.

Kyle Wanner continued with his testimony.

Vice Chairman Brandenburg: It looks like we're getting about \$50 million from the feds. Is that done or are they paying it over a period of years? What's happening with the feds coming up with their share?

Kyle Wanner: The Williston airport has received about \$101 million in federal funds to date. When we started the project, they were anticipating anywhere from \$110 million to \$120 million of federal funds for a total project of \$240 million.

Vice Chairman Brandenburg: Isn't it closer to \$300 million for that project or am I wrong?

Kyle Wanner: It depends on what numbers you're looking at. The Inaugural Airport is currently anticipated at around that \$240 million to \$250 million range. There are additional needs after the Inaugural Airport.

Vice Chairman Brandenburg: But when it's done, it's going to be about \$320 million.

Representative Kempenich: The feds don't usually get into the terminals and stuff like that do they?

House Appropriations Committee - Government Operations Division HB1006 January 8, 2019 Page 3

Kyle Wanner: The government can provide funding for terminals; but they go up to \$20 million and then that's it forever.

Kyle Wanner continued with his testimony.

Vice Chairman Brandenburg: I would just like to know how much it's going to cost. Where are we at with that? Are we getting anything done?

Kyle Wanner: We are planning to open the Williston airport in the Fall of 2019. The terminal will be done this Spring. The paving is going to continue; a lot of the paving is already done.

Vice Chairman Brandenburg: The city of Williston is going to sell the old airport to pay back their debts. Isn't that how that goes? Has anyone bid on that land?

Kyle Wanner: The land is currently federally obligated. They can use the funding they receive from that land as long as it's for eligible federal projects on the new site. We are identifying pieces of the projects that are federally eligible that the government has not paid for before. When that land is sold, which has to be after the airport opens, that can go toward paying back for some local debt?

Representative Bellew: Do you have any information on Williston?

Kyle Wanner: Yes.

Kyle Wanner continued with his testimony.

Vice Chairman Brandenburg: Do you have a breakdown on how that \$40 million would be spent?

Kyle Wanner: I don't necessarily have a breakdown on where the funding would go. We do have a breakdown of the project needs of all our airports throughout the state. It would be a grant process where airports would apply for funding and we would work to leverage federal funding.

Kyle Wanner continued with his testimony.

Chairman Vigesaa: Your salaries and wages are increased and that's because of the benefit increases and salary increases proposed by the governor?

Kyle Wanner: That's correct.

Chairman Vigesaa: Where did the reduction in operating expenses come from?

Kyle Wanner: There's a significant area in aircraft operating that we reduced. We're also not planning any statewide studies this biennium.

Representative Kempenich: You have motor vehicle excise tax of \$2.2 million that you get. Is that sales or is that registration?

House Appropriations Committee - Government Operations Division HB1006 January 8, 2019 Page 4

Kyle Wanner: That's aircraft excise tax of 5% on the purchase of an aircraft.

Representative Kempenich: You have \$189,000.00 of janitorial?

Kyle Wanner: It's more than just janitorial. It's maintenance, snow removal, etc. You would have to look at the code specifically.

Representative Kempenich: You have \$93,000 for rent of building space. What do you rent and do you rent in Bismarck also?

Kyle Wanner: We currently rent our office which is on airport property from the city of Bismarck. That's the old terminal building. We don't have any other space anywhere else.

Matthew Remynse, President, Airport Association of ND: See testimony attachment C.

Chairman Vigesaa: Closed the hearing.

2019 HOUSE STANDING COMMITTEE MINUTES

Appropriations Committee - Government Operations Division Medora Room, State Capitol

HB1006 1/18/2019 Recording Job# 31059

| ☐ Subcommittee | |
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| ☐ Conference Committe | e |

| Committee Clerk: Sheri Lewis |
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Explanation or reason for introduction of bill/resolution:

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

Minutes: Attachments A through D

Chairman Vigesaa: Opened the hearing on HB1006.

Kyle Wanner, Executive Director, ND Aeronautics Department: See testimony attachments A through C.

Vice Chairman Brandenburg: These are direct impacts. There are no indirect impacts in there are there?

Kyle Wanner: That's correct.

Kyle Wanner continued with his testimony.

Chairman Vigesaa: The improvement plan report. Are they broken down by importance in any way? Is this a priority list?

Kyle Wanner: This is not a priority list. This is just a listing. In our office we do sort through what the different priorities are. For the next 3 years we have a great idea of what projects we would like to see occurring; and where those funds will most likely come from. We target different federal funds. We strategize based on the availability of state and local funds.

Chairman Vigesaa: Would you have a list of projects that could take place over the next couple of biennium?

Kyle Wanner: We could do that. A lot of these projects could be done in that timeframe if the funding was there.

Vice Chairman Brandenburg: Do you have to get a letter of understanding from the environmental section before you can move a shovel of dirt?

House Appropriations Committee - Government Operations Division HB1006 January 18, 2019 Page 2

Kyle Wanner: It's not only game and fish but it's the corp of engineers, tribal consulations, etc. I have seen projects take 4 years to get through that environmental process.

Representative Mock: Have you been able to analyze where the declines are happening and why? Is it leakage to other airports?

Kyle Wanner: It's a very complex answer. The decline in Jamestown is 8%; that could have been fluctuated because of weather and certain aircraft. When we're looking at Grand Forks, the Canadian Exchange rate has gone down.

Kyle Wanner continued with his testimony.

Representative Cindy Shreiber-Beck: Testified in support of HB1006.

Anthony Dudas, Airport Director, City of Williston: See testimony attachment D.

Representative Mock: Is the plan for Delta and United to start picking up beyond the regional jets in larger single aisle planes into Wiilliston?

Anthony Dudas: I think the city of Williston will be served by larger regional jets. We have been in discussions with Delta and United regarding 76-passenger regional jets to start operating relatively soon.

Representative Mock: So 900's?

Anthony Dudas: Yes. We have agreed with Delta and are still in discussions with United on allowing a 76-seat regional jet to operate at our facility now; and up until we relocate to the new airport.

Anthony Dudas continued with his testimony.

Representative Beadle: When was that picture taken of all the individuals standing outside waiting to load?

Anthony Dudas: The bus picture was taken in 2014; but the other ones were taken this fall.

Anthony Dudas continued with his testimony.

Representative Mock: As the project is laid out, what is the estimated timeline before all the debt is paid off?

Anthony Dudas: We're still working through the final debt scenario for the City of Williston. We're working through the USDA program for low interest loans as well as the Bank of North Dakota; but that has not been fully finalized yet.

Representative Mock: How do Williston's landing fees compare to other airports in the region?

House Appropriations Committee - Government Operations Division HB1006 January 18, 2019 Page 3

Anthony Dudas: Right now our landing fees are on the lower side of the State of North Dakota. As we move into the new airport, we are completely rebuilding our model. We're are going to at the top or near the top of those costs.

Representative Mock: Will that have any effect on carriers and their landing fees?

Anthony Dudas: Absolutely, it does impact their decisions to add new service or additional flights. They compare rates regionally and nationally to see what we're charging them and what we're offering them as far as amenities and facilities that they're operating out of.

Vice Chairman Brandenburg: There's no question that the City of Williston, as well as the state, stepped up to get this airport done. I have a problem with the counties. There is \$600 million going there in that oil funding; and basically half of it's going to 30 counties. McKenzie, Billings, and Williams counties really benefit from this and I know they didn't want to help and they didn't help. You mentioned you might have a \$25 million shortfall?

Anthony Dudas: It is a city owned piece of infrastructure. I do understand that point. We have a really great relationship on the economic development and our service development side with those counties. I think we'll see support in that fashion versus the actual construction of the infrastructure. We're not looking for any earmarked dollars. We would want to be eligible for applying if any additional funding were made available to the aeronautics commission through this session.

Anthony Dudas continued with his testimony.

Representative Mock: What do you need to do to expand from a D3 to a D4 aircraft? Is it just the runway length?

Anthony Dudas: For a D4 it would be the length.

Representative Mock: The strength of the runway will be built to accommodate a D4 aircraft immediately?

Anthony Dudas: Correct.

Representative Mock: The length is what you need to expand out if you needed to go to that class.

Anthony Dudas: Depending on the aircraft, all of them perform slightly differently. More than likely yes.

Representative Mock: What is the plane limitations, the plane capacity for the crosswind runway?

Anthony Dudas: That is built to handle B-2 aircraft. Those are med flight aircraft, cargo aircraft and turbo prop aircraft.

House Appropriations Committee - Government Operations Division HB1006 January 18, 2019 Page 4

Anthony Dudas continued with his testimony.

Chairman Vigesaa: The direct flights from Williston. Are they Minneapolis and Denver?

Anthony Dudas: Yes.

Chairman Vigesaa: Once you get this up and going, would the carriers consider any other destinations?

Anthony Dudas: I do believe so; they haven't committed to anything. At one point, we did have a direct Houston flight.

Chairman Vigesaa: I would imagine that the connections from Denver to Houston are pretty good though.

Anthony Dudas: Yes.

Representative Mock: Have you been busy with any other airlines like Allegiant in considering expansion into the Williston area?

Anthony Dudas: Yes. We are looking and communicating with all of the air carriers that provide those low cost services.

Representative Mock: With Allegiant or Frontier, was the reason that they have not come to Williston specifically related to their inability to land their aircraft?

Anthony Dudas: That was the only reason. In 2013 Allegiant would have been in Williston. They had submitted a written letter stating that they would be flying in our community if we had a facility that could accommodate our aircraft.

Vice Chairman Brandenburg: You're going to use that plan on the last page to pay back your share for the city?

Anthony Dudas: It's a complex process. With the FAA's strings that are attached to that property, we have to through a land release process. We'll appraise what the property sits today. The City of Williston has to pay itself whatever that fair market value is. Those dollars have to reallocated towards federal eligible projects for the new airport.

Representative Beadle: Going off the plan on the last page, has the airport and the city done any recent studies in terms of market saturation rates? Do they know what it's going to do to the pricing and property valuations around Williston?

Anthony Dudas: Once the property has been released by the FAA, the duty of repurposing this property is going to shift over to our planning, zoning and economic development staff. I have been involved in some of those conversations.

Anthony Dudas continued with his testimony.

House Appropriations Committee - Government Operations Division HB1006 January 18, 2019 Page 5

Representative Beadle: With regards to the infrastructure, have they put some analysis together in terms of how much they are going to need to bond in order to pay for some of these infrastructure projects? Do they know what they're going to get from revenue off it to make sure those bonds are being paid off?

Anthony Dudas: Yes, they have worked through all of those issues. I'm sure there is still work ongoing in that area.

Kyle Wanner: Explained the green sheet.

Chairman Vigesaa: Will Watford City need some further expansion as far as terminals or any other amenities besides just the runway?

Kyle Wanner: If you were there previous you would see why they needed that new terminal building. Previously they couldn't even park aircraft in Watford City at the airport; now we want to make sure they can land and take off.

Vice Chairman Brandenburg: Is the plan to get that airport up to 7,500 feet also?

Kyle Wanner: The type of aircraft. There's different classes and types of aircraft. The type of aircraft that's coming in; we can justify up to 5,800 feet currently. We really don't have much room for anything larger than that.

Chairman Vigesaa: Closed the hearing.

2019 HOUSE STANDING COMMITTEE MINUTES

Appropriations Committee – Government Operations Division

Medora Room, State Capitol

HB1006 2/1/2019 Recording Job# 32104

☐ Subcommittee☐ Conference Committee

| Committee Clerk: Sheri lewis |
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Explanation or reason for introduction of bill/resolution:

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

Minutes: Attachment A

Chairman Vigesaa: Opened the discussion on HB1006.

Chairman Vigesaa: See attachment A.

Chairman Vigesaa: How long have we been providing that level of funding?

Chris Kadrmas, Analyst, ND Legislative Council: In the 2015 session it was raised from \$550,000.00 to \$1 million. The allotment reduced it \$934,000.00 in 2015; and in the 2017 it was \$900.000.00.

Chairman Vigesaa: For this it took a 5% reduction?

Chris Kadrmas: Correct.

Chairman Vigesaa continued with the worksheet.

Representative Bellew: For the ongoing general fund appropriations. There's a \$45,000.00 reduction of general fund; but there's a \$950,000.00 in other funds. What are those other funds?

Chris Kadrmas: That's there federal funding level adjustment. They anticipate that they are going to receive \$950,000.00 less.

Representative Bellew: If they receive more can they spend it?

Chris Kadrmas: They would not be able to unless they went to the emergency commission.

House Appropriations Committee – Government Operations Division HB1006 February 1, 2019 Page 2

Representative Bellew: I would like to see a base line reduction of \$100,000.00. **Chairman Vigesaa**: The thought was to remove all of the general fund spending.

Representative Beadle: They have \$6.375 million in new revenue to special funds. Is that the amount that's coming from those aircraft registrations?

Representative Kempenich: I would make a counter offer that we go to \$500,000.00.

Chairman Vigesaa: You said that the \$550,000.00 had been funded since 2001?

Chris Kadrmas: Yes, since at least 2001.

Chairman Vigesaa: If we went back to \$500,000.00 we would go back to the

Chris Kadrmas: Yes.

Chairman Vigesaa: If we took it from \$855,000.00 down to \$500,000.00 you'd be on

board with that?

Representative Bellew: Yes.

Chairman Vigesaa continued with the worksheet.

Representative Kempenich: Was this just spending authority or was it an actual appropriation out of SIIF?

Chris Kadrmas: It's appropriated in the governor's recommendation.

Representative Mock: Made a motion to move the Microsoft Office to the House version.

Representative Beadle: Seconded the motion.

Voice Vote taken.

Motion Carried.

Chairman Vigesaa: Do you have anything on the increase in operating expenses?

Chris Kadrmas: Through their change packages there ended up being a slight increase in their operating expenses.

Chairman Vigesaa continued with the worksheet

Representative Beadle: Made a motion to move over the \$19,810.00 to the House version.

Representative Howe: Seconded the motion.

House Appropriations Committee – Government Operations Division HB1006 February 1, 2019 Page 3

Voice vote made. Motion Carried.

Chairman Vigesaa continued with the worksheet.

Representative Howe: Made a motion to move the reductions for ground maintenance and capital assets to the House version.

Representative Mock: Seconded the motion.

Voice Vote made.

Motion Carried.

Representative Kempenich: Made a motion to reduce grant funding to \$500,000.00 to the House version.

Representative Howe: Seconded the motion.

Voice Vote made.

Motion Carried.

Representative Kempenich: Made a motion to amend the \$45,000.00 reduction to a \$400,000.00 reduction in grant funding to the House version.

Representative Howe: Seconded the motion.

Voice Vote made.

Motion Carried.

Representative Bellew: Made a motion to reduce SIIF funding from \$22 million to \$5 million.

Representative Beadle: Seconded the motion.

Voice Vote made.

Motion Carried.

Representative Howe: Made a motion to move section 3 to the House version.

Representative Beadle: Seconded the motion.

Voice vote made.

Motion Carried.

House Appropriations Committee – Government Operations Division HB1006 February 1, 2019 Page 4

Representative Bellew: How much is in the Prairie Dog bill for airports?

Chris Kadrmas: HB1066 has \$50 million for airports.

Chairman Vigesaa: Closed the discussion.

2019 HOUSE STANDING COMMITTEE MINUTES

Appropriations Committee – Government Operations Division

Medora Room, State Capitol

HB1006 2/5/2019 Recording Job# 32155

☐ Subcommittee
☐ Conference Committee

| Committee Clerk Signature Sheri Lewis |
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Explanation or reason for introduction of bill/resolution:

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

Minutes: Attachments A and B

Chairman Vigesaa: Opened the meeting on HB1006.

Chairman Vigesaa: See attachments A and B.

Representative Bellew: Could you explain the energy impact grants again? I thought they were in HB1066.

Chairman Vigesaa: The request was \$22 million from SIIF and we've lowered it to \$5 million.

Representative Beadle: I believe HB1066 sets up the bucket for some money to go towards the airport grants; but it doesn't allocate the money towards it. We have to appropriate the money out. The \$22 million request was \$16 million for Williston and then \$6 million for Watford City.

Chairman Vigesaa continued with his explanation.

Representative Kempenich: Made a motion to accept the amendment.

Representative Mock: Seconded the motion.

Voice Vote made.

Motion Carried.

Representative Kempenich: Made a motion for a "Do Pass as Amended".

Representative Beadle: Seconded the motion.

House Appropriations Committee – Government Operations Division HB1006 February 5, 2019 Page 2

Roll Call Vote: 6 Yeas 0 Nays 1 Absent

Motion Carried.

Chairman Vigesaa: Closed the discussion.

2019 HOUSE STANDING COMMITTEE MINUTES

Appropriations Committee

Roughrider Room, State Capitol

HB 1006 2/6/2019 32283

☐ Subcommittee
☐ Conference Committee

| Committee Clerk Risa Bergquist |
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Explanation or reason for introduction of bill/resolution:

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

Chairman Delzer calls the meeting to order for HB 1006

Representative Beadle: This bill is about the aeronautics commission. They have been operating for the last 70 years and currently has 7 FTEs, for the most part this budget is run off of federal funds, they only have about 850 thousand general fund requests. We lowered that to about 400 thousand. That puts them back to the numbers they had back in 2002-2015. They had a few reductions with their operating expenses capital assets we decided to do them a favor and pass though right on through. This budget had 22 million dollars in SIIF funds; 6 million going to Watford City for airport runway expansion, 16 million going to Williston to continue expanding those, we lowered those down to 5 million dollars. **amendment 19.0194.01002**

Chairman Delzer: When we passed it last time we said that was the last amount to go to Williston.

Representative Beadle: It was the final faze for the expanded runway so they can have larger aircraft take off.

Chairman Delzer: If this becomes an issue during conference committee that's what I would guess will be the issues with Williston.

Representative Beadle: There's wasn't much else, we made those few reduction and left it unchanged for the most part. With HB 1066 we did have the conversation as we are aware that the money that is set aside for the airport that bill would set the money aside but it wouldn't appropriate it.

Chairman Delzer: Where do they get most of this money?

House Appropriations Committee HB 1006 Feb. 6th 2019 Page 2

Representative Beadle: Aircraft registrations is about 325 thousand, aero spraying is 40 thousand, dealers 10 thousand, the aircraft excise tax is 2.4 million and the fuel tax was 3.6 million. That's where the bulk of their special funds come from.

Chairman Delzer: How much of that special fund did they give out to airports for improvements or maintenance? They also had 950 thousand historically that we have been giving them.

Representative Beadle: Last biennium the special fund was about 7 million, in that the y added in a little over 6 million during that last biennium with the revenues. They gave out 6.25 million worth the airport grants with that plus they had 2.5 million in construction carryover that they have spent as well. They ended up spend 11.4 million off of their 6-million-dollar income. Balance went from the beginning of 7 down to 1.6 million.

Chairman Delzer: Further discussion?

Representative Beadle: I would make a motion to adopt amendment 19.0194.01002

Representative Mock: Second

Chairman Delzer: Any further discussion on the motion to amend?

Voice vote; all in favor, Motion carries

Chairman Delzer: Because we're not going to do the billion dollars that the governor asked for direct money to the general fund, I would prefer that we move it from SIIF to general fund. That does increase the amount that needs to be there to fill up the budget stabilization fund.

Representative Beadle: We were acting within our committee as if we're going to try to take everything out of the SIIF especially in the first half so that we aren't prespending it all like we did before and make sure we have some money there for the next session. I would certainly understand that, I think it might be good to see what happens with HB 1066.

Chairman Delzer: One of the things the governor proposed was a lot of software, and a lot of us feel that soft wear is a strategic infrastructure investment.

Representative Beadle: All the SIIF funds that they requested would to concreate work, the grant funding and some of the other ones that we do have come through the commission through special funds some of that is available for maintenance for the airports.

Chairman Delzer: And you have 550 thousand other general fund money in here is airport enhancements?

Representative Beadle: 500 thousand that gets us back to where we were at prior to 2015.

Representative Nathe: If we move money from the SIIF to the general fund to rais e the limit on the foundation stabilization fund, aren't we kind of artificially raising that? Some of

House Appropriations Committee HB 1006 Feb. 6th 2019 Page 3

that is only one-time funding but we are limiting it to general fund to raise our obligation? Is that the purpose?

Chairman Delzer: This in not listed as one-time funding, we want to put this into one-time funding. The ones that we are doing and putting into the general fund, is one-time funding on the general fund side.

Representative Nathe: But that increases the stabilizing aid fund.

Chairman Delzer: Only for 2 years, because it doesn't carry forward when it is one time spending. And we're not going to fill that fund all the way up for probably 3 biennium. We have the amended bill before us.

Representative Beadle: I will make a motion for a Do Pass as Amended.

Representative Vigesaa: Second

Chairman Delzer: We have a motion for Do Pass as Amended, any further discussion?

Hearing none we will call the roll.

A Roll Call vote was taken. Yea: 21 Nay: 0 Absent: 0

Motion Carries, Representative Beadle will carry the bill

Chairman Delzer: With that we will close this meeting.

DP 2/6/19

Adopted by the Appropriations Committee

19.0194.01003 Title.02000 Fiscal No. 1

February 6, 2019

PROPOSED AMENDMENTS TO HOUSE BILL NO. 1006

Page 1, replace lines 10 through 19 with:

| II . | | | |
|--------------------------------|------------------|---------------------|----------------------|
| | Base Level | Enhancements | <u>Appropriation</u> |
| Salaries and wages | \$1,431,222 | \$89,457 | \$1,520,679 |
| Operating expenses | 2,204,190 | (199,436) | 2,004,754 |
| Capital assets | 100,000 | (100,000) | 0 |
| Grants | <u>7,150,000</u> | 3,650,000 | 10,800,000 |
| Total all funds | \$10,885,412 | \$3,440,021 | \$14,325,433 |
| Less estimated income | 9,985,412 | <u>3,840,021</u> | 13,825,433 |
| Total general fund | \$900,000 | (\$400,000) | \$500,000 |
| Full-time equivalent positions | 7.00 | 0.00 | 7.00 |

SECTION 2. ONE-TIME FUNDING. The following amounts reflect the one-time funding items approved by the sixty-fifth legislative assembly for the 2017-19 biennium and the 2019-21 biennium one-time funding items included in the appropriation in section 1 of this Act:

| One-Time Funding Description | <u> 2017-19</u> | <u>2019-21</u> |
|------------------------------|-----------------|----------------|
| Airport energy impact grants | <u>\$0</u> | \$5,000,000 |
| Total special funds | \$0 | \$5,000,000 |

The 2019-21 biennium one-time funding amounts are not a part of the entity's base budget for the 2019-21 biennium. The aeronautics commission shall report to the appropriations committees of the sixty-seventh legislative assembly on the use of this one-time funding for the biennium beginning July 1, 2019, and ending June 30, 2021.

SECTION 3. STRATEGIC INVESTMENT AND IMPROVEMENTS FUND - AIRPORT ENERGY IMPACT GRANTS. The estimated income line item in section 1 of this Act includes the sum of \$5,000,000 from the strategic investment and improvements fund for the aeronautics commission to provide airport energy impact grants during the biennium beginning July 1, 2019, and ending June 30, 2021."

Renumber accordingly

STATEMENT OF PURPOSE OF AMENDMENT:

House Bill No. 1006 - Aeronautics Commission - House Action

| | Base Budget | House Changes | House Version |
|-----------------------|----------------|------------------|------------------|
| Salaries and wages | \$1,431,222 | \$89,457 | \$1,520,679 |
| Operating expenses | 2,204,190 | (199,436) | 2,004,754 |
| Capital assets | 100,000 | (100,000) | |
| Grants | 7,150,000 | 3,650,000 | 10,800,000 |
| | | | |
| Total all funds | \$10,885,412 | \$3,440,021 | \$14,325,433 |
| Less estimated income | 9,985,412 | 3,840,021 | 13,825,433 |
| General fund | \$900,000 | (\$400,000) | \$500,000 |
| | | | |
| FTE | 7.00 | 0.00 | 7.00 |



Department 412 - Aeronautics Commission - Detail of House Changes

| Salaries and wages Operating expenses Capital assets | Adjusts Funding for Base Payroll Changes¹ \$22,266 | Adds Funding for Salary and Benefit Increases ² \$67,191 | Reduces Funding for Building, Ground, and Maintenance ³ (\$220,000) | Adds Funding for Operating Expenses ⁴ \$19,810 | Adds Funding for Microsoft Office 365 Licensing ⁵ \$754 | Reduces Ongoing Grant Funding [§] |
|--|---|---|---|--|--|--|
| Grants | | | | | | (\$1,350,000) |
| Total all funds Less estimated income General fund | \$22,266 22,266 \$0 | \$67,191 67,191 \$0 | (\$220,000) (220,000) \$0 | \$19,810 19,810 \$0 | \$754 754 \$0 | (\$1,350,000) (950,000) (\$400,000) |
| FTE | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Salaries and wages Operating expenses Capital assets | Removes Funding for Capital Assets ⁷ (\$100,000) | Adds Funding for Airport Energy Impact Grants ⁸ | Total House Changes \$89,457 (199,436) (100,000) | | | |
| Grants Total all funds | (\$100,000) | \$5,000,000 \$5,000,000 | \$3,440,021 | | | |
| Less estimated income General fund | (100,000) | 5,000,000 | 3,840,021 (\$400,000) | | | |
| FTE | 0.00 | 0.00 | 0.00 | | | |

¹ Funding is adjusted for base payroll and budget changes.

² The following funding is added for 2019-21 biennium salary adjustments of 2 percent per year and increases in health insurance premiums from \$1,241 to \$1,427 per month:

| | Other Funds |
|---------------------------|---------------|
| Salary increase | \$35,957 |
| Health insurance increase | <u>31,234</u> |
| Total | \$67,191 |

³ Reduces funding for building, ground, and maintenance to provide a total of \$62,005.

Adds a section to identify \$5 million in the estimated income line item in Section 1 of the bill is from the strategic investment and improvements fund for energy impact grants to airports.

⁴ Increases funding for operating expenses to provide a total of \$2,004,754.

⁵ Increases operating expenses for Microsoft Office 365 licensing.

⁶ Ongoing funding is reduced from the general fund (\$400,000) and federal funds (\$950,000) for grants to airports.

⁷ Removes funding for capital assets.

⁸ One-time funding from the strategic investment and improvements fund is added for providing energy impact grants to airports.

Date: 2/1/2019 ... Voice Vote #1

2019 HOUSE STANDING COMMITTEE ROLL CALL VOTES BILL/RESOLUTION NO. HB1006

| House Appropr | iations - Governme | ent Opera | ations [| Division | _ Comr | mittee |
|--|---|-----------|----------|--|----------|--------|
| | | ☐ Sub | commi | ttee | | |
| Amendment LC# or | Description: | | | | | |
| Recommendation: Other Actions: | | Do Not | | ☐ Without Committee Rec☐ Rerefer to Appropriation | | ation |
| Motion Made By _ | Representative M | ock | Se | conded By Representative | e Beadle | |
| Chairman Vigesa Vice Chairman B Representative B Representative B Representative B Representative B Representative B | Brandenburg Beadle Bellew Howe | | | Representative Mock Representative Mock | Yes | No |
| Floor Assignment | | | | | | |

If the vote is on an amendment, briefly indicate intent: Made a motion to move the Microsoft Office to the House version. Motion Carried.

Date: 2/1/2019 Voice Vote #2

2019 HOUSE STANDING COMMITTEE ROLL CALL VOTES BILL/RESOLUTION NO. HB1006

| House Appropriations - Government Operations Division | | | | | | nittee |
|---|--|--------|-------|--|--------|--------|
| | | ☐ Sub | commi | ttee | | |
| Amendment LC# or | Description: | | | | | |
| Recommendation: Other Actions: | ☐ Adopt Amendr ☐ Do Pass ☐ ☐ As Amended ☐ Place on Cons ☐ Reconsider | Do Not | | ☐ Without Committee Red☐ Rerefer to Appropriation☐ | | ation |
| Motion Made By | Representative Be | eadle | Se | conded By Representative | e Howe | |
| Repres | entatives | Yes | No | Representatives | Yes | No |
| Chairman Viges | | | | Representative Mock | | |
| Vice Chairman E | | | | | | |
| Representative I | | | | | | |
| Representative I | | 4.7 | | | | |
| Representative I | | N | | | | |
| Representative i | Kempenich | 13 | | | | |
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| | | . 1 | | | | |
| | | 18 | | | | |
| | | 11, | | | | |
| | | - | | | | |
| Total (Yes) | | | No | | | |
| Absent | | | | | | |
| Floor Assignment | | | | | | |

If the vote is on an amendment, briefly indicate intent: Made a motion to move over the \$19,810.00 to the House version. Motion Carried.

Date: 2/1/2019 : Voice Vote #3

2019 HOUSE STANDING COMMITTEE **ROLL CALL VOTES BILL/RESOLUTION NO. HB1006**

| House Appropr | iations - Governme | nt Oper | ations [| Division | Comr | nittee |
|--------------------------------|--|---------|----------|--|--------|--------|
| | | ☐ Sub | ocommi | ttee | | |
| Amendment LC# or | Description: | | | | | |
| Recommendation: Other Actions: | ☐ Adopt Amendn ☐ Do Pass ☐ ☐ As Amended ☐ Place on Cons ☐ Reconsider | Do Not | | ☐ Without Committee Re☐ Rerefer to Appropriatio | | ation |
| Motion Made By | Representative Ho | we | Se | conded By Representativ | e Mock | |
| | entatives | Yes | No | Representatives | Yes | No |
| Chairman Viges | | | | Representative Mock | | |
| Vice Chairman E | | | | | | |
| Representative B | | | | | | |
| Representative B | | | | | | |
| Representative k | | | | | | |
| | Lize | | | | | |
| | | | | | | |
| Total (Yes) _ | | | No | | | |
| Absent | | | | | | |
| Floor Assignment | | | | | | |

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

Made a motion to move the reductions for ground maintenance and capital assets to the House version.

Motion Carried.

Date: 2/1/2019 Voice Vote #4

2019 HOUSE STANDING COMMITTEE ROLL CALL VOTES BILL/RESOLUTION NO. HB1006

| House Appropri | iations - Governme | ithout Committee Recommendat erefer to Appropriations By Representative Howe | nittee | | | |
|---|--|---|--------|-------------------------------------|--------|-------|
| | | ☐ Sub | ocommi | ttee | | |
| Amendment LC# or | Description: | | | | | |
| Recommendation: Other Actions: Motion Made By | Adopt Amenda Do Pass As Amended Place on Cons Reconsider | Do Not | endar | ☐ Rerefer to Appropriatio | ns | ation |
| Wollon Made by _ | representative re | mperiic | 1106 | Trepresentativ | eriowe | |
| Represe Chairman Vigesa Vice Chairman B Representative B Representative B Representative B Representative B | Brandenburg Beadle Bellew Howe | Yes | No | Representatives Representative Mock | Yes | No |
| | | | | | | _ |
| AbsentFloor Assignment | | | | | | |

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

Made a motion to reduce grant funding to \$500,000.00 to the House version.

Motion Carried.

Date: 2/1/2019 : Voice Vote #5

2019 HOUSE STANDING COMMITTEE ROLL CALL VOTES BILL/RESOLUTION NO. HB1006

| House Appropr | iations - Governme | ations ative Howe | nittee | | | |
|--------------------------------------|--|----------------------|-------------|--|--------|-------|
| | | ☐ Sub | commi | ttee | | |
| Amendment LC# or | Description: | | | | | |
| Recommendation: Other Actions: | Adopt Amendn Do Pass As Amended Place on Cons Reconsider | Do Not | | ☐ Without Committee Re☐ Rerefer to Appropriatio | | ation |
| Motion Made By _. | Representative Ke | mpenicl | <u>1</u> Se | conded By Representativ | e Howe | |
| | entatives | Yes | No | Representatives | Yes | No |
| Chairman Viges | | | | Representative Mock | | |
| Vice Chairman E | | | | | | |
| Representative B | | | | | | |
| Representative B Representative B | | | | | | |
| Representative h | | | | | | |
| Representative i | Componion | | | | | |
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| | O | | | | | |
| | 18 | | | | | |
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| | | | | | | |
| Total (Yes) | | | No |) | | |
| | | | | | | |
| Absent | | | | | | |
| Floor Assignment | | | | | | |

If the vote is on an amendment, briefly indicate intent: Made a motion to amend the \$45,000.00 reduction to a \$400,000.00 reduction in grant funding to the House version. Motion Carried.

Date: 2/1/2019 : Voice Vote #6

2019 HOUSE STANDING COMMITTEE ROLL CALL VOTES BILL/RESOLUTION NO. HB1006

| House Appropr | iations - Governme | nt Oper | ations [| Division | _ Comr | mittee |
|--------------------------------|--------------------|---------|----------|--|----------|--------|
| | | □ Sub | ocommi | ttee | | |
| Amendment LC# or | Description: | | | | | |
| Recommendation: Other Actions: | | Do Not | | ☐ Without Committee Re☐ Rerefer to Appropriatio | | ation |
| Motion Made By | Representative Be | llew | Se | conded By Representativ | e Beadle | |
| | entatives | Yes | No | Representatives | Yes | No |
| Chairman Viges | | | | Representative Mock | | |
| Vice Chairman E | | | | | | |
| Representative B | | | | | | |
| Representative I | | | | | | |
| Representative I | | | | | | |
| Representative k | Kempenich | | | | | |
| Total (Yes) | | | No |) | | |
| Absent | | | | | | |
| Floor Assignment | | | | | | |

If the vote is on an amendment, briefly indicate intent: To reduce SIIF funding from \$22 million to \$5 million. Motion Carried.

Date: 2/1/2019 Voice Vote #7

2019 HOUSE STANDING COMMITTEE ROLL CALL VOTES BILL/RESOLUTION NO. HB1006

| House Approp | iations - Government Operations Division | | | | | | nittee |
|--------------------------------|--|--------|----|------------|-------------------------------------|--------|--------|
| □ Subcommittee | | | | | | | |
| Amendment LC# o | r Description: | | | | | | |
| Recommendation: Other Actions: | ✓ Adopt Amendr ☐ Do Pass ☐ ☐ As Amended ☐ Place on Cons ☐ Reconsider | Do Not | | | Committee Reco to Appropriations | | ation |
| Motion Made By | Representative Ho | owe | Se | conded By | Representative I | 3eadle | |
| Repres | entatives | Yes | No | Repre | sentatives | Yes | No |
| Chairman Viges | | | | Representa | tive Mock | | |
| Vice Chairman I | | 1 | | | | | |
| Representative | | . 1 | | | | | |
| Representative | | 15 | | | | | |
| Representative | | 11 | | | | | |
| Representative | Kempenich | 1 | | | | | |
| | | | | | | | |
| | | | No | | | | |
| Absent | | | | | | | |
| Floor Assignment | | | | | | | |

If the vote is on an amendment, briefly indicate intent: To move section 3 to the House version. Motion Carried.

Date: 2/5/2019 Voice Vote #1

2019 HOUSE STANDING COMMITTEE ROLL CALL VOTES BILL/RESOLUTION NO. HB1006

| House Appropr | iations - Governme | nt Operations I | Division | Committ | tee |
|--------------------------------|--|-----------------|--|---------|----------|
| | | ☐ Subcommi | ttee | | |
| Amendment LC# or | Description: 19.01 | 94.01002 | | | |
| Recommendation: Other Actions: | △ Adopt Amendr□ Do Pass□ As Amended□ Place on Cons□ Reconsider | Do Not Pass | □ Without Committee Re□ Rerefer to Appropriatio | | on |
| Motion Made By | Representative Ke | empenich Se | conded By Representativ | e Mock | |
| | entatives | Yes No | Representatives | Yes N | Vo |
| Chairman Viges | | | Representative Mock | | |
| Vice Chairman E | | 170 | | | |
| Representative B | | 1/8 | | | \dashv |
| Representative I | | V | | | |
| Representative I | | | | | \dashv |
| , representative . | \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ | | | | |
| | 1/4 | | | | |
| | | | | | \dashv |
| | | | | | |
| | | | | | |
| Total (Yes) Absent | | No | | | |
| Floor Assignment | | | | | |

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

Date: 2/5/2019 Roll Call Vote #1

2019 HOUSE STANDING COMMITTEE ROLL CALL VOTES BILL/RESOLUTION NO. HB1006

| House Appropriations - Governme | ent Oper | ations I | Division | Com | mittee |
|---|----------|----------|---|----------|--------|
| | □ Sul | ocommi | ittee | | |
| Amendment LC# or Description: 19.0 | 194.010 | 02 | | | |
| Recommendation: Adopt Amend Do Pass As Amended Place on Con Other Actions: Reconsider | Do Not | | □ Without Committee Re□ Rerefer to Appropriation□ | | dation |
| Motion Made By Representative Ko | empenic | h_ Se | conded By Representativ | e Beadle | |
| Representatives | Yes | No | Representatives | Yes | No |
| Chairman Vigesaa | X | | Representative Mock | Χ | |
| Vice Chairman Brandenburg | | | | | |
| Representative Beadle | X | | | | |
| Representative Bellew | X | | | | |
| Representative Howe | Χ | | | | |
| Representative Kempenich | X | | | | |
| | | | | | |
| Total (Yes) 6 Absent 1 | | No | 0 | | |
| Floor Assignment Representative | Beadle | | | | |

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

Date: 2/6/2019 Roll Call Vote #: 1

2019 HOUSE STANDING COMMITTEE ROLL CALL VOTES BILL/RESOLUTION NO. HB 1006

| House Appropri | iations | | | | Com | mittee |
|--------------------------------|--|---------|-------|-----------------------------|--------|----------|
| | | ☐ Sul | bcomr | mittee | | |
| Amendment LC# or | Description: 19.0 | 194.01 | 002 | | | |
| Recommendation: Other Actions: | ☑ Adopt Amendr☐ Do Pass☐ As Amended☐ Place on Cons☐ Reconsider | Do No | | ☐ Rerefer to Appropriations | | lation |
| Motion Made By | Representativ | e Beadl | е | Seconded By Repre | sentat | ive Mock |
| | entatives | Yes | No | Representatives | Yes | No |
| Chairman Delze | | | | | | |
| Representative | | | | | | |
| Representative | | | | Representative Schobinger | | |
| Representative | | | | Representative Vigesaa | | |
| Representative | | | | | | |
| Representative | | | | | | |
| Representative | | | | Representative Boe | | |
| Representative | | | | Representative Holman | | |
| Representative | | | | Representative Mock | | |
| Representative | | | | | | |
| Representative | | | | | | |
| Representative | | | | | | |
| Representative | | | | | | |
| Representative | | | | | | |
| Representative | | | | | | |
| Representative | Schmidt | | | | | |
| | | | | | | |
| Total (Yes) _ | | | N | No | | |
| Absent | | | | | | |
| Floor Assignment | | | | | | |

Date: 2/6/2019 Roll Call Vote #: 2

2019 HOUSE STANDING COMMITTEE ROLL CALL VOTES BILL/RESOLUTION NO. HB 1006

| House Appropriations | 3 | | | | Com | mittee |
|-------------------------|--------------------------|----------|-------|-----------------------------|---|--------|
| | | ☐ Sul | bcomr | nittee | | |
| Amendment LC# or Descri | iption: | | | | *************************************** | |
| ⊠ D ⊠ A □ P | s Amended lace on Con | □ Do No | | ☐ Rerefer to Appropriations | mmeno | lation |
| Other Actions: □ R | econsider | | | | | |
| Motion Made By | Representati | ve Beadl | е | Seconded By Representation | tive Vigo | esaa |
| Representati | ves | Yes | No | Representatives | Yes | No |
| Chairman Delzer | | X | | | | |
| Representative Kemp | | X | | | | |
| Representative Ande | | X | | Representative Schobinger | X | |
| Representative Bead | | X | | Representative Vigesaa | X | |
| Representative Belle | | X | | | | |
| Representative Brand | | X | | | | |
| Representative How | | X | | Representative Boe | X | |
| Representative Krei | | X | | Representative Holman | X | |
| Representative Marti | | X | | Representative Mock | X | |
| Representative Meie | | X | | | | |
| Representative Mons | | X | - | | | |
| Representative Nath | | X | | | | |
| Representative J. No. | | X | | | | |
| Representative Sanfo | | X | | | | |
| Representative Scha | | X | | | | |
| Representative Schm | nidt | X | | | | |
| | | | | | | |
| Total (Yes) 21 | | | | No 0 | | |
| Absent 0 | | | | | | |
| Floor Assignment | | tive Bea | | | | |

Motion Carries

Module ID: h_stcomrep_25_009 Carrier: Beadle

Insert LC: 19.0194.01003 Title: 02000

REPORT OF STANDING COMMITTEE

HB 1006: Appropriations Committee (Rep. Delzer, Chairman) recommends AMENDMENTS AS FOLLOWS and when so amended, recommends DO PASS (21 YEAS, 0 NAYS, 0 ABSENT AND NOT VOTING). HB 1006 was placed on the Sixth order on the calendar.

Page 1, replace lines 10 through 19 with:

| II . | | Adjustments or | |
|--------------------------------|--------------|---------------------|----------------------|
| | Base Level | <u>Enhancements</u> | Appropriation |
| Salaries and wages | \$1,431,222 | \$89,457 | \$1,520,679 |
| Operating expenses | 2,204,190 | (199,436) | 2,004,754 |
| Capital assets | 100,000 | (100,000) | 0 |
| Grants | 7,150,000 | 3,650,000 | 10,800,000 |
| Total all funds | \$10,885,412 | \$3,440,021 | \$14,325,433 |
| Less estimated income | 9,985,412 | 3,840,021 | 13,825,433 |
| Total general fund | \$900,000 | (\$400,000) | \$500,000 |
| Full-time equivalent positions | 7.00 | 0.00 | 7.00 |

SECTION 2. ONE-TIME FUNDING. The following amounts reflect the one-time funding items approved by the sixty-fifth legislative assembly for the 2017-19 biennium and the 2019-21 biennium one-time funding items included in the appropriation in section 1 of this Act:

| One-Time Funding Description | <u>2017-19</u> | <u> 2019-21</u> |
|------------------------------|----------------|-----------------|
| Airport energy impact grants | \$0 | \$5,000,000 |
| Total special funds | \$0 | \$5,000,000 |

The 2019-21 biennium one-time funding amounts are not a part of the entity's base budget for the 2019-21 biennium. The aeronautics commission shall report to the appropriations committees of the sixty-seventh legislative assembly on the use of this one-time funding for the biennium beginning July 1, 2019, and ending June 30, 2021.

SECTION 3. STRATEGIC INVESTMENT AND IMPROVEMENTS FUND - AIRPORT ENERGY IMPACT GRANTS. The estimated income line item in section 1 of this Act includes the sum of \$5,000,000 from the strategic investment and improvements fund for the aeronautics commission to provide airport energy impact grants during the biennium beginning July 1, 2019, and ending June 30, 2021."

Renumber accordingly

STATEMENT OF PURPOSE OF AMENDMENT:

House Bill No. 1006 - Aeronautics Commission - House Action

| | Base Budget | House Changes | House Version |
|-----------------------|----------------|------------------|------------------|
| Salaries and wages | \$1,431,222 | \$89,457 | \$1,520,679 |
| Operating expenses | 2,204,190 | (199,436) | 2,004,754 |
| Capital assets | 100,000 | (100,000) | |
| Grants | 7,150,000 | 3,650,000 | 10,800,000 |
| Total all funds | \$10,885,412 | \$3,440,021 | \$14,325,433 |
| Less estimated income | 9,985,412 | 3,840,021 | 13,825,433 |
| General fund | \$900,000 | (\$400,000) | \$500,000 |
| FTE | 7.00 | 0.00 | 7.00 |

Module ID: h_stcomrep_25_009
Carrier: Beadle

0.00

Insert LC: 19.0194.01003 Title: 02000

0.00

Department 412 - Aeronautics Commission - Detail of House Changes

| Salaries and wages Operating expenses Capital assets | Adjusts Funding for Base Payroll Changes ¹ \$22,266 | Adds Funding for Salary and Benefit Increases ² \$67,191 | Reduces Funding for Building, Ground, and Maintenance | Adds Funding for Operating Expenses ⁴ \$19,810 | Adds Funding for Microsoft Office 365 Licensing ⁵ | Reduces Ongoing Grant Funding ⁶ |
|--|--|--|---|---|--|---|
| Grants | | | | | | (\$1,350,000) |
| Total all funds Less estimated income General fund | \$22,266 22,266 \$0 | \$67,191 67,191 \$0 | (\$220,000) (220,000) \$0 | \$19,810 19,810 \$0 | \$754 754 \$0 | (\$1,350,000) (950,000) (\$400,000) |
| FTE | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Salaries and wages | | Removes Fu Capital A | | Adds Funding fo Airport Energy Impact Grants ⁸ | | louse Changes \$89,457 |
| Operating expenses Capital assets Grants | | | (\$100,000) | \$5,000, | 000 | (199,436) (100,000) 3,650,000 |
| Total all funds Less estimated income General fund | | | (\$100,000) (100,000) \$0 | \$5,000, 5,000, | | \$3,440,021 3,840,021 (\$400,000) |

0.00

² The following funding is added for 2019-21 biennium salary adjustments of 2 percent per year and increases in health insurance premiums from \$1,241 to \$1,427 per month:

| | Other Funds |
|---------------------------|-------------|
| Salary increase | \$35,957 |
| Health insurance increase | 31,234 |
| Total | \$67 191 |

³ Reduces funding for building, ground, and maintenance to provide a total of \$62,005.

FTE

Adds a section to identify \$5 million in the estimated income line item in Section 1 of the bill is from the strategic investment and improvements fund for energy impact grants to airports.

¹ Funding is adjusted for base payroll and budget changes.

⁴ Increases funding for operating expenses to provide a total of \$2,004,754.

⁵ Increases operating expenses for Microsoft Office 365 licensing.

⁶ Ongoing funding is reduced from the general fund (\$400,000) and federal funds (\$950,000) for grants to airports.

⁷ Removes funding for capital assets.

⁸ One-time funding from the strategic investment and improvements fund is added for providing energy impact grants to airports.

2019 SENATE APPROPRIATIONS

HB 1006

2019 SENATE STANDING COMMITTEE MINUTES

Appropriations Committee

Harvest Room, State Capitol

HB 1006 3/7/2019 Job # 33417

☐ Subcommittee☐ Conference Committee

| Committee Clerk: Rose Laning / Carie Winings |
|--|
|--|

Explanation or reason for introduction of bill/resolution:

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

Minutes:

Testimony 1 – 15.

Legislative Council: Adam Mathiak

OMB: Larry Martin

Vice-Chair Krebsbach: Called the committee to order on HB 1006. She stated the sub-committee would be Senator Sorvaag, Senator Bekkedahl and Senator Grabinger.

Kyle Wanner, Director, North Dakota Aeronautics Commission

Testimony of Kyle C. Wanner – Attached # 1.

Slide presentation – Attached # 2.

North Dakota Airport Directory 2019-2020 – Attached # 3.

North Dakota Statewide Aviation Economic Impact Study – Attached # 4.

Facts on the Economic Impact of Airports in North Dakota – Attached # 5.

List of Airports in North Dakota (NPIAS) - Attached # 6.

State Airport Grant Allocations Biennium Breakdown – Attached # 7.

YTD Boardings Comparison of Commercial Service Airports – Attached # 8.

NPIAS Airport Capital Improvement Plan Report - North Dakota - Attached # 9.

(11:42) Senator Krebsbach: I noticed that there are new radar towers being put up for the tracking of tornadoes, and one is in the Minot area. Are you aware of that? And would that be the same tower as what you are using?

Kyle Wanner: I think there were some concerns especially with the lack of notice, especially to the Watford City area in the past. That would be separate from this program. This program is specifically at the airport that would observe different types of weather, but not necessarily tornados. It is built for the aviation community, but the weather service taps into that because you are going to get all of that critical information that they need to forecast etc. It is critical for us to maintain the infrastructure in ND because of our weather. (Returns to testimony.)

(26:07) Senator Oehlke: I heard on the early morning news about reorienting radar to a lower angle so they can detect UAS aircraft a little easer; is that the future? I hear there are satellite things that are in the future that will supplant what our antique radar systems are doing.

Kyle Wanner: There is a proposal in the budget for the Department of Commerce that talks about a statewide UAS infrastructure network system. That network would be what you are saying. It would be ground based towers that would be able to get below the radar coverage that is currently covering a lot of portions of our state. I would allow the people looking at that information to identify all unmanned aircraft and all manned aircraft. Which, currently our air traffic control system is incapable of doing. If installed, it would help progress the solutions to where we want to find a way to integrate unmanned aircraft safely in the national airspace system along with manned aircraft. That is currently the best proposal. I think you will see a result in the future of ground based and satellite based navigation that might be intertwined in a system in the future to get that information. It is also important that when we talk to the Federal Aviation Administration, they don't want to become solely reliant on one piece of information. If all of the sudden, satellites do not cooperate or work, that would ground our entire airspace system around our country. They usually look for a level of redundancy in their system as well. All those conversations are happening on the state and national scene to find a solution to integrate UAS in the national airspace system.

Senator Oehlke: I am just curious about where the future of where that information is. Things have changed so much in the past 10 years relative to aviation. Trying to work with a system that has been in place for so long, and trying to make that work. I am not sure if that's a good idea or not.

Kyle Wanner: Our air traffic control system around the country is aged, and when we look at priorities on the national scene, a lot of people are trying to push for upgrades to that air traffic control system. Not only do we have issues with workforce shortage with air traffic controllers, but there are also issues with the technology that they are using. In Bismarck or Grand Forks for example, we are using 30 to 40-year-old technology. It becomes very difficult and expensive to upgrade a lot of that information. It is happening. It is called NexGen. It is satellite based. The federal government is requiring certain aircraft to have ADSB out. The want aircraft owners to install something on their aircraft that will help identify them anytime they enter certain areas of our airspace. There is a national effort to have that done too. That will also be a solution that will probably impact the integration of UAS. If every aircraft has a device that can send a signal out to help identify them, and the UAS have that as well that will also help. Not only with Ground and Satellite based, but a signal being sent out from the aircraft may be a part of that solution to be able to identify and ensure that we know what is happening out there. So that UAS would run into a manned aircraft. I don't have all the solutions for it. It is a work in progress and we have a test site here with some very qualified individual working to try and be a leader in that area.

(31:00) Returned to testimony.

(42:46) Senator Robinson: If we would look at the bill as it came over from the House, and then add in the funding of the \$20 million from HB 1066, where would that put us in total funding for the upcoming biennium?

Kyle Wanner: The aeronautics budget currently has around a \$6 million appropriation for our special funds. There is a one-time request in the aeronautics commission budget bill, and in the \$20 million from operation prairie dog; which would put us at around \$31 million in total funding for airport infrastructure if the airport infrastructure bucket would fill within that operation prairie dog concept.

Senator Bekkedahl: Will you bring appropriation language for that amendment?

Kyle Wanner: I don't have language at this time, but we can definitely work with you to help get that language determined and added.

Senator Sorvaag: If the prairie dog bill passes our chamber, we'll get it in the budget.

(44:56) Matthew Remynse, President of the Airport Association of North Dakota Airport Association of North Dakota - Attached # 10. Investing in North Dakota's Aviation Future - Attached # 11. Testimony of Larry Mueller - Attached # 12.

(50:37) Senator Sorvaag: You are saying that if the \$20 million in the prairie dog bill, plus the \$5 million that the House reduced in the Governor's budget, plus the Governor's recommendation – you are suggesting \$47 million out of SIFF. Am I reading your testimony right?

Matthew Remynse: That is correct. That would be a total of \$47 million.

Senator Krebsbach: Compare that with what the Governor had in his budget for this bill.

Matthew Remynse: The original amount of SIFF transfer from the Governor's budget was \$22 million, and it went up to \$27 million when the House appropriations took the prairie dog down from \$50 million to \$20 million, and then again the appropriation was cut by House appropriations down to \$5 million, and that is when the general fund was also cut down as well.

Senator Dever: The money in prairie dog is not appropriation, it is just a redistribution of revenue. It appears to come at the last point. So, was there some discussion in House as to why they cut that?

Matthew Remynse: From what I understand, the House had more an appetite for one time funding rather than long term funding that was offered through HB 1066 or Prairie Dog.

Senator Dever: So they preferred an appropriation?

Matthew Remynse: That would be a fair assessment.

(54:30) Ryan Riesinger, Executive Director, Grand Forks Regional Airport Authority: See Attachment #13 for testimony in support of HB 1006.

(59:33) Kelly Braun, Manager, Dickinson Theodore Roosevelt Regional Airport: See Attachment #14 for testimony in support of HB 1006.

Luke Taylor, Manager, Watford City Municipal Airport: See Attachment #15 for testimony in support of HB 1006.

(1:11:32) Senator Bekkedahl: On the realignment project, it is going to require the closure of your current runway?

Luke Taylor: That is correct.

Senator Bekkedahl: Will that be for 1 or 2 seasons?

Luke Taylor: The plan is to start construction as soon as next year and we are going to do all of the work outside of the runway safety area, and the runway will remain open. We will button up construction in the fall, and then we will start when we can in the spring and the runway will be closed until the project is complete. We are anticipating about 7-8 months.

Senator Krebsbach: Your total budget for that project is \$2.8 million in local, \$10 million in federal, and hoping for \$7.2 million in state. So, you are looking at about \$20 million total.

Luke Taylor: Yes.

Senator Krebsbach: Asked for any additional testimony or comments.

(1:13:05) Kyle Wanner: I appreciate the opportunity to testify. Operation Prairie Dog had \$50 million in it. It was reduced down to \$20 million. The House did agree at \$27 million one time, and then they further reduced it down to \$5 million; bringing us to where we are at right now. The airports are trying to get back to the \$50 million that was originally there. I think that would be a more idea situation to have it in Prairie Dog, but that is up to the committee's work with the House to see how they want to move forward.

1:13:48 Senator Oehlke: The Prairie Dog bill initially was designed for helping non-oil producing counties, cities, school districts, etc. Is that true of the dollars in there for airports too, or are they good for any airport, anywhere?

Kyle Wanner: To my knowledge there is no language in that Prairie Dog bill that specifically states east verses west. We consider that allocation open to any airport to apply for within the state. Which is something the aeronautics has been pushing for each biennium. We knew that we had a lot of needs out west that we need to take care of, but at some point our message is that we need to maintain our infrastructure statewide. To have a statewide program would be excellent, and we can manage the priorities east verses west as needed.

Senator Oehlke: The existing oil dollars, the state is not running away from the oil producing counties. They are still receiving distributions to the cities, counties, school districts, park districts, etc. Are the aeronautics folks or airports included in that? A city could put their into airports.

Adam Mathiak: Watford City does receive funding through the formula, so the city could use its oil and gas gross production tax allocation however it sees fit. If they wanted to use it to support the airport they could.

Kyle Wanner: That is a correct statement. If the municipality wanted to utilize that funding to help with their local share they definitely could.

Senator Krebsbach: Closed the hearing on HB 1006.

2019 SENATE STANDING COMMITTEE MINUTES

Appropriations Committee

Harvest Room, State Capitol

HB 1006 3/28/2019 JOB # 34349

☑ Subcommittee☐ Conference Committee

Committee Clerk: Alice Delzer / Florence Mayer

Explanation or reason for introduction of bill/resolution:

A Subcommittee hearing for the aeronautics commission.

Minutes:

1.Base Level Funding Changes

Chairman Sorvaag: Called the Subcommittee to order on HB 1006 at 11:00 am in the Harvest Room. Roll call was taken; Chairman Sorvaag, Senator Bekkedahl and Senator Grabinger were all present. Chris Kadrmas, Legislative Council and Larry Martin, OMB were also present.

Today we are not going to take any action, but just walk through the bill and numbers with Kyle. Since HB 1066 is now law and that has \$20 million dollars for the aeronautics commission, I am going to have Chris just explain what we need to do. Obviously, we need to appropriate that money in, what is the timing of that money as the buckets fill and when it will become available. Chris would you like to just review that?

Chris Kadrmas, Legislative Council: Submitted Attachment #1, the Base Level Funding Changes. In order for the state water commission to apply those grants, the committee would need to provide appropriation authority from the Airport Infrastructure Fund in the amount of \$20 million dollars, if that is what the committee chooses. The timing of the funding is, it is the second to last bucket to fill. It is possible that the funds will not actually be available to the agency until towards the very end of the biennium. We do not have an exact projection of when it is to actually hit that bucket. Potentially it would be at the end of the biennium. It is expected to receive \$20 million dollars in total.

(1:59) Senator Sorvaag: But that bucket has to be full before any money comes out of it, or how?

Chris Kadrmas, Legislative Council: Nope, it is, as the funding would become available in that bucket. If they get \$1 million dollars in one month, it is possible for them to provide that out in a grant. It would be as it becomes available within that fund.

Senator Bekkedahl: To make sure, as the funds come into the bucket in Prairie Dog 1066, then monthly they could be disbursed into the Airport Infrastructure Fund, is that what I'm hearing?

Chris Kadrmas, Legislative Council: That is correct. As the bucket starts to fill up, the funds can be utilized out of there. It will only receive the \$20 million dollars in total. It does not have to wait for the \$20 million dollars to become available. It is available as it starts to fill up, but it will only be a total of \$20 million dollars' worth of revenue.

Senator Sorvaag: But it will transfer if we do the appropriation authority?

Chris Kadrmas, Legislative Council: The appropriation authority will allow them to spend the money. Any money available within that fund, up to \$20 million dollars.

Senator Sorvaag: They can access that whenever they want, once it is available.

Chris Kadrmas, Legislative Council: Yes, if that is the case. If that is the amount that the committee wants to provide.

Senator Sorvaag: Are there any other questions? Obviously, that \$20 million dollars is a big part of this puzzle now and how that will fit. Most likely, that bucket will be the latter part of the biennium before that would fill. It is near the end. Unless things really go wild. Kyle do you have any comments?

(3:38) Kyle Wanner, Director of Aeronautics Commission: I do not necessarily have a comment. I agree with everything that was stated. If the appropriation were allowed up to \$20 million, the aeronautics commission, obviously, would not allocate the funds until they were available in the fund. We probably would not allocate a million here and a million there. We would probably acknowledge how much is going to be in that fund from the end of the biennium and the assumption is spring of 2021 is when we would make the allocations for airport projects. Unless it fills a lot sooner than that, but at this time we would anticipate spring 2021 allocations for 2021 or 2022 construction season. That would be the plan for the funds based upon the timing.

(4:22) Senator Sorvaag: Before we go any further, would one of the committee members want to make a motion? I do not know what wording you would need to authorize you to go ahead and draft authority. How do you want to do that? I assume we have to put an amendment in?

Chris Kadrmas, Legislative Council: Correct. There would have to be an amendment. In this case, it is going to be best if it were in a standalone section within the bill. Just because then it is clearly identified that it is from that fund. It is possible to roll that up in section 1. Either way we are going to need a section identifying where that is coming from. As the initial one, it might be best to just provide an amendment to appropriate out of the airport infrastructure fund, to the aeronautics commission in the amount the committee were to choose.

Senator Grabinger: Moved a Do Pass on the proposed amendment.

Senator Bekkedahl: Seconded.

Senator Sorvaag: We are just authorizing the Council to go ahead and draft the amendment and to bring it into our budget.

A Roll Call vote was taken: three yeas, 0 nays, 0 absent. Motion Carried.

Senator Sorvaag: That passes and that item is out of the way for now. Okay, before we go through the details, is there anything since your last testimony you want to address?

Kyle Wanner: I just had one question in regards to the carry-over authority of that funding. The funds obviously will not be made available until close to the end of the biennium. Is it also appropriate to add carry-over language in this bill? Or would you like me to seek carry-over authority at the time?

Senator Sorvaag: He can put it in there. You can draft that right in there; we do not need to move on that again.

Chris Kadrmas, Legislative Council: Yes, I can add carry-over authority to that.

Senator Sorvaag: We will vote on that again once it is part of the bill before we move it out of the subcommittee. Whatever language you need to make it work, was the intent of the committee. Before we go through every line, is there anything you want to address to this committee from your testimony? I do not want testimony again or all the details.

(5:53) Kyle Wanner: I don't believe there is anything, necessarily to add, other than walking through and answering any questions you may have.

Senator Sorvaag: Let's start on the long sheet. We are not going to do the salary stuff or any payroll discussion. Let us go down to the line that says "reduce ongoing grant funding". In the House version there was a million or so. Just address that line, what is going on there?

Kyle Wanner: So as everyone is aware, in the executive budget we are tasked with looking at ways to lower our overall budget by a minimum of 5%. We also looked at our revenues to the aeronautics commission. We anticipated some of our revenues to be lower than we have seen in past biennium. Our carry-over appropriation from our special fund was also lower than we have seen in the past. We recommended a lower overall appropriation from our special fund for airport grants for that purpose. That was essentially, what the lowering of the airport grant item is. We also recommend a lowering of \$220,000 dollars from our operations and \$100,000 from capital assets. We looked at other places first and then we went into the grants to find the places to reduce spending. The House also reduced the general fund appropriation of the aeronautics commission by \$400,000 dollars, which bring us to the current version.

(8:22) Senator Sorvaag: And that is the difference between executive and the House, is that \$400,000 dollars of general funds?

Kyle Wanner: Yes. In that line item, the main difference is that the House removed a \$400,000 dollar chunk.

Senator Sorvaag: And that \$900,000 dollar general fund, that was pretty close to where you were at last time? You were at that last time, maybe a little bit under.

Kyle Wanner: Correct. We were at \$1 million dollars. With the overall statewide reduction that occurred two biennium ago, it reduced it to \$935,000 dollars. It was then further reduced later.

Senator Sorvaag: So that \$900,000 to a million is traditionally about the general fund dollars?

Kyle Wanner: Correct, unless you go further back to 2012 or previously. Then we had \$550,000 general fund. I think that is where the House went back to. They went way back a couple biennium and that was their justification for it I believe.

Senator Sorvaag: Are there any other questions from the committee? If not, just keep going down the page. The funding for capital assets, they just took \$100,000 out. There really is not a lot other. The only item I see and where our discussion is going to be as a committee, Megan already cleared this will not have anything to do with the Prairie Dog #20 million, that is a separate line. But the executive budget recommended \$22 million from the Strategic Investment and Improvements Fund (SIIF). I know the Prairie Dog money is coming from there too. The House lowered it to \$5 million from the SIIF, which has nothing to do with Prairie Dog even though it is all SIIF money. We are not going to take any actions or move on any amounts today. I see the discussion of the committee, if you look at everything else, we are going to set those salaries whenever. It will be, do we leave it at the \$5 million, do we restore it to \$22 million or somewhere in between, more or less? I am not ready to take any action or pick a number on that, but if any of the committee members want to talk about it or express opinions, I would be open to that.

(10:32) Senator Bekkedahl: I would like to see some change there. I do not know what the appropriate number is, but I agree with you. We do not need to deal with that today, there are a lot of other things in motion for us to deal with right now too. Kyle if you can be patient with us, we will at some point have that discussion.

Senator Sorvaag: We will be looking at SIIF dollars and the many things dipping into that pot.

Senator Bekkedahl: If I can go back and just ask Kyle one question, on the reduction from the House in the On-Going Grant Funding. Did they take it down further than the Governor's recommendation? Is that what I see?

Kyle Wanner: I believe that when you see the total amount in the House version, which is less than the executive is, I believe that is the \$400,000 dollars less from the general fund.

Senator Bekkedahl: You are able to work within that then? That is what I am hearing?

Kyle Wanner: Yes.

Senator Bekkedahl: It crimps you another \$355,000, is that what I am reading here? It crimped your budget another \$355,000?

Kyle Wanner: Another \$400,000.

Senator Bekkedahl: From what the Governor's recommendation was, right? It reduces ongoing grant funding. The general fund had \$45,000 dollars of reduction. Other funds have \$950. The House took that to a general fund reduction of \$400,000. You are net change was \$355,000. I am just asking if you can manage with that further decrease in funding?

Kyle Wanner: Essentially, what it does is just reduces the amount of grants to airports out there. We can manage because we have to. It would just be less funding for infrastructure.

(12:10) Senator Bekkedahl: Do we lose any federal funding in that process? Do we lose accessibility to further federal funding? Do we leave anything on the table?

Kyle Wanner: That is a very complicated question. We could, very well. The access, like what I presented to all of you in my presentation, the ability to have that flexibility for state and local funding leverages that federal funding. And so the less amount of state funds we have, the less power we have sitting at the table with the federal government and negotiating and working through certain projects.

Senator Bekkedahl: But the \$20 million dollars from HB 1066 can act as matching as well?

Kyle Wanner: Correct.

Senator Bekkedahl: I am comfortable with that. Thank you.

Senator Sorvaag: There are no more questions from the committee. Anything else Kyle? Otherwise, we will adjourn.

Kyle Wanner: My only comment would be, going back to the conversations about the reasons for the executive budget of the \$22 million. That was the estimate of the need for state funding for two specific projects in Dickinson and Watford City. We do have the \$20 million from Prairie Dog in a different bill. Now we have a \$5 million dollar addition to the original appropriation that we have in the aeronautics commission. That may be a discussion point that you need to talk about. If that funding is going to be diverted to those two projects, it does not leave too much for the rest of the state.

Senator Sorvaag: Did you discuss the Prairie Dog bill in your consideration? Of course, it was \$50 million when it started out. I know you cannot do your budget on anticipating a bill.

You must have talked about it a little. I am sure if the \$50 million would have passed, you would have been okay with that too.

Kyle Wanner: That is correct. That \$50 million would have definitely covered the two projects, plus helping the rest of the projects around the state. To adapt to the situation, it is at \$20 million, but there are ramifications of that decision.

Senator Sorvaag: But you do feel, besides the two brig projects, there are plenty of projects out there to use up everything.

Kyle Wanner: That is correct. In the five year needs, it is anywhere from \$400-\$500 million dollars. Every three years we analyze all of the statewide pavements around the state. As we all know, in our airports have 57 million square feet of pavement. It is a multi-billion dollar asset that we need to maintain. Just that pavement study showed around \$170 million dollars of maintenance and rehabilitation projects that you could put into those pavements today. That is what that study just released a couple of weeks ago. Obviously, we have more needs other than pavements. You have terminal buildings, aircraft rescue and firefighting, the list goes on. In your pack, I did give you a breakdown. That sheet that Senator Bekkedahl is holding up is the needs that are shown from the Federal Aviation Administration. I even break it down further in our statewide capital improvement plan. The National Plan of Integrated Airport System Airport capital improvement plan report North Dakota.

Senator Sorvaag: What is the outlook of federal? You might have addressed it in your testimony. But federal dollars, we know it is as unpredictable as we are. Probably even more right now. Is the outlook good or bad for federal grants and dollars?

(15:55) Kyle Wanner: When we look at the federal outlook, I would say it is better than it has been in the past. We are working on now, what was a 5-year appropriation. The funding did not increase very much from the appropriation. It is still at about that \$3.2 billion dollars a year, which it has been since 2000-2001 period. They did also authorize the ability for Congress to utilize supplemental funding for each year, up to an additional \$1 billion dollars. That is dependent upon appropriation. The authorization is there, now we are waiting for each year's appropriation. It is unpredictable as far as what it could come out to be. But the opportunities are there for some additional funding to be made available. The key there is that if that funding is made available we are going to be competing on a national scale for those dollars. If we're shovel ready on these projects, because we're able to be shovel ready from state and local funding to get us there, and we have that to leverage those additional funds: it puts North Dakota in a much better situation than other states that don't have those funds made available to bring in federal funds. That is the biggest case that can be made for having that flexibility and the consistent funding, so you can leverage those dollars. The outlook is overall positive. It is kind of a waiting game at this point to see what the appropriations are going to be in the future. Those are things we are closely monitoring.

(17:32) Senator Bekkedahl: While we are here, this question came to me from a couple members of the full appropriations committee. The sheet you have with the estimate from 19-23 breakdown. The question was, we are spending \$80 million dollars on Dickinson's airport in upgrades. We are spending \$250 million for a new airport in Williston. We still have almost \$53 million identified in this four-year period for Watford City's airport. The question

was, are we building Watford City's airport to a higher stand of need based on the other two region airports being taken care of as well; or are we just managing the direct need for small aircrafts in Watford City? Specifically, are we building Watford City to a length and weight standard for large aircrafts to deliver crews into the oil patch, which could be coming into Williston / Dickinson right now and not, coming to Watford City? Are we over building?

Kyle Wanner: When we looked at the airport master plan and layout for Watford City, even with Williston you could only justify a certain pavement strength and length based upon at lease having 500 operations of a certain aircraft design. We are not overbuilding in Watford City because we have gone through the entire process, planning, environmental, public comment period and have justified exactly what is coming into Watford City today. That is jet traffic. Right now Watford City is about 4,200 feet in length. The justification was for aircraft that could operate about 5,800 in length. That being said, it is actually going to be longer than that because of the terrain. Many of the aircrafts are going to be starting out going up a bill. There are a whole assortment of different design standards that go into what is the exact length that is needed for certain aircrafts, based upon the topography, obstructions. There is actually a hill South of Watford City, so we are going to change the runway to try to get away from that hill. There is a lot that goes into what exactly is going to be built in Watford City, but I can guarantee that the plan is not above and beyond what we can justify to the federal government.

(20:08) Senator Bekkedahl: Are we going to now start diverting aircrafts from Dickinson and Williston that are carrying 50 passenger/crew bases into Watford because they will have the standards to handle that as well?

Kyle Wanner: 50 seats, no. They will not be able to accommodate commercial airline traffic at Watford City.

Senator Bekkedahl: Well, they are technically charter not commercial. The question came up because; my response was, "Well I think they are building it to handle corporate jet aircrafts for corporate personal". Then the question was could they handle, with the lengths and weights, 50 passenger crew capacity charters?

Kyle Wanner: No. As of right now, today, there are 3-4 jets based at Watford City. That pavement design, length, width, the actual strength, is not designed for any jet. It has jet traffic today. We know for a fact that if we improve that infrastructure, it would allow more opportunity for larger jets to also come into Watford City. It would allow the opportunity for more people to travel to and from, a higher weight capacity of those aircraft, and for them to buy fuel in North Dakota. A lot of them are not doing that at this time. They come here and then leave with lower fuel, picking up fuel in another state and continuing on to their destination. For us to get that level of activity, it is important to have adequate infrastructure so we can get full fuel and take off to get to where they need to go.

Chris Kadrmas, Legislative Council: Just to make you aware, the appropriation would be the same, but based on the concept that the Prairie Dog funding is supposed to be more of an ongoing revenue source for airport infrastructure. I think I will end up rolling the amount up into section 1 of the bill. Then just have another section that references that as the source of funding within the bill. Just so, you are aware.

Senator Sorvaag: Whatever it takes, we will not tell you if you did it wrong. Thank you. The meeting is adjourned.

2019 SENATE STANDING COMMITTEE MINUTES

Appropriations Committee

Harvest Room, State Capitol

HB 1006 4/1/2019 Job #34419

☑ Subcommittee☐ Conference Committee

Committee Clerk: Rose Laning and Alicia Larsgaard

Explanation or reason for introduction of bill/resolution:

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

Minutes: Amendment 19.0194.02001

Legislative Council: Chris Kadrmas

OMB: Larry Martin

Chairman Sorvaag: Called the sub-committee to order on HB 1006.

Senator Bekkedahl and Senator Grabinger were all present. Roll call was taken.

Senator Sorvaag: Handed out amendment 19.0194.02001 – attached #1.

I think we covered everything pretty well. There will be three changes that I see. First is the salary part. You will take care of that. We do not have that in a finished amendment but we all know what it is going to be so we can go forward with those changes.

You all have copies of the amendment. The \$22 M has been requested to be increased to \$27 M. We kept hearing people saying go back to \$27 M. In some discussion I have been told it was there. It never showed in our paper work. The executive budget was \$22 M. The House lowered it to \$5 M. There has been a request made that we increase that to \$27 M and see where it goes on conference committee.

I know all the testimony talked about \$27 M but I still do not know where it comes from. Anyways, that has been the request and the only other item is that section 4 in the amendment that is being added. All of that is the language so the money can be appropriated and spent from the Prairie Dog Fund of the \$20 M.

Is the committee willing to go along with the \$27 M?

Are there any other questions?

Senator Grabinger: That \$27 M is from SIIF Funds correct?

Senator Sorvaag: Yes. The prairie dog as well but that will not come out until the back end. This will come out earlier.

Vote 1 -

Senator Bekkedahl: Moved to adopt amendment 19.0194.02001 with the addition of page 2, line 10 replacing \$5 M with \$27 M and the salary changes.

Senator Grabinger: Seconded the motion.

Senator Sorvaag: Any comments?

Kyle Wanner, Director of Aeronautics Commission: This will help with airport needs throughout the entire state. Watford City and Dickinson are looking at \$22 M - \$23 M solely for those large projects. This will help ensuring that money is there because we all know prairie dog may not be there but it will also help with the other projects throughout the state. Those needs have been identified.

Senator Sorvaag: The prairie dog won't be until later. Will these be available for the other projects too? How are you going to manage your money on this?

Kyle Wanner: That is a great question. I would anticipate a portion of that, around the \$22 M, will be reserved for Watford City and Dickinson until those projects have been bid and the federal money had been leveraged. That still leaves about \$5 M that can be leveraged for other project throughout the state. When we get to 2021, that \$20 M can be used for the rest of the projects around the state. We probably want to ensure that those Dickinson and Watford City funds are taken care of. Those are estimates at this time. Hopefully we get competitive bids and we get a cost lower to those two airports as well.

Senator Sorvaag: Any further discussion?

Senator Grabinger: I have a good idea that we are going to go into a conference committee on this so we have to have some ammunition. We need some information on that detail so we can utilize that. We are going to have to try to support this effort. It is going to be tough.

Senator Sorvaag: Yes Senator Bekkedahl: Yes Senator Grabinger: Yes

A Roll Call Vote Was Taken: 3 yeas, 0 nays, 0 absent.

Motion carried.

Vote 2 -

Senator Grabinger: Moved a Do Pass on HB 1006 as Amended.

Senator Bekkedahl: Seconded the motion.

A Roll Call Vote Was Taken: 3 yeas, 0 nays, 0 absent.

Motion carried.

Senator Sorvaag: Yes Senator Bekkedahl: Yes Senator Grabinger: Yes

Senator Sorvaag: Adjourned the hearing.

2019 SENATE STANDING COMMITTEE MINUTES

Appropriations Committee

Harvest Room, State Capitol

HB 1006 4/3/2019 JOB 34473

☐ Subcommittee☐ Conference Committee

| Committee Clerk: | Alice Delzer |
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Explanation or reason for introduction of bill/resolution:

A BILL for an Act to provide an appropriation for defraying the expenses of the North Dakota aeronautics commission; and to provide an exemption. (Do Pass as Amended)

Minutes:

1.Proposed Amendment # 19.0194.02002

Chairman Holmberg: called the Committee to order on HB 1006. Roll call was taken. All committee members were present. Adam Mathiak, Legislative Council and Larry Martin, OMB were also present.

Chairman Holmberg: The amendments will be down. it would be nice if we could focus on one book. Book 1. And for the students here we have had subcommittees delve into the bill a little bit more, and they tell us about the bill and the amendments. What we are doing right now is hearing from each of those subcommittees and then the committee will pass the bill out. Do we have any volunteers?

Senator Sorvaag: Submitted Attachment # 1, Proposed Amendment # 19.0194.02002 and explained the Amendments.

Senator Sorvaag: Moved the Amendment. 2nd by Senator Grabinger.

Chairman Holmberg: All in favor say aye. Motion carried.

Senator Sorvaag: Moved a Do Pass as Amended. 2nd by Senator Grabinger.

Chairman Holmberg: Call the roll on a Do Pass as Amended on HB 1006.

A Roll Call vote was taken. Yea:14; Nay:0; Absent: 0. Senator Sorvaag will carry the bill.

The hearing was closed on HB 1006.

2019 SENATE STANDING COMMITTEE MINUTES

Appropriations Committee

Harvest Room, State Capitol

HB 1006 4/4/2019 JOB # 34507

☐ Subcommittee☐ Conference Committee

| Committee Clerk: | Alice Delzer |
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Explanation or reason for introduction of bill/resolution:

A BILL for an Act to provide an appropriation for defraying the expenses of the North Dakota Aeronautics commission. (Do Pass as Amended)

Minutes:

1.Proposed Amendment # 19.0194.02003

Chairman Holmberg: opened the hearing on HB 1006. All committee members were present. Adam Mathiak, Legislative Council and Larry Martin, OMB were also present.

(0.00.00-0.09.27) Chairman Holmberg: There was discussion regarding Bills that need to be passed out of committee and when they can be heard. Asked the committee members to let him know if they receive any amendments from Legislative Council. If so, and the full committee can act on any bills this afternoon, they will meet right after floor session to pass out bills. If he does not hear from any committee members, they will not meet as a full committee.

(0.09.28) Senator Sorvaag: Do you want to do the reconsider on HB 1006?

Chairman Holmberg: Yes, we've got to reconsider on the Aeronautics.

Senator Sorvaag: I would ask that the committee reconsider their action on the Aeronautics Commission budget because I have an extra amendment that was brought forward after we did the action. 2nd by Senator Bekkedahl.

Chairman Holmberg: we have a motion and a second to reconsider our action on 1006. All in favor say aye. It carried.

Senator Sorvaag: This is a very minor correction. It was brought to my attention a little while after we passed this bill so we brought it back down. And there was a lot of negotiations going on because the Prairie Dog bill was part of airport infrastructure, all that brought in. But in Section 3 of the bill, it was written where we have approved the \$27M that that money was for airport energy impact grants. And that was put in somewhere originally in the bill and we had left it through, but the intent was that that should not be, it should just be airport grants. Therefore, all the money from Section 3 and Section 4 from the Prairie Dog will be

Senate Appropriations Committee "Click here to type Bill or Resolution Number" "Click here to type date" Page 2

distributed under the discretion of the Aeronautics Commission. So we were asked to consider taking out the word "energy impact" in those two locations, and that's what the amendment does. So it will just say airport grants for that \$27M or whatever we end up conferencing it to be. I would move Amendment 02003. 2nd by V. Chairman Wanzek.

Chairman Holmberg: All in favor of the amendment say aye. It carried. Now can we have a motion on the bill?

Senator Sorvaag: Moved a Do Pass as Amended on HB 1006. 2nd by V. Chairman Wanzek.

Chairman Holmberg: Call the roll on a Do Pass as Amended on 1006.

A Roll Call vote was taken. Yea: 14; Nay: 0; Absent: 0. Senator Sorvaag will carry the bill.

Chairman Holmberg: The motion carried and Senator Sorvaag, thank-you for catching that error. The hearing was closed on HB 1006.

Prepared by the Legislative Council staff for Senator Sorvaag

April 1, 2019

PROPOSED AMENDMENTS TO ENGROSSED HOUSE BILL NO. 1006

Page 1, line 2, after "commission" insert "; and to provide an exemption"

Page 1, replace lines 12 through 19 with:

| "Salaries and wages | \$1,431,222 | \$95,106 | \$1,526,328 |
|--------------------------------|--------------|-------------------|-------------------|
| Operating expenses | 2,204,190 | (199,436) | 2,004,754 |
| Capital assets | 100,000 | (100,000) | 0 |
| Grants | 7,150,000 | <u>45,650,000</u> | <u>52,800,000</u> |
| Total all funds | \$10,885,412 | \$45,445,670 | \$56,331,082 |
| Less estimated income | 9,985,412 | <u>45,845,670</u> | <u>55,831,082</u> |
| Total general fund | \$900,000 | (\$400,000) | \$500,000 |
| Full-time equivalent positions | 7.00 | 0.00 | 7.00" |

Page 2, replace lines 2 and 3 with:

| "Airport energy impact grants | <u>\$0</u> | \$27,000,000 |
|-------------------------------|------------|---------------|
| Total special funds | \$0 | \$27,000,000" |

Page 2, line 10, replace "\$5,000,000" with "\$27,000,000"

Page 2, after line 12, insert:

"SECTION 4. AIRPORT INFRASTRUCTURE FUND - AIRPORT GRANTS - EXEMPTION. The estimated income line item in section 1 of this Act includes \$20,000,000 from the airport infrastructure fund for the aeronautics commission to provide grants to airports during the biennium beginning July 1, 2019, and ending June 30, 2021. Section 54-44.1-11 does not apply to this funding and any funds not spent by June 30, 2021, must be continued into the biennium beginning July 1, 2021, and ending June 30, 2023, and may be expended only for providing grants to airports."

Renumber accordingly

STATEMENT OF PURPOSE OF AMENDMENT:

House Bill No. 1006 - Aeronautics Commission - Senate Action

| | Base Budget | House Version | Senate Changes | Senate Version |
|-----------------------|----------------|------------------|-------------------|-------------------|
| Salaries and wages | \$1,431,222 | \$1,520,679 | \$5,649 | \$1,526,328 |
| Operating expenses | 2,204,190 | 2,004,754 | 1 | 2,004,754 |
| Capital assets | 100,000 | | | |
| Grants | 7,150,000 | 10,800,000 | 42,000,000 | 52,800,000 |
| | | | | |
| Total all funds | \$10,885,412 | \$14,325,433 | \$42,005,649 | \$56,331,082 |
| Less estimated income | 9,985,412 | 13,825,433 | 42,005,649 | 55,831,082 |
| General fund | \$900,000 | \$500,000 | \$0 | \$500,000 |
| | | | | |
| FTE | 7.00 | 7.00 | 0.00 | 7.00 |

Department 412 - Aeronautics Commission - Detail of Senate Changes

| Salaries and wages | Adjusts Funding for Salary Increases ¹ \$5,649 | Adds Funding for Airport Infrastructure Grants ² | Adds Funding for Airport Energy Impact Grants ³ | Total Senate Changes \$5,649 |
|--|---|--|---|------------------------------------|
| Operating expenses Capital assets Grants | | \$20,000,000 | \$22,000,000 | 42,000,000 |
| Total all funds Less estimated income General fund | \$5,649 5,649 \$0 | \$20,000,000 20,000,000 \$0 | \$22,000,000 22,000,000 \$0 | \$42,005,649 42,005,649 \$0 |
| FTE | 0.00 | 0.00 | 0.00 | 0.00 |

¹ Funding is added to provide for employee salary increases of 2 percent on July 1, 2019, with a minimum monthly increase of \$120 and a maximum monthly increase of \$200, and an increase of 2.5 percent on July 1, 2020. The House provided funding for salary increases of 2 percent per year.

This amendment also:

- Includes a section to identify \$27 million in the estimated income line item from the strategic investment and improvements fund. The House version identified \$5 million from the strategic investment and improvements fund.
- Adds a section to identify \$20 million in the estimated income line item from the airport infrastructure fund for grants to airports, and provides an exemption to allow the funds to be continued into the 2021-23 biennium. The House version did not include this section.

² Funding of \$20 million is added from funds available in the airport infrastructure fund, which was created in House Bill No. 1066, for the Aeronautics Commission to provide grants to airports. The House version did not include this appropriation.

³ One-time funding from the strategic investment and improvements fund is added to provide a total of \$27 million, for energy impact grants to airports. The House provided one-time funding of \$5 million from the strategic investment and improvements fund for energy impact grants to airports.

19.0194.02003 Title.04000 Fiscal No. 3

April 3, 2019

PROPOSED AMENDMENTS TO ENGROSSED HOUSE BILL NO. 1006

Page 1, line 2, after "commission" insert "; and to provide an exemption"

Page 1, replace lines 12 through 19 with:

| "Salaries and wages | \$1,431,222 | \$95,106 | \$1,526,328 |
|--------------------------------|------------------|-------------------|-------------------|
| Operating expenses | 2,204,190 | (199,436) | 2,004,754 |
| Capital assets | 100,000 | (100,000) | 0 |
| Grants | <u>7,150,000</u> | <u>45,650,000</u> | <u>52,800,000</u> |
| Total all funds | \$10,885,412 | \$45,445,670 | \$56,331,082 |
| Less estimated income | <u>9,985,412</u> | <u>45,845,670</u> | <u>55,831,082</u> |
| Total general fund | \$900,000 | (\$400,000) | \$500,000 |
| Full-time equivalent positions | 7.00 | 0.00 | 7.00" |

Page 2, replace lines 2 and 3 with:

| "Airport grants | <u>\$0</u> | <u>\$27,000,000</u> |
|---------------------|------------|---------------------|
| Total special funds | \$0 | \$27,000,000" |

Page 2, line 9, remove "ENERGY IMPACT"

Page 2, line 10, replace "\$5,000,000" with "\$27,000,000"

Page 2, line 11, remove "energy impact"

Page 2, after line 12, insert:

"SECTION 4. AIRPORT INFRASTRUCTURE FUND - AIRPORT GRANTS -

EXEMPTION. The estimated income line item in section 1 of this Act includes \$20,000,000 from the airport infrastructure fund for the aeronautics commission to provide grants to airports during the biennium beginning July 1, 2019, and ending June 30, 2021. Section 54-44.1-11 does not apply to this funding and any funds not spent by June 30, 2021, must be continued into the biennium beginning July 1, 2021, and ending June 30, 2023, and may be expended only for providing grants to airports."

Renumber accordingly

STATEMENT OF PURPOSE OF AMENDMENT:

House Bill No. 1006 - Aeronautics Commission - Senate Action

| | Base | House | Senate | Senate |
|--------------------------|----------------------|--------------|--------------|--------------|
| | Budget | Version | Changes | Version |
| Salaries and wages | \$1,431,222 | \$1,520,679 | \$5,649 | \$1,526,328 |
| Operating expenses | 2,204,190 | 2,004,754 | | 2,004,754 |
| Capital assets Grants | 100,000 7,150,000 | 10,800,000 | 42,000,000 | 52,800,000 |
| Total all funds | \$10,885,412 | \$14,325,433 | \$42,005,649 | \$56,331,082 |
| Less estimated income | 9,985,412 | 13,825,433 | 42,005,649 | 55,831,082 |
| General fund | \$900,000 | \$500,000 | \$0 | \$500,000 |
| FTE | 7.00 | 7.00 | 0.00 | 7.00 |





Department 412 - Aeronautics Commission - Detail of Senate Changes

| Salaries and wages Operating expenses | Adjusts Funding for Salary Increases ¹ \$5,649 | Adds Funding for Airport Infrastructure Grants ² | Adds Funding for Airport Grants ² | Total Senate Changes \$5,649 |
|--|---|--|--|------------------------------------|
| Capital assets Grants | | \$20,000,000 | \$22,000,000 | 42,000,000 |
| Total all funds Less estimated income General fund | \$5,649 5,649 \$0 | \$20,000,000 20,000,000 \$0 | \$22,000,000 22,000,000 \$0 | \$42,005,649 42,005,649 \$0 |
| FTE | 0.00 | 0.00 | 0.00 | 0.00 |

¹ Funding is added to provide for employee salary increases of 2 percent on July 1, 2019, with a minimum monthly increase of \$120 and a maximum monthly increase of \$200, and an increase of 2.5 percent on July 1, 2020. The House provided funding for salary increases of 2 percent per year.

This amendment also:

² Funding of \$20 million is added from funds available in the airport infrastructure fund, which was created in House Bill No. 1066, for the Aeronautics Commission to provide grants to airports. The House version did not include this appropriation.

³ One-time funding from the strategic investment and improvements fund is added to provide a total of \$27 million for grants to airports. The House provided one-time funding of \$5 million from the strategic investment and improvements fund for energy impact grants to airports.

Includes a section to identify \$27 million in the estimated income line item from the strategic investment and improvements fund. The House version identified \$5 million from the strategic investment and improvements fund.

Adds a section to identify \$20 million in the estimated income line item from the airport infrastructure fund for
grants to airports, and provides an exemption to allow the funds to be continued into the 2021-23 biennium.
 The House version did not include this section.

| Date: | 3-28 | -1 | 9 | |
|-----------|---------|-----|---|--|
| Roll Call | Vote #: | 100 | 1 | |

2019 SENATE STANDING COMMITTEE ROLL CALL VOTES BILL/RESOLUTION NO. HB 1006

| Senate _ | Appropriations | | | | Comr | nittee |
|---------------------|--|--------|-------|---|-------------|--------|
| | | Suk | commi | ttee | | |
| Amendme | nt LC# or Description: <i>Qm</i> | endm | ent | #20M from HB | 1066 | |
| Recomme Other Actio | ☐ Do Pass ☐ ☐ As Amended ☐ Place on Cons | Do Not | Pass | □ Without Committee F □ Rerefer to Appropriat | Recommend | ation |
| Motion Ma | ade By <u>Sew Spalven</u> | ged | Se | conded By <u>கீர</u> ி | . k.keda fi | |
| | Senators | Yes | No | Senators | Yes | No |
| Senator | Holmberg | | | Senator Mathern | 100 | |
| i | Krebsbach | | | Senator Grabinger | V | |
| Senator | Wanzek | | | Senator Robinson | | |
| Senator | Erbele | | | | | |
| Senator | Poolman | | | | | |
| Senator | Bekkedahl | V | | | | |
| Senator | G. Lee | | | | | |
| Senator | Dever | | | | | ĺ |
| Senator | Sorvaag | | | | | |
| Senator | Oehlke | | | | | |
| Senator | Hogue | | | | | |
| | | | | | | |
| Total | (Yes) | | No | 0 | | |
| Absent | |) | | | | |
| Floor Ass | ignment | | | | | |

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

| Date: | 4-1- | 2019 |
|-----------|---------|------|
| Roll Call | Vote #: | 1 |

2019 SENATE STANDING COMMITTEE ROLL CALL VOTES BILL/RESOLUTION NO. 1006

| enate Appror | oriations | | | | Comr | nittee |
|---|---|-------------|----------|--|--------------|--------|
| | | Sub | commi | ttee | | |
| mendment LC# or | Description: | 19.01 | 94. | 02001+(| see below | |
| ecommendation: | Adopt Amend Do Pass As Amended Place on Cor | □ Do Not | | ☐ Without Committee F☐ Rerefer to Appropriate | | ation |
| ther Actions: | ☐ Reconsider | | | | | |
| | ators | Yes | No No | conded By <u>Grabi</u> | Yes | No |
| Senator Holmber | | 100 | 110 | Senator Mathern | 100 | |
| Senator Krebsba | | | | Senator Grabinger | V | |
| Senator Wanzek | | | | Senator Robinson | | |
| Senator Erbele | | | | | | |
| Senator Poolmar Senator Bekkeda | | . / | | | | |
| Senator G. Lee | AI II | | | | | - |
| | | | | | | |
| | | | | | | |
| Senator Dever | | V | | | | |
| Senator Dever Senator Sorvaag Senator Oehlke | | V | | | | |
| Senator Dever Senator Sorvaag Senator Oehlke | | | | | | |
| Senator Dever Senator Sorvaag Senator Oehlke | | | | | | |
| Senator Dever Senator Sorvaag Senator Oehlke Senator Hogue | | | No | 0 | | |
| Senator Dever Senator Sorvaag Senator Oehlke Senator Hogue otal (Yes) | 3 | | | o | | |
| Senator Dever Senator Sorvaag Senator Oehlke Senator Hogue otal (Yes) | 3 | | | | | |
| Senator Dever Senator Sorvaag Senator Oehlke Senator Hogue otal (Yes) _ bsent | 3 | | | | | |
| Senator Dever Senator Sorvaag Senator Oehlke Senator Hogue otal (Yes) osent oor Assignment | 3 2 amendment brief | lv indicate | e intent | | | |

Date: <u>4-1-2019</u> Roll Call Vote #: <u>2</u>

| Senate Approp | oriations | | | (| Comr | mittee |
|------------------|---|--------|-------|--|--------|----------|
| | | ☐ Sub | ocomm | ittee | | |
| Amendment LC# or | Description: | | | | | |
| Recommendation: | □ Adopt Amenda ☑ Do Pass □ ☑ As Amended □ Place on Cons | Do Not | | ☐ Without Committee F☐ Rerefer to Appropria | | ation |
| Other Actions: | ☐ Reconsider | | | | | |
| Motion Made By | Grabinge | r | Se | conded By <u>Be KK</u> | edah l | |
| Sen | ators | Yes | No | Senators | Yes | No |
| Senator Holmber | g | | | Senator Mathern | | |
| Senator Krebsba | ch | | | Senator Grabinger | | |
| Senator Wanzek | | | | Senator Robinson | | |
| Senator Erbele | | | | | | |
| Senator Poolmar | | | | | | |
| Senator Bekkeda | ahl | V | | | | |
| Senator G. Lee | | | | | | |
| Senator Dever | | | | | | |
| Senator Sorvaag | | | | | | |
| Senator Oehlke | | | | | | <u> </u> |
| Senator Hogue | | | | | | |
| | | | | | | |
| | | - | | | | |
| | | | | | | |
| Total (Yes) | 3 | | N | o | | |
| Absent(| <u></u> | | | | | |
| Floor Assignment | | | | | | |

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

| Date:_ | 4-3 | - 19 |
|--------|-------------|------|
| Roll C | all Vote #: | / |

2019 SENATE STANDING COMMITTEE ROLL CALL VOTES BILL/RESOLUTION NO. ______/006

| Senate Appropriations | | | | | |
|----------------------------|--|--------|--|-------|--------|
| | □ Sub | bcommi | ittee | | |
| Amendment LC# or Desc | pription: | 0199 | 1.02002 | | |
| | Adopt Amendment Do Pass □ Do Not As Amended Place on Consent Cal | | ☐ Without Committee F☐ Rerefer to Appropria | | lation |
| Other Actions: | Reconsider | | L | | |
| Motion Made By | Sorvoag | Se | conded By | rabin | gel |
| Senator | s Yes | No | Senators | Yes | No |
| Senator Holmberg | | | Senator Mathern | | |
| Senator Krebsbach | | | Senator Grabinger | | |
| Senator Wanzek | | | Senator Robinson | | |
| Senator Erbele | | | | | |
| Senator Poolman | | | | | |
| Senator Bekkedahl | | | | | |
| Senator G. Lee | | | | | |
| Senator Dever | | | | | |
| Senator Sorvaag | | | | | |
| Senator Oehlke | | | | | |
| | | | | | |
| Senator Hogue | | | | | |
| | | | | | |
| Senator Hogue | | | | | |
| Senator Hogue Total (Yes) | | | | | |
| Senator Hogue Total (Yes) | | - | | | |
| Senator Hogue Total (Yes) | | | | 100 | |

Date: 4-3-19
Roll Call Vote #: 2

| Senate Appro | opriations | | | | Comr | nittee |
|--------------------------------|--|------------|----------|--|---------|----------------|
| | | ☐ Sub | commi | ttee | | |
| Amendment LC# | or Description: | | | | | |
| Recommendation: Other Actions: | ☐ Adopt Amendr ☐ Do Pass ☐ ☐ As Amended ☐ Place on Cons ☐ Reconsider | Do Not | | ☐ Without Committee☐ Rerefer to Appropria | | ation |
| Motion Made By | Sorvaag | | Se | conded By | ebinger | |
| Se | enators | Yes | No | Senators | Yes | No |
| Senator Holmb | | 1 | | Senator Mathern | Y | |
| Senator Krebst | | - | | Senator Grabinger | V, | |
| Senator Wanze | | ~ | | Senator Robinson | | |
| Senator Erbele | | 19 | | | | |
| Senator Poolm | | // | | | | |
| Senator Bekke | | V | | | | |
| Senator G. Lee | | | | | | |
| Senator Dever | an ° | 2 | | | | |
| Senator Sorvaa Senator Oehlke | | 1 | | | | |
| Senator Hogue | | | | | | |
| Condition Hogge | | - | | | | |
| | | | | | | |
| | | | | | | |
| Total (Yes) | / | 4 | No | 0 | | |
| Absent | | | | | | - NW |
| Floor Assignmer | nt | | | Sen Sorona | 9 | 1 |
| fthe vote is on a | n amendment, briefly | / indicate | e intent | : | N | D ^O |

| Date:_ | 4- | 4 | - 1 | 9 |
|--------|-------------|---|-----|---|
| Roll C | all Vote #: | | | |

2019 SENATE STANDING COMMITTEE ROLL CALL VOTES BILL/RESOLUTION NO. ______/OO 6

| Senate Appro | priations | | | | Committe |
|------------------------------------|---|--------------|----------|--|--------------|
| | | ☐ Sub | comm | ittee | |
| Amendment LC# or | Description: | | | | |
| Recommendation: | ☐ Adopt Amen ☐ Do Pass ☐ As Amended ☐ Place on Co | ☐ Do Not | | ☐ Without Committee F☐ Rerefer to Appropriate | |
| Other Actions: | Reconsider | nocht Gan | oridai | | |
| Motion Made By | | ノ | | conded By <u>Be K</u> | |
| | ators | Yes | No | Senators | Yes No |
| Senator Holmbe | | | | Senator Mathern | |
| Senator Krebsba | | | | Senator Grabinger | |
| Senator Wanzek | | _ | | Senator Robinson | |
| Senator Erbele | _ | | | | |
| Senator Poolmai Senator Bekkeda | | | | | |
| Senator G. Lee | ai ii | | | | |
| Senator Dever | | | | | |
| Senator Sorvaag | 1 | | | | |
| Senator Oehlke | | | | | |
| Senator Hogue | - | | | | |
| | | | | | |
| Total (Yes) | | | N |) | |
| Absent | | | | | |
| Floor Assignment | | | | | ice of carri |
| the vote is on an | amendment, brie | fly indicate | e intent | : | ico x car |

| Date: | 4-4 | -19 |
|-------------|---------|-----|
| Roll Call \ | √ote #: | 2 |

2019 SENATE STANDING COMMITTEE ROLL CALL VOTES BILL/RESOLUTION NO. ______/006_

| Senate Approp | oriations | | | | Comr | nittee |
|----------------------|--------------------|----------------|-----------------------|--|----------------------|--------|
| Amendment LC# or | Description: | | ocommi 01 <u>9</u> | ittee 4. 02003 | | |
| Recommendation: | ☐ Adopt Amendr | nent Do Not | Pass | ☐ Without Committee Rec☐ Rerefer to Appropriation | | ation |
| Other Actions: | ☐ Reconsider | | | | | |
| | Sorvag | Yes | Se | conded By(| Jek J | No |
| Senator Holmbe | | res | NO | Senator Mathern | 162 | NO |
| Senator Krebsba | | | | Senator Grabinger | | |
| Senator Wanzek | | | | Senator Robinson | | ĺ |
| Senator Erbele | | | | | | |
| Senator Poolmai | n | | | | | |
| Senator Bekkeda | ahl | | | | | ĺ |
| Senator G. Lee | | | | | | |
| Senator Dever | | | | | | |
| Senator Sorvaag | 3 | | | | | |
| Senator Oehlke | | | | | | |
| Senator Hogue | | | | | | |
| | | | | | | |
| Total (Yes) _ Absent | | | | | | |
| Floor Assignment | | | | | V 0 \ \ \ \ \ | |
| If the vote is on an | amendment, briefly | indicat | e intent | ··· Vont c | which | |

Module ID: s_stcomrep_60_003
Carrier: Sorvaaq

Insert LC: 19.0194.02003 Title: 04000

REPORT OF STANDING COMMITTEE

HB 1006, as engrossed: Appropriations Committee (Sen. Holmberg, Chairman) recommends AMENDMENTS AS FOLLOWS and when so amended, recommends DO PASS (14 YEAS, 0 NAYS, 0 ABSENT AND NOT VOTING). Engrossed HB 1006 was placed on the Sixth order on the calendar.

Page 1, line 2, after "commission" insert "; and to provide an exemption"

Page 1, replace lines 12 through 19 with:

| "Salaries and wages | \$1,431,222 | \$95,106 | \$1,526,328 |
|--------------------------------|--------------|--------------|--------------|
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| Less estimated income | 9,985,412 | 45,845,670 | 55,831,082 |
| Total general fund | \$900,000 | (\$400,000) | \$500,000 |
| Full-time equivalent positions | 7.00 | 0.00 | 7.00" |

Page 2, replace lines 2 and 3 with:

| "Airport grants | <u>\$0</u> | \$27,000,000 |
|---------------------|------------|---------------|
| Total special funds | \$0 | \$27,000,000" |

Page 2, line 9, remove "ENERGY IMPACT"

Page 2, line 10, replace "\$5,000,000" with "\$27,000,000"

Page 2, line 11, remove "energy impact"

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Renumber accordingly

STATEMENT OF PURPOSE OF AMENDMENT:

House Bill No. 1006 - Aeronautics Commission - Senate Action

| | Base Budget | House Version | Senate Changes | Senate Version |
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| Capital assets | 100,000 | | | 50,000,000 |
| Grants | 7,150,000 | 10,800,000 | 42,000,000 | 52,800,000 |
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| Less estimated income | 9,985,412 | 13,825,433 | 42,005,649 | 55,831,082 |
| General fund | \$900,000 | \$500,000 | \$0 | \$500,000 |
| FTE | 7.00 | 7.00 | 0.00 | 7.00 |

Module ID: s_stcomrep_60_003

Carrier: Sorvaag

Insert LC: 19.0194.02003 Title: 04000

Department 412 - Aeronautics Commission - Detail of Senate Changes

| | Adjusts Funding for Salary Increases ¹ | Adds Funding for Airport Infrastructure Grants ² | Adds Funding for Airport Grants ³ | Total Senate Changes |
|--------------------------|--|--|---|-------------------------|
| Salaries and wages | \$5,649 | | | \$5,649 |
| Operating expenses | | | | |
| Capital assets Grants | | \$20,000,000 | \$22,000,000 | 42,000,000 |
| Total all funds | \$5,649 | \$20,000,000 | \$22,000,000 | \$42,005,649 |
| Less estimated income | 5,649 | 20,000,000 | 22,000,000 | 42,005,649 |
| General fund | \$0 | \$0 | \$0 | \$0 |
| FTE | 0.00 | 0.00 | 0.00 | 0.00 |

¹ Funding is added to provide for employee salary increases of 2 percent on July 1, 2019, with a minimum monthly increase of \$120 and a maximum monthly increase of \$200, and an increase of 2.5 percent on July 1, 2020. The House provided funding for salary increases of 2 percent per year.

This amendment also:

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³ One-time funding from the strategic investment and improvements fund is added to provide a total of \$27 million for grants to airports. The House provided one-time funding of \$5 million from the strategic investment and improvements fund for energy impact grants to airports.

2019 CONFERENCE COMMITTEE

HB 1006

2019 HOUSE STANDING COMMITTEE MINUTES

Appropriations Committee – Government Operations Division

Medora Room, State Capitol

HB1006 4/12/2019 Recording Job# 34709

☐ Subcommittee☒ Conference Committee

| Committee Clerk: Sheri Lewis | |
|------------------------------|--|
|------------------------------|--|

Explanation or reason for introduction of bill/resolution:

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

Minutes: Attachments A and B

Chairman Beadle: Opened the conference committee on HB1006.

Roll Call taken.

Senator Sorvaag: Explained attachment A.

Chairman Beadle: Was there any conversation about getting some of these projects through the planning stage and started? If the bucket isn't filled on the Prairie Dog bill, how would the priority then be handled?

Senator Sorvaag: The real answer would be that probably once the bucket is full. Once that money is in a bucket, it's never going away. I would think it would be appropriate if the money is there.

Senator Bekkedahl: You're correct. All of this funding is going to be offered in coordination with the aeronautics commission. There will be several layers of monitoring in the local and state levels.

Chairman Beadle: With regards to the grant lines, the increase of \$45 million on to the base level to bring it to \$52.8 million within the grants. Have you identified where those are at? What projects and scope was that looking to cover?

Senator Sorvaag: One of the big projects is Dickinson. The reason for increasing that is we know there are some large projects in the western part of the state; but we also have some substantial projects in Bismarck, Grand Forks, and Fargo. The idea was that there would be dollars to go everywhere.

House Appropriations Committee – Government Operations Division HB1006 April 12, 2019 Page 2

Chairman Beadle: In particular we were looking at Watford City and Williston as being the two big needs additional funding.

Kyle Wanner, Director, ND Aeronautics Commission: The big projects we're looking at next biennium for the western state would be Dickinson and Watford City. We're looking for an anticipated completion date for Williston of October 10, 2019; they'll be an official inaugural airport, but their needs won't stop.

Chairman Beadle: Where were you seeing the larger growth areas?

Kyle Wanner: See attachment B.

Senator Bekkedahl: When the Williston project started, and the state funded \$55 million to that project, it was anticipated that the city portion of that match would be \$65 million. The city portion of that debt is going to be somewhere between \$80 million and \$100 million.

Chairman Beadle: Would you be able to give the committee a list of the projects you'd be looking at taking on right away?

Kyle Wanner: I can provide a list of different projects. I don't want to supersede my board over what projects the funding will go towards. We do have a priority system.

Chairman Beadle: I can respect that and where those needs are.

Representative Kempenich: What is it 90/10 for the Bismarck runway? Is that more federal as far as money?

Kyle Wanner: If the project is eligible to receive federal funding they may receive up to 90% of federal funding. On a lot of our projects, especially the larger ones, we can't anticipate 90% cost share; so that leaves a gap in funding that the state and local has to come up with.

Representative Kempenich: Does that help? Does that make any difference when you go into these projects?

Kyle Wanner: Yes.

Senator Bekkedahl: We only need to look to our neighbor to the east who is really screaming for the federal government to put more dollars into their system that they've been seeing come to North Dakota; because we're ready and they haven't had that advantage because they haven't had the money to do it.

Chairman Beadle: At the start of the session, you had three positions that were vacant. Two of them you had employees start in January within your department and there was one still vacant and not classified. Has there been any change outside of those?

Kyle Wanner: There has been no changes.

Chairman Beadle: Closed the conference committee.

2019 HOUSE STANDING COMMITTEE MINUTES

Appropriations Committee – Government Operations Division

Medora Room, State Capitol

HB1006 4/18/2019 Recording Job# 34834

☐ Subcommittee☒ Conference Committee

| Committee Clerk: Sheri Lewis | |
|---|--|
| Explanation or reason for introduction of | bill/resolution: |
| A BILL for an Act to provide an appropriation aeronautics commission. | for defraying the expenses of the North Dakota |
| Minutes: | |
| Chairman Beadle: Opened the conference | committee on HB1006. |

Roll Call taken.

Chairman Beadle: We're waiting on leadership to make a decision on the SIIF money that's going to be available. With the SIIF language and Prairie Dog money, there was a conversation last time about insuring that we aren't allocating or spending the money prior to them receiving it.

Kyle Wanner, Director, ND Aeronautics Commission: In looking at the one-time funding we felt there be benefit for the committee to consider carry over authority of that one-time funding similar to the language that you provide in the Prairie Dog language; that would allow us to allocate the funds based upon when we see bids coming in for those critical projects in western North Dakota. Some of those projects may go into 2021, 2022 and finish up in 2023; so having that carry over authority in the language would be of benefit to ensure we don't allocate the funds based on estimates earlier than needed.

Senator Sorvaag: I don't foresee any objects on the Senate side.

Chairman Beadle: Closed the conference committee.

2019 HOUSE STANDING COMMITTEE MINUTES

Appropriations Committee – Government Operations Division

Medora Room, State Capitol

HB1006 4/23/2019 Recording Job# 34931

☐ Subcommittee

☐ Conference Committee

| Committee Clerk: Sheri Lewis |
|--|
| Explanation or reason for introduction of bill/resolution: |
| A BILL for an Act to provide an appropriation for defraying the expenses of the North Dakota aeronautics commission. |
| Minutes: |
| Chairman Beadle: Opened the conference committee on HB1006. |
| Senator Grabinger : Made a motion for the "Senate recede from Senate amendments and further amend" to amend section 3 to \$20 million and to include the carry over language. |
| Representative Kempenich: Seconded the motion. |
| Roll Call Vote taken: 6 Yeas 0 Nays 0 Absent. |
| Motion Carried. |
| Chairman Beadle: Closed the conference committee. |



19.0194.02004 Title.05000 Fiscal No. 1 Prepared by the Legislative Council staff for Conference Committee

April 23, 2019

PROPOSED AMENDMENTS TO ENGROSSED HOUSE BILL NO. 1006

That the Senate recede from its amendments as printed on pages 1515-1517 of the House Journal and pages 1276 and 1277 of the Senate Journal and that Engrossed House Bill No. 1006 be amended as follows:

Page 1, line 2, after "commission" insert "; and to provide an exemptions"

Page 1, replace lines 12 through 19 with:

| "Salaries and wages | \$1,431,222 | \$95,106 | \$1,526,328 |
|--------------------------------|------------------|-------------------|-------------------|
| Operating expenses | 2,204,190 | (199,436) | 2,004,754 |
| Capital assets | 100,000 | (100,000) | 0 |
| Grants | <u>7,150,000</u> | 38,650,000 | <u>45,800,000</u> |
| Total all funds | \$10,885,412 | \$38,445,670 | \$49,331,082 |
| Less estimated income | <u>9,985,412</u> | <u>38,845,670</u> | 48,831,082 |
| Total general fund | \$900,000 | (\$400,000) | \$500,000 |
| Full-time equivalent positions | 7.00 | 0.00 | 7.00" |

Page 2, replace lines 2 and 3 with:

| "Airport grants | <u>\$0</u> | \$20,000,000 |
|---------------------|------------|---------------|
| Total special funds | \$0 | \$20,000,000" |

Page 2, line 9, remove "ENERGY IMPACT"

Page 2, line 9, after "GRANTS" insert "- EXEMPTION"

Page 2, line 10, replace "\$5,000,000" with "\$20,000,000"

Page 2, line 11, remove "energy impact"

Page 2, line 12, after the period, insert "Section 54-44.1-11 does not apply to this funding, and any funds not spent by June 30, 2021, must be continued into the biennium beginning July 1, 2021, and ending June 30, 2023, and may be expended only for providing grants to airports.

SECTION 4. AIRPORT INFRASTRUCTURE FUND - AIRPORT GRANTS - EXEMPTION. The estimated income line item in section 1 of this Act includes \$20,000,000 from the airport infrastructure fund for the aeronautics commission to provide grants to airports during the biennium beginning July 1, 2019, and ending June 30, 2021. Section 54-44.1-11 does not apply to this funding, and any funds not spent by June 30, 2021, must be continued into the biennium beginning July 1, 2021, and ending June 30, 2023, and may be expended only for providing grants to airports."

Renumber accordingly

STATEMENT OF PURPOSE OF AMENDMENT:

House Bill No. 1006 - Aeronautics Commission - Conference Committee Action

| | | | Conference | Conference | | |
|--------------------|-------------|-------------|------------|-------------|-------------|---------------|
| | Base | House | Committee | Committee | Senate | Comparison to |
| | Budget | Version | Changes | Version | Version | Senate |
| Salaries and wages | \$1,431,222 | \$1,520,679 | \$5,649 | \$1,526,328 | \$1,526,328 | |

| Operating expenses Capital assets | 2,204,190 100.000 | 2,004,754 | | 2,004,754 | 2,004,754 | |
|--|--|---|-----------------------------------|------------|---|-------------------------------------|
| Grants | 7,150,000 | 10,800,000 | 35,000,000 | 45,800,000 | 52,800,000 | (\$7,000,000) |
| Total all funds Less estimated income General fund | \$10,885,412 9,985,412 \$900,000 | \$14,325,433 13,825,433 \$500,000 | \$35,005,649 35,005,649 \$0 | | \$56,331,082 55,831,082 \$500,000 | (\$7,000,000) (7,000,000) \$0 |
| FTE | 7.00 | 7.00 | 0.00 | 7.00 | 7.00 | 0.00 |

Department 412 - Aeronautics Commission - Detail of Conference Committee Changes

| Salaries and wages Operating expenses Capital assets | Adjusts Funding for Salary Increases ¹ \$5,649 | Adds Funding for Airport Infrastructure Grants ² | Adds Funding for Airport Grants ³ | Total Conference Committee Changes \$5,649 |
|--|---|--|--|--|
| Grants | | \$20,000,000 | \$15,000,000 | 35,000,000 |
| Total all funds Less estimated income General fund | \$5,649 5,649 \$0 | \$20,000,000 20,000,000 \$0 | \$15,000,000 <u>15,000,000</u> \$0 | \$35,005,649 35,005,649 \$0 |
| FTE | 0.00 | 0.00 | 0.00 | 0.00 |

¹ Funding is added to provide for employee salary increases of 2 percent on July 1, 2019, with a minimum monthly increase of \$120 and a maximum monthly increase of \$200, and an increase of 2.5 percent on July 1, 2020, the same as the Senate version. The House provided funding for salary increases of 2 percent per year.

This amendment also:

Includes a section to identify \$20 million in the estimated income line item from the strategic investment and
improvements fund and provides an exemption to allow the funds to be continued into the 2021-23 biennium.
The Senate version included a section to identify \$27 million in the estimated income line item from the
strategic investment and improvements fund. The House version identified \$5 million from the strategic
investment and improvements fund.

 Adds a section to identify \$20 million in the estimated income line item from the airport infrastructure fund for grants to airports, and provides an exemption to allow the funds to be continued into the 2021-23 biennium, the same as the Senate version. The House version did not include this section.

² Funding of \$20 million is added from funds available in the airport infrastructure fund, which was created in House Bill No. 1066, for the Aeronautics Commission to provide grants to airports, the same as the Senate version. The House version did not include this appropriation.

³ The Conference Committee added one-time funding of \$15 million from the strategic investment and improvements fund to provide a total of \$20 million for grants to airports. The Senate provided one-time funding of \$27 million from the strategic investment and improvements fund for grants to airports. The House provided one-time funding of \$5 million from the strategic investment and improvements fund for energy impact grants to airports.

Date: 4/23/2019 Roll Call Vote: #1

2019 HOUSE CONFERENCE COMMITTEE ROLL CALL VOTES

BILL/RESOLUTION NO. HB1006 as (re) engrossed

| House Appropriations – Government Operations Committee Action Taken | | | | | | | | | | | | |
|--|--------|-------|--------|-------|--------|------|---------------------------------|--------|------|------|-----|----|
| Motion Made by: | Senat | or Gr | abing | er | | (| Seconded by: Representation | ve Ken | npen | ich | | |
| Representative | ·s | 4/12 | 4/18 | 4/23 | Yes | No | Senators | 4/12 | 4/18 | 4/23 | Yes | No |
| Chairman Beadle | | Х | Х | Х | Х | | Senator Sorvaag | X | Х | Х | Х | |
| Representative Kempe | nich | X | | Χ | Χ | | Senator Bekkedahl | X | Х | Х | Χ | |
| Representative Mock | | Х | X | X | X | | Senator Grabinger | X | X | X | X | |
| Total Rep. Vote | | | | | 3 | | Total Senate Vote | | | | 3 | |
| Vote Count | Υe | es: 6 | ; | | 2 | | No: 0 Ab | sent: | 0 | | | |
| House Carrier | Repre | esen | tative | e Bea | adle | | Senate Carrier <u>Senator S</u> | orvaa | g | | | |
| LC Number _ | 19 | 7. 0 | 1 | 94 | / | | 02004 | of a | men | dme | nt | |
| LC Number | | | | | | nent | | | | | | |
| Emergency claus | e adde | d or | delet | ed | | | | | | | | |
| Statement of purp A motion to amer Motion Carried. | | | | | illion | and | o include the carry over lar | nguag | e. | | | |

Module ID: h_cfcomrep_74_001

Insert LC: 19.0194.02004 House Carrier: Beadle Senate Carrier: Sorvaag

REPORT OF CONFERENCE COMMITTEE

HB 1006, as engrossed: Your conference committee (Sens. Sorvaag, Bekkedahl, Grabinger and Reps. Beadle, Kempenich, Mock) recommends that the SENATE RECEDE from the Senate amendments as printed on HJ pages 1515-1517, adopt amendments as follows, and place HB 1006 on the Seventh order:

That the Senate recede from its amendments as printed on pages 1515-1517 of the House Journal and pages 1276 and 1277 of the Senate Journal and that Engrossed House Bill No. 1006 be amended as follows:

Page 1, line 2, after "commission" insert "; and to provide an exemptions"

Page 1, replace lines 12 through 19 with:

| "Salaries and wages | \$1,431,222 | \$95,106 | \$1,526,328 |
|--------------------------------|------------------|-------------------|-------------------|
| Operating expenses | 2,204,190 | (199,436) | 2,004,754 |
| Capital assets | 100,000 | (100,000) | 0 |
| Grants | <u>7,150,000</u> | <u>38,650,000</u> | <u>45,800,000</u> |
| Total all funds | \$10,885,412 | \$38,445,670 | \$49,331,082 |
| Less estimated income | <u>9,985,412</u> | <u>38,845,670</u> | <u>48,831,082</u> |
| Total general fund | \$900,000 | (\$400,000) | \$500,000 |
| Full-time equivalent positions | 7.00 | 0.00 | 7.00" |

Page 2, replace lines 2 and 3 with:

| "Airport grants | <u>\$0</u> | <u>\$20,000,000</u> |
|---------------------|------------|---------------------|
| Total special funds | \$0 | \$20,000,000" |

Page 2, line 9, remove "ENERGY IMPACT"

Page 2, line 9, after "GRANTS" insert "- EXEMPTION"

Page 2, line 10, replace "\$5,000,000" with "\$20,000,000"

Page 2, line 11, remove "energy impact"

Page 2, line 12, after the period, insert "Section 54-44.1-11 does not apply to this funding, and any funds not spent by June 30, 2021, must be continued into the biennium beginning July 1, 2021, and ending June 30, 2023, and may be expended only for providing grants to airports.

SECTION 4. AIRPORT INFRASTRUCTURE FUND - AIRPORT GRANTS - EXEMPTION. The estimated income line item in section 1 of this Act includes \$20,000,000 from the airport infrastructure fund for the aeronautics commission to provide grants to airports during the biennium beginning July 1, 2019, and ending June 30, 2021. Section 54-44.1-11 does not apply to this funding, and any funds not spent by June 30, 2021, must be continued into the biennium beginning July 1, 2021, and ending June 30, 2023, and may be expended only for providing grants to airports."

Renumber accordingly

STATEMENT OF PURPOSE OF AMENDMENT:

House Bill No. 1006 - Aeronautics Commission - Conference Committee Action

| | Base Budget | House Version | Conference Committee Changes | Conference Committee Version | Senate Version | Comparison to Senate |
|--------------------|----------------|------------------|------------------------------------|------------------------------------|-------------------|-------------------------|
| Salaries and wages | \$1,431,222 | \$1,520,679 | \$5,649 | \$1,526,328 | \$1,526,328 | |

Module ID: h_cfcomrep_74_001

Insert LC: 19.0194.02004 House Carrier: Beadle Senate Carrier: Sorvaag

| Operating expenses Capital assets | 2,204,190 100.000 | 2,004,754 | | 2,004,754 | 2,004,754 | |
|--|--|---|-----------------------------------|---|---|-------------------------------------|
| Grants | 7,150,000 | 10,800,000 | 35,000,000 | 45,800,000 | 52,800,000 | (\$7,000,000) |
| Total all funds Less estimated income General fund | \$10,885,412 9,985,412 \$900,000 | \$14,325,433 13,825,433 \$500,000 | \$35,005,649 35,005,649 \$0 | \$49,331,082 48,831,082 \$500,000 | \$56,331,082 55,831,082 \$500,000 | (\$7,000,000) (7,000,000) \$0 |
| FTE | 7.00 | 7.00 | 0.00 | 7.00 | 7.00 | 0.00 |

Department 412 - Aeronautics Commission - Detail of Conference Committee Changes

| | | Adds Funding for Airport | | |
|--|--|---------------------------------------|---|---------------------------------------|
| | Adjusts Funding for Salary Increases ¹ | Infrastructure Grants ² | Adds Funding for Airport Grants ³ | Total Conference Committee Changes |
| Salaries and wages Operating expenses Capital assets | \$5,649 | | ••• | \$5,649 |
| Grants | | \$20,000,000 | \$15,000,000 | 35,000,000 |
| Total all funds Less estimated income | \$5,649 5,649 | \$20,000,000 20,000,000 | \$15,000,000 15,000,000 | \$35,005,649 35,005,649 |
| General fund | \$0 | \$0 | \$0 | \$0 |
| FTE | 0.00 | 0.00 | 0.00 | 0.00 |

¹ Funding is added to provide for employee salary increases of 2 percent on July 1, 2019, with a minimum monthly increase of \$120 and a maximum monthly increase of \$200, and an increase of 2.5 percent on July 1, 2020, the same as the Senate version. The House provided funding for salary increases of 2 percent per year.

This amendment also:

- Includes a section to identify \$20 million in the estimated income line item from the strategic investment and improvements fund and provides an exemption to allow the funds to be continued into the 2021-23 biennium. The Senate version included a section to identify \$27 million in the estimated income line item from the strategic investment and improvements fund. The House version identified \$5 million from the strategic investment and improvements fund.
- Adds a section to identify \$20 million in the estimated income line item from the airport infrastructure fund for grants to airports, and provides an exemption to allow the funds to be continued into the 2021-23 biennium, the same as the Senate version. The House version did not include this section.

Engrossed HB 1006 was placed on the Seventh order of business on the calendar.

² Funding of \$20 million is added from funds available in the airport infrastructure fund, which was created in House Bill No. 1066, for the Aeronautics Commission to provide grants to airports, the same as the Senate version. The House version did not include this appropriation.

³ The Conference Committee added one-time funding of \$15 million from the strategic investment and improvements fund to provide a total of \$20 million for grants to airports. The Senate provided one-time funding of \$27 million from the strategic investment and improvements fund for grants to airports. The House provided one-time funding of \$5 million from the strategic investment and improvements fund for energy impact grants to airports.

2019 TESTIMONY

HB 1006

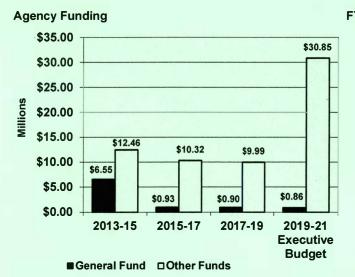
Department 412 - Aeronautics Commission House Bill No. 1006

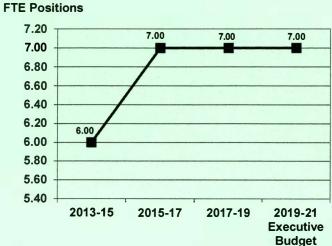
Executive Budget Comparison to Prior Biennium Appropriations

| | FTE Positions | General Fund | Other Funds | Total |
|------------------------------------|---------------|--------------|--------------|--------------|
| 2019-21 Executive Budget | 7.00 | \$855,000 | \$30,852,524 | \$31,707,524 |
| 2017-19 Legislative Appropriations | 7.00 | 900,000 | 9,985,412 | 10,885,412 |
| Increase (Decrease) | 0.00 | (\$45,000) | \$20,867,112 | \$20,822,112 |

Ongoing and One-Time General Fund Appropriations

| | Ongoing General Fund Appropriation | One-Time General Fund Appropriation | Total General Fund Appropriation | |
|------------------------------------|---------------------------------------|--|-------------------------------------|--|
| 2019-21 Executive Budget | \$855,000 | \$0 | \$855,000 | |
| 2017-19 Legislative Appropriations | 900,000 | 0 | 900,000 | |
| Increase (Decrease) | (\$45,000) | \$0 | (\$45,000) | |





Executive Budget Comparison to Base Level

| | General Fund | General Fund Other Funds | |
|--------------------------|--------------|--------------------------|--------------|
| 2019-21 Executive Budget | \$855,000 | \$30,852,524 | \$31,707,524 |
| 2019-21 Base Level | 900,000 | 9,985,412 | 10,885,412 |
| Increase (Decrease) | (\$45,000) | \$20,867,112 | \$20,822,112 |

Executive Budget Highlights

| | General Fund | Other Funds | Total |
|---|--------------|--------------|--------------|
| Adds funding for state employee salary and benefit increases, of which \$60,008 is for salary increases, \$26,452 is for health insurance increases, and \$7,822 is for retirement contribution increases | \$0 | \$94,282 | \$94,282 |
| 2. Reduces ongoing grant funding to provide \$855,000 from the general fund | (\$45,000) | (\$950,000) | (\$995,000) |
| 3. Reduces funding for building, ground, and maintenance in operating expenses | \$0 | (\$220,000) | (\$220,000) |
| 4. Removes funding for capital assets | | (\$100,000) | (\$100,000) |
| 5. Increases other operating expenses | \$0 | \$19,810 | \$19,810 |
| 6. Adds funding for Microsoft Office 365 licensing | \$0 | \$754 | \$754 |
| 7. Adds one-time funding from the strategic investment and improvements fund for energy impact grants to airports | \$0 | \$22,000,000 | \$22,000,000 |

Other Sections Recommended to be Added in the Executive Budget (As Detailed in the Attached Appendix)

Transfer - Strategic investment and improvements fund - Section 3 would provide for a transfer at the direction of the Aeronautics Commission of \$22 million from the strategic investment and improvements fund for airport energy impact grants during the 2019-21 biennium.

Continuing Appropriations

There are no continuing appropriations for this agency.

Significant Audit Findings

There are no significant audit findings for this agency.

Major Related Legislation

House Bill No. 1066 - Creates an airport infrastructure fund and changes the deposits of the state's share of oil and gas tax revenue to provide \$50 million for the airport infrastructure fund to provide grants for airport infrastructure projects.

Aeronautics Commission - Budget No. 412 House Bill No. 1006 **Base Level Funding Changes**

| Executive | Budget Re | commendation |
|-----------|------------------|--------------|
| | | |

| 2019-21 Biennium Base Level | FTE Position 7.00 | General Fund \$900,000 | Other Funds \$9,985,412 | Total \$10,885,412 |
|---|-------------------------|---------------------------|---|---|
| 2019-21 Ongoing Funding Changes Base payroll changes Salary increase Health insurance increase Retirement contribution increase Reduces ongoing grant funding Reduces funding for building, ground, maintenance Removes funding for capital assets Increases other operating expenses Adds Microsoft Office 365 licensing | | (\$45,000) | \$22,266 60,008 26,452 7,822 (950,000) (220,000) (100,000) 19,810 754 | \$22,266 60,008 26,452 7,822 (995,000) (220,000) (100,000) 19,810 754 |
| Total ongoing funding changes | 0.00 | (\$45,000) | (\$1,132,888) | (\$1,177,888) |
| One-time funding items Energy impact grants for airports Total one-time funding changes Total Changes to Base Level Funding | 0.00 | \$0 (\$45,000) | \$22,000,000 \$22,000,000 \$20,867,112 | \$22,000,000 \$22,000,000 \$20,822,112 |
| Total Changes to Base Level Funding 2019-21 Total Funding | 7.00 | \$855,000 | \$30,852,524 | \$31,707,524 |

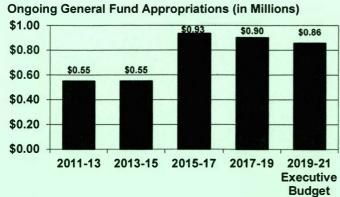
Other Sections for Aeronautics Commission - Budget No. 412

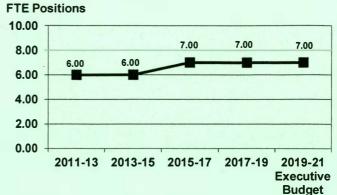
Executive Budget Recommendation

Transfer - Strategic investment and improvements Section 3 would provide for a transfer at the direction of the Aeronautics Commission of \$22 million from the strategic investment and improvements fund for airport energy impact grants during the 2019-21 biennium.

Historical Appropriations Information

Ongoing General Fund Appropriations Since 2011-13





| Ongoing General Fund Appropriations | | | | | | | | | |
|---|-----------|-----------|-----------|------------|--------------------------------|--|--|--|--|
| | 2011-13 | 2013-15 | 2015-17 | 2017-19 | 2019-21 Executive Budget | | | | |
| Ongoing general fund appropriations | \$550,000 | \$550,000 | \$934,500 | \$900,000 | \$855,000 | | | | |
| Increase (decrease) from previous biennium | N/A | \$0 | \$384,500 | (\$34,500) | (\$45,000) | | | | |
| Percentage increase (decrease) from previous biennium | N/A | 0.0% | 69.9% | (3.7%) | (5.0%) | | | | |
| Cumulative percentage increase (decrease) from 2011-13 biennium | N/A | 0.0% | 69.9% | 63.6% | 55.5% | | | | |

Major Increases (Decreases) in Ongoing General Fund Appropriations

2013-15 Biennium

1. No major increases or decreases \$0 **2015-17 Biennium**

1. Increased funding for airport grants to provide \$1,000,000

2017-19 Biennium

1. Reduced funding for airport grants to provide \$900,000 (\$34,500)

2019-21 Biennium (Executive Budget Recommendation)

1. Reduced funding for airport grants to provide \$855,000 (\$45,000)

\$384,500

GOVERNOR'S RECOMMENDATION FOR THE AERONAUTICS COMMISSION AS SUBMITTED BY THE OFFICE OF MANAGEMENT AND BUDGET

SECTION 1. APPROPRIATION. The funds are provided in this section, or so much of the funds as may be necessary, are appropriated out of any moneys in the general fund in the state treasury, not otherwise appropriated, and from special funds derived from federal funds and other income, to the North Dakota aeronautics commission for the purpose of defraying the expenses of the North Dakota aeronautics commission, for the biennium beginning July 1, 2019 and ending June 30, 2021, as follows:

| Salaries and wages | Base Level \$1,431,222 | Adjustments or Enhancements \$116,548 | Appropriation \$1,547,770 |
|---|--|---|--|
| Operating expenses | 2,204,190 | (199,436) | 2,004,754 |
| Capital assets | 100,000 | (100,000) | 0 |
| Grants Total all funds Less estimated income | 7,150,000 \$10,885,412 9,985,412 | 21,005,000 \$20,822,112 20,867,112 | 28,155,000 \$31,707,524 30,852,524 |
| Total general fund Full-time equivalent positions | \$900,000 7.00 | (\$45,000) 0.00 | \$855,000 7.00 |

SECTION 2. ONE-TIME FUNDING. The following amounts reflect the one-time funding items approved by the sixty-fifth legislative assembly for the 2017-19 biennium:

| One-Time Funding Description | <u>2017-19</u> | <u>2019-21</u> |
|--|-------------------|------------------------------|
| Airport energy impact grants Total other funds | <u>\$0</u> \$0 | \$22,000,000 \$22,000,000 |

The 2019-21 one-time funding amounts are not a part of the entity's base budget for the 2021-23 biennium. The aeronautics commission shall report to the appropriations committees of the sixty-seventh legislative assembly on the use of this one-time funding for the biennium beginning July 1, 2019, and ending June 30, 2021.

SECTION 3. SPECIAL FUNDS TRANSFER – STRATEGIC INVESTMENT AND IMPROVEMENTS FUND. The less estimated income line item in section 1 of this Act includes the sum of \$22,000,000, or so much of the sum as may be necessary, from the strategic investment and improvements fund which may be transferred at the direction of the aeronautics commission for airport energy impact grants during the biennium beginning July 1, 2019, and ending June 30, 2021.

AH. A HB1006 1-8-19

TESTIMONY OF

KYLE C. WANNER

EXECUTIVE DIRECTOR, NORTH DAKOTA AERONAUTICS COMMISSION

BEFORE THE

HOUSE APPROPRIATIONS – GOVERNMENT OPERATIONS DIVISION

JANUARY 8th, 2019

HOUSE BILL 1006

Chairman Vigesaa and members of the committee,

My name is Kyle Wanner and I am the Director of the North Dakota Aeronautics Commission and will be providing testimony today regarding House Bill 1006.

(Slide 2)

The Aeronautics Commission agency was created by the Legislature in 1947 to support the aviation community in North Dakota. The agency's mission is "to serve the public by providing economic and technical assistance for the aviation community while ensuring the cost effective advancement of aviation in North Dakota."

(Slide 3)

The agency is overseen by a Governor appointed board of 5 members who appoint a director who in turn; hires and supervises the staff required to operate the agency. The Aeronautics Commission is also currently allowed up to 7 full time equivalent staff members which is seen as adequate for the upcoming biennium.

(Slide 4)

To introduce our commissioners: Kim Kenville of Grand Forks is currently the commission chairwoman, Cindy Schreiber-Beck of Wahpeton, Jay B. Lindquist of Hettinger, Maurice Cook of Bismarck, and Warren Pietsch of Minot cumulatively comprise the full commission. This group is geographically represented well and each member brings a different set of aviation expertise for the agency's utilization.

(Slide 5)

The North Dakota Aeronautics Commission serves multiple functions. One of those functions includes providing airport infrastructure grant funding and planning services to the 89 public service airports throughout the state. The commission also offers aviation education funding and works with the

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Aviation Museums to encourage and promote aviation in North Dakota. The aeronautics staff visits at least 1/3 of all of the public airports in the state annually which is a great opportunity to develop a positive relationship with the airports, learn about their needs and priorities, and make recommendations on safety enhancing projects. The staff also updates critical airport information after each inspection so that pilots have the most up to date information to use as they utilize the North Dakota airport system. Additionally, the commission updates and provides aviation publications on statewide aviation studies and the state airport directory.

The commission also has regulatory functions which includes the collection of aviation taxes and fees through aircraft registrations, aerial applicator registrations, aircraft dealers, aircraft excise tax, and aviation fuel taxes

The commission and its staff also represents the state in aeronautical matters before other state and federal agencies.

(Slide 6)

Aviation is important to North Dakota and serves a variety of important functions from emergency transportation to aerial crop spraying. Our airports become especially critical during a time when our state is looking for ways to diversify and grow the economy.

Not only is aviation a safe and efficient way to transport goods and people, but our airports act as key economic engines for their communities as documented by the 2015 economic impact study which revealed that the public airports in the state provide an annual economic impact of 1.6 billion to the state's economy while supporting over 12,200 jobs.

Our state currently provides support for 89 Public-use airports. 71 of those airports maintain paved surfaces and 18 of those airports maintain turf runways. 54 of our airports are eligible to receive federal funding as a part of the National Plan of Integrated Airport Systems and 35 of our airports are reliant solely on state and local funding to survive.

Over 200 private airstrips also exist throughout the state.

(Slide 7)

An important issue to be aware of is the issue of a labor shortage that is impacting the aviation industry all over the globe. Airlines are looking to increase aircraft fleet sizes and are experiencing record levels of mandatory retirements. A recent study released by Boeing shows the demand for commercial pilots in North America to increase by 206,000 pilots in the next 20 years. Shown on the graphic on this slide is a recent study conducted by the University of North Dakota shows the rising shortage of pilots that will continue to grow and eventually have an impact on communities.

Flights in rural markets are in danger of losing air service capacity as aircraft are utilized in the most profitable markets. A reduction in air service could result in both less convenient flight times as well as economic losses due to lack of air service. This impact would likely hit the smallest rural markets around the country and North Dakota is commonly seen as a state that could experience great impacts in the near future if solutions on this workforce shortage are not realized.



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It is important to also note that this trend is not isolated to the pilot profession. The entire industry is experiencing similar growth with a major concern with the population of aircraft maintenance technicians (mechanics). The number of mechanics needed is forecasted to grow by 189,000 over the next 20 years. Over the last 10 years, the United States has averaged 6,300 mechanic certificates issued per year. If current trends continue, the shortage of qualified maintenance technicians will cause aircraft to be grounded while waiting for repairs or inspections.

Another growing market in the aviation industry is the UAS (Unmanned Aircraft Systems) field. Currently the UAS industry is projected to require nearly triple the current number of remote pilots needed over the next five years. Some of these remote pilots would also be qualified to enter the workforce as manned aircraft pilots.

(Slide 8)

The ND Aeronautics Commission is promoting interest in aviation careers and is working with other states and organizations around the country to find solutions to the aforementioned workforce challenges. Many opportunities now exist for our youth to learn more about their options in considering a career within an aeronautics field.

North Dakota currently has five high school Career and Technical Education High school programs that provide aviation classroom opportunities for students. They are located in Grand Forks, West Fargo, Bismarck, Williston and Minot. In addition, there are distance education opportunities available through the Canter for Distance Ed and the MRACTC (Missouri River Area Career and Tech Center). These programs have shown to be productive in increasing interest in aviation careers and the University of North Dakota has seen an increase in North Dakota enrollments within their aviation program. More opportunities may be provided for students if additional career and technical programs are developed throughout the state as proposed by the Governor.

Currently the Air museums in Minot and Fargo each conduct youth aviation camps and see more than 2,000 young students in attendance annually. We also work with multiple groups throughout the state in providing aviation educational events by offering educational grants. These grant funds are helping to supply materials, transportation and other costs of hosting an educational event. We have also supported aviation career days in multiple cities with our most successful event being held at the Bismarck airport where more than 800 5 th grade students attend annually.

In 2018, one of our programs - the Flight Training Assistance Program (FTAP) received a national award from NASAO (National Association of State Aviation Officials) recognizing the FTAP as a national example for aviation education programming.

We also have a variety of other programs that support the aviation community as shown on this slide. More information on our programs can also be found on our website.

(Slide 9)

There currently exists 33 Automated Weather Observation Systems at airports across the state which greatly help to provide weather to pilots, businesses, and medical providers as they fly into and around our communities. The aeronautics commission currently covers the costs of the scheduled tri-annual inspections at these airports to help reduce the overall cost of maintenance to each community. Each local airport however, is responsible for the costs of any repair parts that will be needed as breakdowns occur, but the Aeronautics Commission grant program may be used to help with those costs as well.

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This program has been a great success as the state continues to support the maintenance of these weather reporting facilities.

For your reference, this slide shows a map of the AWOS coverage within the state. Each of the blue shaded areas depicted on this map represents a 30-nautical mile radius of on-site weather reporting. The challenge that our state currently faces is that their currently exists approximately a half of a million dollars in deferred maintenance and technology update costs at these sites. Our agency is working with the airports throughout the state to phase these updates and ensure that the network continues to be maintained.

(Slide 10)

Our commercial service airports provide incredible value to our state and the graphic on this slide shows all of the routes and destinations that are currently available to the general public. Nine different direct flight destinations (two seasonal) are available to connect North Dakota to the rest of the world. All eight commercial service airports continue to boast jet service and the state is also currently averaging approximately 60 airline flight departures per day with an estimated 4,000 available daily seats.

(Slide 11)

This slide provides a highlight of the top destinations traveled by North Dakota residents. Phoenix, Las Vegas, Denver, Minneapolis, and Orlando are consistently ranked in the top 5 destinations.

(Slide 12)

This slide highlights the amount of airline passengers that are boarding commercial service flights in North Dakota and tells a very interesting story. Back in 2009, the state boarded close to 700,000 passengers and due to a consistent 3% growth trend, it was forecasted at that time that we would reach 1 million annual airline passenger enplanements sometime around the year 2030. In all actuality we surpassed the 1 million mark only 3 years later in 2012 and that growth continued until the boarding numbers grew to over 1.2 million passengers in 2014. This resulted in an astounding 18% average annual growth trend in passenger numbers over a 5 year time period.

During the state's economic downturn from 2015 – 2017, we saw an average 5.5% decline over those three years. 2018 was seen as a recovery year as we once again started to see growth return to our airline passenger numbers with a 5% year over year growth.

As you can see in the graphic - the actual passenger numbers in 2018 are currently not at the peak that we saw in 2014, but are still being maintained at much higher levels than what was expected prior to the oil boom taking place in the state. In fact, the 2018 passenger numbers are still over 50% higher than they were in 2009. This story helps to give a good perspective of the current condition and outlook of the state's air service.

(Slide 13)

To provide some highlights from this past biennium I will start by discussing some key Infrastructure projects have been completed at our 8 commercial service airports.

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- Fargo received the funding required to complete the final phase of its major taxiway rehabilitation project. The airport has also begun work on a cargo apron expansion which will continue in the following years as the airport has been named a UPS and FEDEX hub for the region.
- Grand Forks completed its work on redeveloping a general aviation area on the east side
 of the airport and is also currently working through a master plan update that has
 identified a large amount of projects over the next 10 years.
- Devils Lake recently completed a crosswind runway rehabilitation and snow removal equipment upgrade. The airport is looking for taxiway and apron improvements in the near future.
- Jamestown also completed a crosswind runway rehabilitation and expanded its parking lot capacity to accommodate the increase in passenger numbers. The airport is also looking for taxiway and apron improvements in the following years.

(Slide 14)

- Minot completed the first phase of the rehabilitation of its general aviation airport as well as the rehabilitation of its aircraft rescue and firefighting building. Cargo and general aviation apron and taxiway work is expected to occur in the near future.
- Bismarck has completed the first two phases of its \$60 million dollar project to replace ageing pavements on the main runway. The final phase of construction will occur in 2019 and the airport will then be moving forward with a large wetland removal and drainage project.
- Dickinson completed the lengthy environmental review for a reconstruction and extension of its primary parallel taxiway and runway and acquired land needed for the project last summer. This estimated \$60 million-dollar project will be moving forward with 4 phases over the next 4 years with the first beginning next summer.
- Crews are hard at work at the new Williston airport site as the goal of opening in October of 2019 is still being planned. To date, the airport has been provided \$101 million from the federal government and \$55 million from the state. Updated cost projections have the inaugural airport at approximately \$240 million.

(Slide 15)

Multiple high priority projects were also completed for the general aviation airports this last biennium. To mention a few:

- Ashley, Hettinger, Hillsboro, and Northwood all underwent major runway rehabilitation projects.
- Ashley, Crosby, Hillsboro, Pembina, Northwood, Beach, Cavalier and Wahpeton underwent major taxiway and apron construction projects.
- Grafton, Langdon, and Rugby received major runway lighting rehabilitations.



Mandan and Valley City had Wildlife Fencing installed to enhance operational safety.

The state has also identified multiple high priority projects at the general aviation airports that will be a focus this next biennium which includes runway rehabilitations at Cando, Hazen, New Rockford, and the beginning stages of a runway shift and extension at Watford City.

(Slide 16)

To provide a list of some of the agency's accomplishments over the last biennium:

- In 2016, the Aeronautics Commission unveiled a new and improved website that has become a one-stop shop for aviation needs and information within North Dakota. The new website has information on the agency's programs, allows for online credit card payments of aircraft registrations, provides information from statewide aviation studies, and gives valuable information for our airport managers. Since launching the new website, we have seen an incredible increase in the amount of traffic that has visited the site and we hope that continues as we work to make information easily accessible to the public.
- The agency's social media presence has continued to grow
- We have finalized an updated airport grant database system to help track and manage grant allocations and payments
- We provide articles and help guide the North Dakota Aviation Quarterly publication to help inform the aviation community throughout the state and the publication was recognized for a national award in 2017
- In 2018, our Flight Training Assistance Program received a national award in 2018 as well as we work to help provide solutions to the pilot shortage.
- We allocated \$6.7 million in aeronautics commission funds for airport infrastructure improvements and recommended the allocation of \$35 million in airport oil impact grants
 - Our efforts over the last two years has resulted in a record allocation from the Federal Aviation Administration of \$131 million dollars into North Dakota for airport infrastructure projects.

We are also currently working to implement a new Aviation Information Management System to better process and track aircraft registrations, aircraft excise tax payments, aerial applicator licenses, and aircraft dealer licenses. Ideally, the new database will also help us to reduce costs of managing these programs as the utilization of e-mail to send reminders and certifications will reduce mail costs.

Lastly, we are currently working to update the pavement condition inventories of the airports throughout the state. Final results and an interactive website update will be available within the next few months.

(Slide 17)

Every three years, the aeronautics commission contracts with an experienced pavement consultant firm to inspect and take inventory of all of the airport pavements throughout the state. The recent update will be finalized this spring and the results can be found on our interactive website. This website shows

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the condition of each pavement section at our airports throughout the state, along with deterioration details, photos, projected future conditions, and a recommended funding plan to ensure that the pavements are maintained in the most cost beneficial way. This study has been a revolutionary way for our state to manage its airport pavements and has served us very well.

(Slide 18)

The recent pavement study shows that there exists approximately 54 million square feet of pavement at our airports that needs to be maintained. This pavement represents multi-billion dollars of investments that has occurred over decades that needs to be maintained.

The graphic on this slide shows a summary of the conditions of all of the airport pavements throughout North Dakota. Approximately 70% of the pavement was identified to be in fair to good condition which leaves 30% or 15.7 million square feet of the pavement in moderate to poor condition. These lower conditions require or will require in the near future - a major rehabilitation project.

(Slide 19)

72 out of the 89 public use airports in the state are paved. The breakdown includes 8 commercial service airports and 64 general aviation airports. Of those 64 general aviation airports, 45 are eligible to receive federal aid, and 19 general aviation airports rely solely upon state and local funds to stay open.

The two pie charts on the bottom of the slide show how much pavement is being utilized by function (runway, taxiway ect.) and how much pavement exists between our 8 commercial service airports and the 64 paved general aviation airports. As you can see from the graphics, most of our pavement that we need to maintain is for the function of a runway and the 8 commercials service airports actually have more pavement to maintain than the 64 general aviation airports combined.

(Slide 20)

During the fall of each year, the North Dakota Aeronautics Commission staff meets with over 50 of the public use airports in the state to review their capital improvement plan for the next 10 years. Throughout this process, projects are identified and cost estimates are submitted so that the agency can calculate the total amount of projects requests that exist within the system. The agency can then work with the federal government and each local airport to identify and prioritize the projects. There is always the understanding that we will not be able to accommodate all identified projects as shown on this graph, but this process ensures that we find the best and most justified projects.

In our most recent statewide capital improvement plan update, we have found that over \$460 million dollars of identified projects exist at our airports that could take place in the next 5 years and an additional \$440 million that exist in the following 5 years. A document in your packet provides an estimated level of needs of individual airports in our system as identified by the Federal Aviation Administration.

The recent influx of airport infrastructure funds has helped us to reduce the large short-term funding gaps that were seen between 2013-2017, however we still have work to do to continue to try to complete projects and continue to lower the needs throughout the system.

(Slide 21)

This graphic represents the total federal appropriation available nationally for the Airport Improvement Program (AIP) Dollars since 2001. The program has essentially remained flat with an average of \$3.3 billion in infrastructure made available for airports annually. A couple of points to note from this slide:

- Airports compete nationally for this funding and though project needs throughout the country have risen along with inflation and construction costs...the funding has not followed.
- The Airports Council International-North America report for 2017-2021 estimates a total of \$15 billion funding shortfall per year for public airports in the U.S.
- Funding is expected to remain at similar levels for the next 4 years with the exception of an additional \$1 billion of federal grant funding being made available for certain airports until 2020.
 - 42 of North Dakota's airports qualify for this additional funding and we are competing against 1,376 airports throughout the U.S.

(Slide 22)

As we work to maintain our airport infrastructure, federal funding has and will continue to be a key part of solving the infrastructure funding challenges that our state is currently facing. 54 of our 89 airports are eligible to receive federal dollars and they compete for these funds nationally and may receive up to 90% funding if funds are available. It is very important to understand that federal funding is not guaranteed, that not all projects are eligible to receive federal funding, and that there have been many cases where federal grants have been provided at less than 90% due to this being the case.

A recent example of funding being provided at less than 90% is the Bismarck runway project. Over the past three years, three different phases of the Bismarck runway reconstruction project have been bid and the federal government has provided approximately 70% of the grant funding for a \$63 million-dollar project which left approximately \$18.5 million in remaining funds for the state or local governments to pick up.

Nationally, the federal dollars that are made available for airport infrastructure projects has remained very similar to the levels provided since 2001, however costs for maintaining and growing airports across the country has continued to increase resulting in higher competition for those federal dollars. The industry has faced continual short term continuing resolution over the last 10 years, however in 2018 we were excited to see that FAA funding has been authorized through 2023. Though the funds still need to be appropriated, having a long-term authorization in place will greatly help to stabilize the program.

Knowing how important it is to leverage federal funding for much needed infrastructure projects in North Dakota, I have met multiple times with upper level FAA personnel at their national and regional offices. It is important for us to continually engage the federal government to educate on the needs of the state. By presenting high priority projects that are justified and shovel ready, we increase the chances of our ability to receive federal funds. Also, having the flexibility to access state and local funds to partner with the federal government on key projects is critical to leveraging every federal dollar.

This chart shows the historical FAA funding that has been brought into North Dakota. The state's normal historical average of annual funding for airport infrastructure projects has been approximately 22.6 million dollars. Though the amount of federal funds available for projects has remained flat since

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2001 (as shown on the previous slide), you can see that over the last 7 years that we have been successful in bringing in significantly higher than average federal funding for airport infrastructure projects.

North Dakota has been exceptional at leveraging federal funding into the state since 2012 due to our pro-activeness in:

- Identifying good justifiable projects that receive high priority consideration
- Ensuring that projects are shovel ready and prepared to receive grant funding during the federal fiscal year window
- Ensuring the availability of higher amounts of state and local funding to match the federal funds

We are hopeful that as we continue to educate the FAA on the needs within the state, that an adequate level of funding and commitment to help with our infrastructure challenges continues into the future.

(Slide 23)

This graphic represents the state dollars that have been made available over the last 10 years for airport infrastructure grants. You may notice that the increase in state funding has occurred in the years that we have also seen an increase in federal funds being brought into the state which was shown on the previous slide. The additional state dollars that have been made available for airport projects has been and will continue to be critical to leverage and maintain federal funding at a high level.

The increase in state funding from the Aeronautics Commission in previous years has been made from one-time general fund allocations and from an increase being seen in special fund revenue from aircraft fuel sales and excise tax revenue.

To provide an update on the previous biennium allocations:

- The state legislature appropriated \$60 million dollars in oil impact funding in the 2013-2015 biennium.
- In the 2015-2017 biennium, an additional \$48 million in oil impact dollars had been appropriated through the oil impact fund, however due to the oil downturn and the lack of revenues to that fund, only \$3 million was able to be allocated and utilized in that biennium.
- In the current 2017-2019 biennium, an additional 40 million dollars was appropriated from the state. 35 million was provided to help fund the Williston airport relocation project and 5 million was provided to help start the critical infrastructure improvements at the Dickinson airport.

(Slide 24)

Since North Dakota has taken a pro-active role in identifying, justifying, and providing additional financial assistance on projects, the state has received \$384 million from the federal government for airport projects over that time. In that same time period, the state has invested a total of \$131 million in airport projects to bring us to an approximate 3:1 return on investment ratio.

These dollars support construction jobs and allow our airport infrastructure to be maintained while helping to grow our communities.

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These investments are also supported by a 2015 economic impact study which revealed that the public airports in the state provide an annual economic impact of 1.6 billion to the state's economy while supporting over 12,200 jobs with an annual payroll of over \$500 million dollars.

(Slide 25)

The Aeronautics Commission budget is comprised of both special fund and general fund dollars. The special fund dollars are received from multiple revenue streams such as fuel taxes, aircraft excise, and registrations taxes. We also receive funding from the federal government for conducting airport inspections and in the form of grants for statewide aeronautical studies.

The Aeronautics Commission is currently budgeted to receive \$855,000 in general fund allocation for airport improvements in the next biennium which is a \$45,000 or 5% reduction from last biennium to meet the Governor's budget request guidelines. The reduction of general fund expenditures occurs in the airport grant line item.

For our base budget request, we were requested to reduce our overall budget request by 5%, however – due to the current status of our special fund and future projected revenues, it was determined that additional reductions would be necessary. The base budget request that was submitted calls for a 12% total reduction or approximately a \$1.27 million-dollar decrease.

These reductions were made in the following areas:

- \$200,190 in operating expenses
- \$100,000 capital assets
- \$995,000 in airport infrastructure grants

Throughout our budget request, we also asked for the consideration of \$22 million dollars for the final phases of the Dickinson and Watford City airport runway projects. We also requested that the state's leadership help to identify long-term airport infrastructure solutions for the entire state.

(Slide 26)

This slide provides a graphical view of the executive budget recommendations. The executive budget recommendation accepted the base budget proposal and is also recommending a one-time transfer from the strategic investment and improvement fund to accommodate the aforementioned project needs in Dickinson and Watford City.

It is important to note that HB 1066, which has been referred to as "Operation Prarie Dog" also contains funding recommendations for airports. That bill would allow for a long-term funding solution instead of a one-time fund infusion.

Lastly, I also want to mention that no financial audit findings or formal recommendations were present in the most recent audit of our department.



North Dakota Aeronautics Commission Budget Hearing

 $\label{eq:continuous} \mbox{House Appropriations} - \mbox{Government Operations Division} \\ \mbox{January 8th, 2019}$

Kyle Wanner, Executive Director

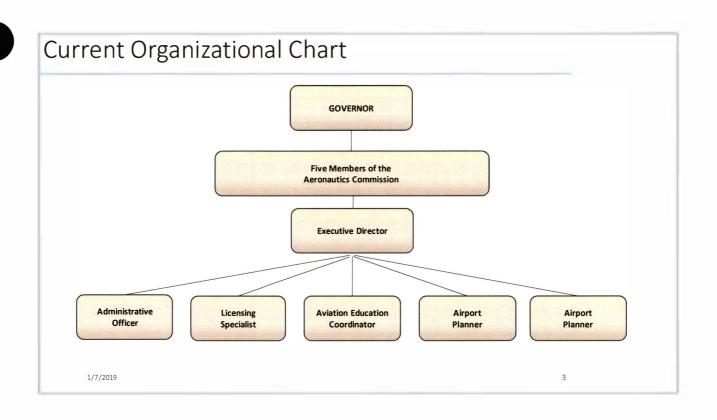
1/7/2019

Agency Mission

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



1/7/2019





Core Agency Duties

- · Airport Infrastructure Grant Funding
- · Airport Planning Support
 - · Airport Layout Plan Development
 - Airport Inspections
 - · Airspace Analysis
 - · Airport Management Support and Resources
- · Aviation Education Promotion and Grant Funding
- Update Aviation Publications and Planning Documents
- Own and Manage Two Public Airports: International Peace Garden Airport and Garrison Dam Recreational Airpark
- Regulatory Functions to include:
 - Aircraft Registrations
 - · Aerial Applicator Licensing
 - · Aircraft Dealer Licensing
 - · Aircraft Excise and Fuel Tax
- Represent the state in aeronautical matters before state and federal agencies

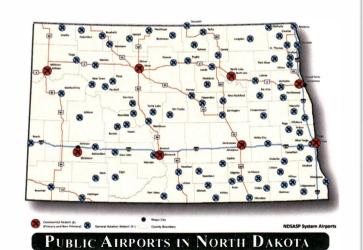


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North Dakota's Airport System

- 89 Public-Use Airports in North Dakota
 - 71 airports are paved
 - 18 airports maintain turf only runways
- · 54 are eligible to receive federal funding
- 35 are maintained utilizing state and local funding only
- Over 200 private airstrips also exist throughout the state



1/7/2019

6

Post Aviation Workforce Shortage Industry forecasts call for increased hiring in the aeronautics sector Student Pilot numbers have been decreasing over last 40 years Trend is similar for maintenance technicians Ummanned aircraft pilot demand is also increasing at a rapid pace **Correct Thirmograft Major Arrives **Correct University of North Dokota Pilot Forecast (2016)** **Source: University of North Dokota Pilot Forecast (2016)** **Try 2019** **Try 2019* **Try 2019** **Try 2

Agency Programs

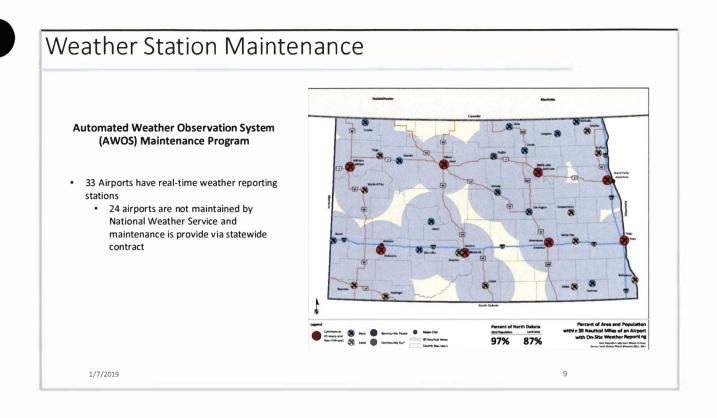
- · Passport Program
- Aviation Museum Support
- Flight Training Assistance Program (FTAP)
- · Airport Internship Program
- · Aviation Education Grants
- · Aviation Career Day Involvement
- Youth Aviation Art Contest
- High School Curriculum Assistance
- Windsock Program
- · Airport Supply Surplus
- · Aerial Applicator Alert Map
- Automated Weather Observation System (AWOS) Maintenance Program

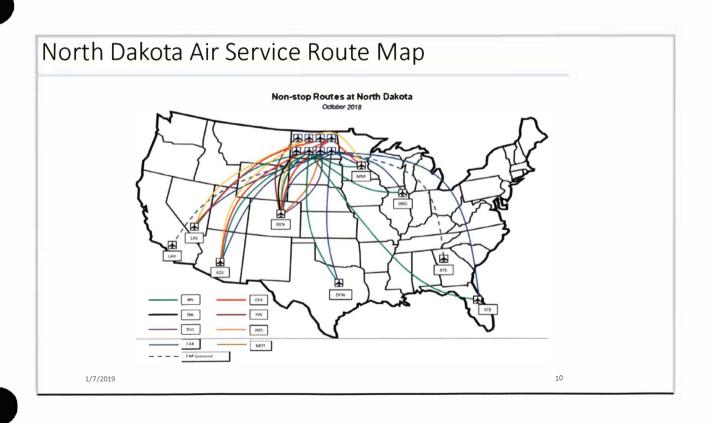


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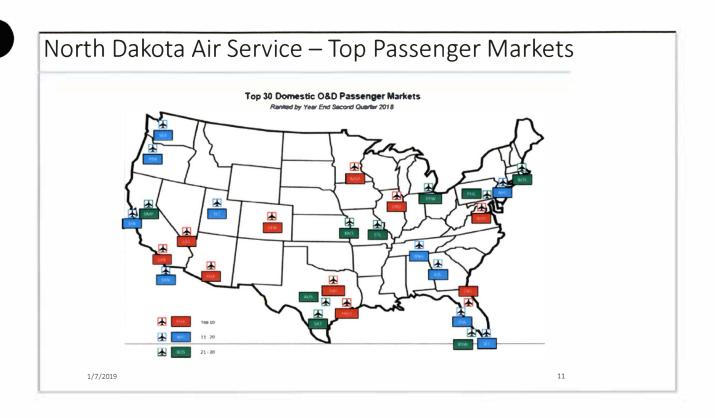
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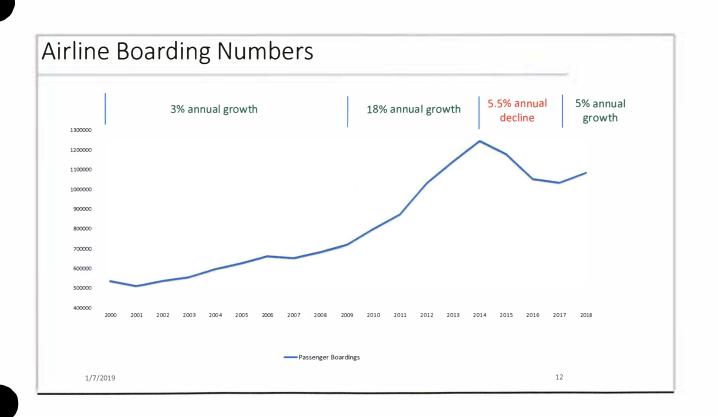
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Project Highlights - Commercial Service

- Fargo
- · Parallel Taxiway Rehabilitation Final Phase
- Cargo Apron Expansion
- Grand Forks
 - Eastside General Aviation Area Redevelopment
 - · Master Plan Update
 - · Runway Lighting Improvements
- Devils Lake
 - · Snow Removal Equipment Upgrades
 - · Crosswind Runway Rehabilitation
- Jamestown
 - · Crosswind Runway Rehabilitation
 - · Parking Lot Expansion



Taxiway paving at the Fargo Airport - 2017

1/7/2019

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Project Highlights - Commercial Service

- Minot
- · General Aviation Apron Rehabilitation Phase 1
- · Rehabilitate Aircraft Rescue & Firefighting Building
- Bismarck
 - Master Plan Update
 - Primary Runway Rehabilitation 2 of 3 phases completed
 - Final phase of Runway construction to occur in 2019
- Dickinson
 - Completed Environmental Process for Runway Expansion
 - · Land Acquisition
 - Construction on First Phase of Runway/Taxiway Expansion to occur in 2019
- Williston
 - New airport is on schedule to open in Fall of 2019



Bismarck Airport Primary Runway Reconstruction - 2018

1/7/2019

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Project Highlights – General Aviation

Runway Rehabilitation

· Ashley, Hillsboro, Hettinger, Northwood

Taxiway/Apron Rehabilitations

 Ashley, Crosby, Hillsboro, Pembina, Northwood, Beach, Cavalier, Wahpeton

Airport Lighting Rehabilitations

• Grafton, Langdon, Rugby – New runway lighting

Wildlife Fencing

Mandan, Valley City

Upcoming Runway Rehabilitations

- Cando
- Hazen
- New Rockford
- · Watford City
 - Includes proposed runway extension



New Hettinger Runway - 2018

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1/7/2019

Biennial Accomplishments

- Website redevelopment
 - Online aircraft registrations renewal
- · Social Media Presence
- Airport Grant Database Creation
- ND Aviation Quarterly Received 2017 National Award
- Flight Training Assistance Program Received 2018 National Award
- Airport Grant Funding
 - \$6.7 million in Aeronautics Grants
 - \$35 million in oil impact grants
 - Leveraged a record \$131 million from the FAA

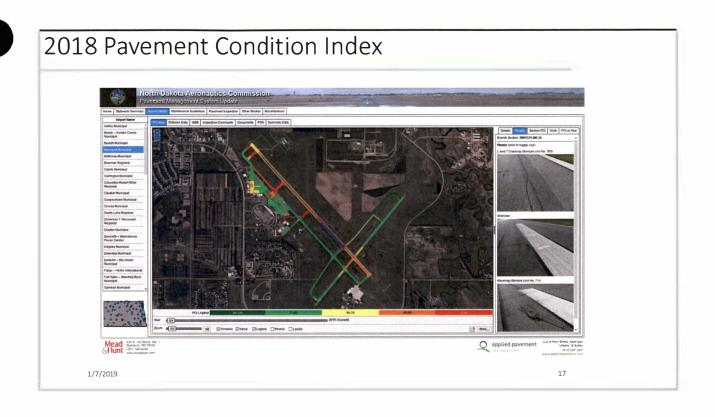
Currently working on:

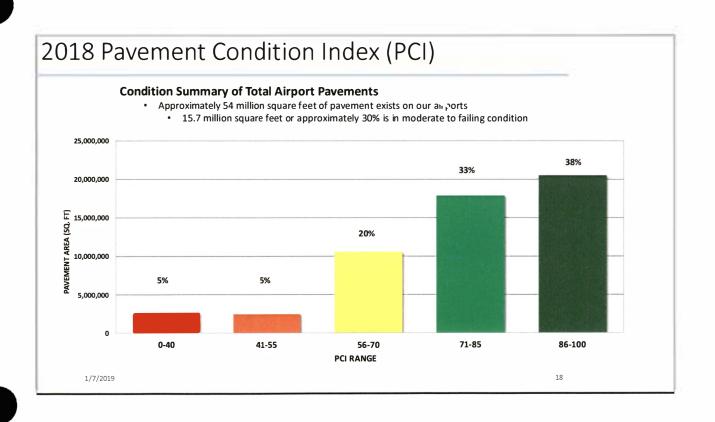
- Updates to the Aviation Information Management System (AIMS)
- Update to the State's Interactive Database for Airport Pavements

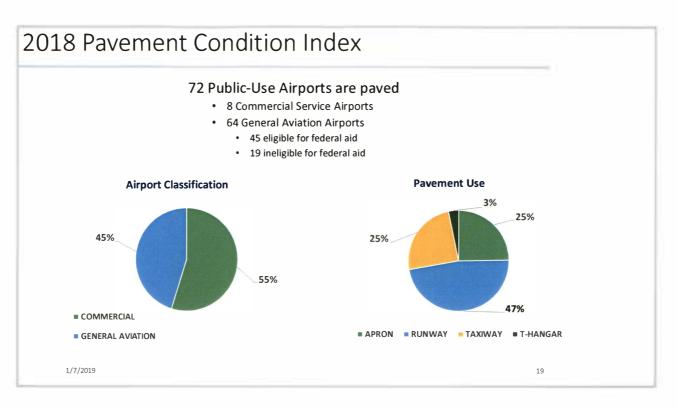


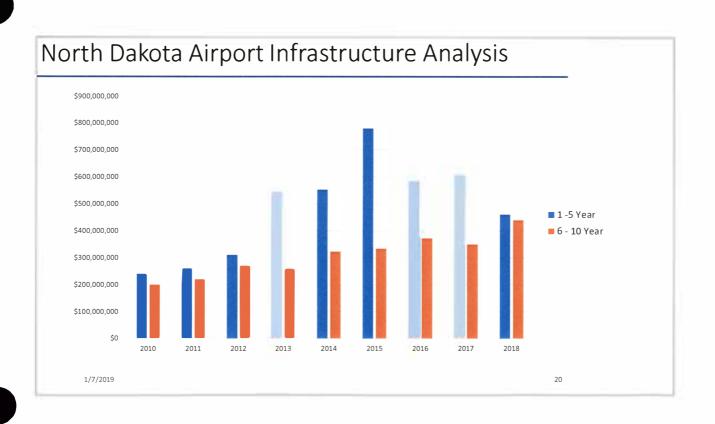
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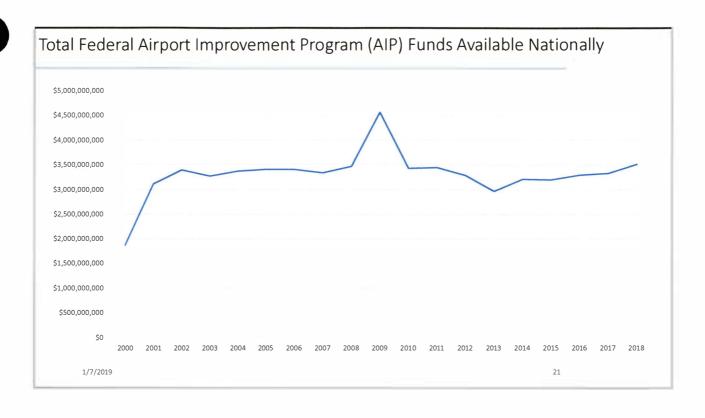


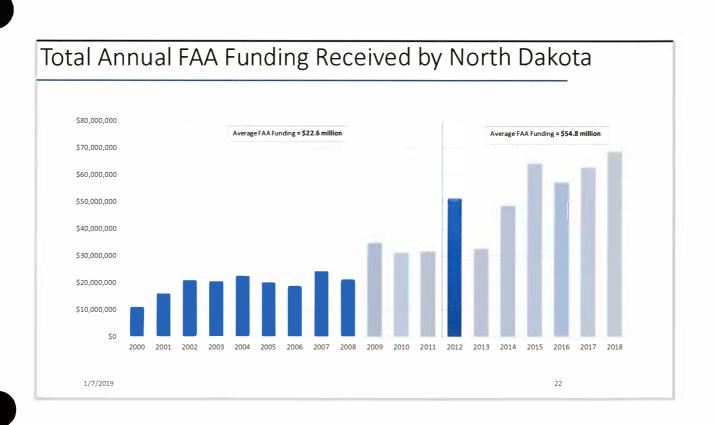




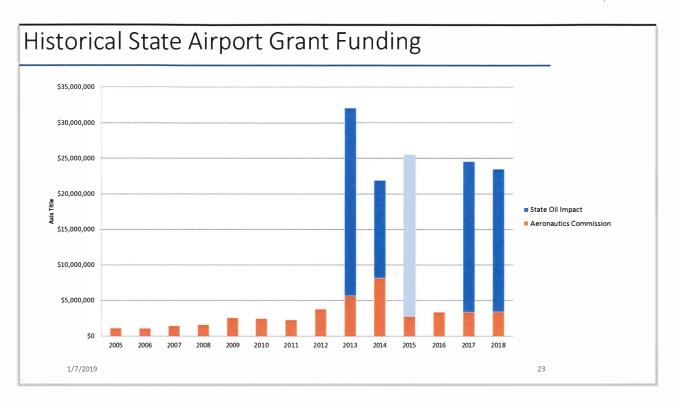


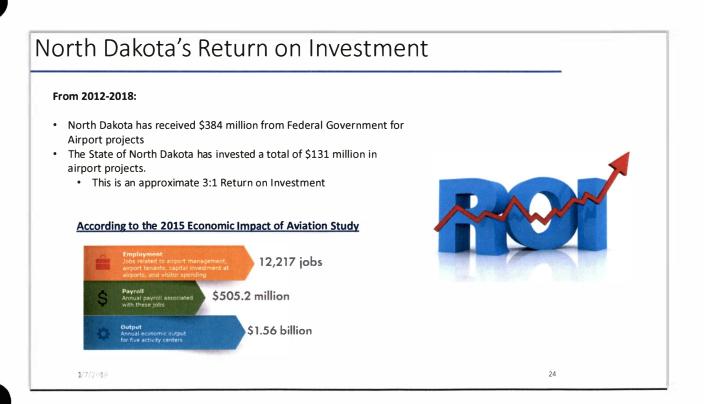
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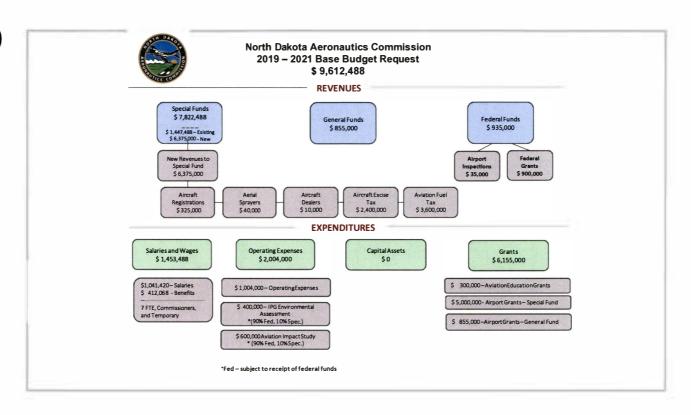


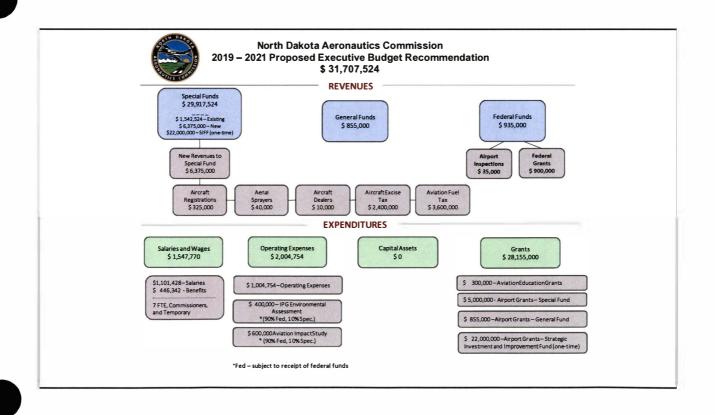


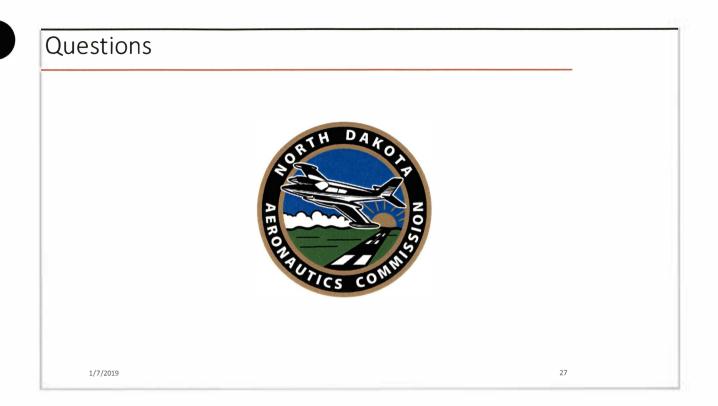
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North Dakota

| City | Airport | LocID | Owner | Hu | b Role | | egory | Curren | | 2019-2023 |
|-------------|--|-------|-------|----|--------------|----|-------|----------|-----|--------------|
| Oity | | 1.1 | ship | | | | | Enplaned | | |
| Ashley | Ashley Municipal | ASY | PU | | Basic | GA | GA | 0 | 13 | \$1,150,000 |
| Beach | Beach | 20U | PU | | Basic | GA | GA | 0 | 8 | \$5,034,185 |
| Bismarck | Bismarck Municipal | BIS | PU | Ν | | Р | Р | 273,980 | 118 | \$42,595,964 |
| Bottineau | Bottineau Municipal | D09 | PU | | Local | GA | GA | 0 | 17 | \$2,663,708 |
| Bowman | Bowman Regional | BWW | PU | | Local | GA | GA | 0 | 18 | \$7,232,890 |
| Cando | Cando Municipal | 9D7 | PU | | Basic | GA | GA | 0 | 10 | \$2,252,945 |
| Carrington | Carrington Municipal | 46D | PU | | Local | GA | GA | 0 | 17 | \$2,653,011 |
| Casselton | Casselton Robert Miller Regional | 5N8 | PU | | Local | GA | GA | 0 | 53 | \$7,454,533 |
| Cavalier | Cavalier Municipal | 2C8 | PU | | Local | GA | GA | 0 | 22 | \$1,814,474 |
| Cooperstown | Cooperstown Municipal | S32 | PU | | Basic | GA | GA | 0 | 13 | \$1,770,389 |
| Crosby | Crosby Municipal | D50 | PU | | Basic | GA | GA | 0 | 8 | \$3,927,778 |
| Devils Lake | Devils Lake Regional | DVL | PU | | Local | CS | CS | 8,209 | 29 | \$5,971,051 |
| Dickinson | Dickinson-Theodore Roosevelt Regional | DIK | PU | N | | Р | Р | 16,822 | 34 | \$80,950,000 |
| Dunseith | International Peace Garden | S28 | PU | | Basic | GA | GA | 0 | 0 | \$1,755,556 |
| dgeley | Edgeley Municipal | 51D | PU | | Basic | GA | GA | 0 | 11 | \$1,977,778 |
| llendale | Ellendale Municipal | 4E7 | PU | | Basic | GA | GA | 0 | 11 | \$1,432,163 |
| argo | Hector International | FAR | PU | Ν | | Р | Р | 402,976 | 190 | \$20,477,778 |
| ort Yates | Standing Rock | Y27 | NA | | Basic | GA | GA | 0 | 0 | \$1,968,948 |
| arrison | Garrison Municipal | D05 | PU | | Basic | GA | GA | 0 | 14 | \$1,828,509 |
| Glen Ullin | Glen Ullin Regional | D57 | PU | | Basic | GA | GA | 0 | 6 | \$1,352,778 |
| Grafton | Hutson Field | GAF | PU | | Local | GA | GA | 0 | 24 | \$1,076,024 |
| Frand Forks | Grand Forks International | GFK | PU | Ν | | Р | Р | 132,557 | 135 | \$53,311,850 |
| winner | Gwinner-Roger Melroe Field | GWR | PU | | Basic | GA | GA | 0 | 12 | \$3,229,786 |
| larvey | Harvey Municipal | 5H4 | PU | | Basic | GA | GA | 0 | 13 | \$2,685,087 |
| azen | Mercer County Regional | HZE | PU | | Basic | GA | GA | 0 | 14 | \$5,113,960 |
| ettinger | Hettinger Municipal | HEI | PU | | Local | GA | GA | 0 | 20 | \$3,448,977 |
| illsboro | Hillsboro Municipal | 3H4 | PU | | Local | GA | GA | 0 | 41 | \$7,444,444 |
| amestown | Jamestown Regional | JMS | PU | Ν | | Р | Р | 11,123 | 46 | \$3,952,223 |
| enmare | Kenmare Municipal | 7K5 | PU | | Local | GA | GA | 0 | 32 | \$1,730,849 |
| indred | Robert Odegaard Field | K74 | PU | | Local | GA | GA | 0 | 37 | \$2,791,636 |
| akota | Lakota Municipal | 5L0 | PU | | Basic | GA | GA | 0 | 12 | \$3,791,666 |
| aMoure | LaMoure Rott Municipal | 4F9 | PR | | Unclassified | GA | GA | 0 | 7 | \$0 |
| angdon | Robertson Field | D55 | PU | | Local | GA | GA | 0 | 16 | \$1,462,461 |
| nton | Linton Municipal | 7L2 | PU | | Local | GA | GA | 0 | 15 | \$3,403,708 |
| sbon | Lisbon Municipal | 6L3 | PU | | Basic | GA | GA | 0 | 13 | \$1,316,667 |
| | Mandan Municipal | Y19 | PU | | Local | GA | GA | 0 | 95 | \$20,722,223 |
| | Minot International | MOT | PU | N | | Р | Р | 150,634 | 117 | \$43,665,186 |
| | Mohall Municipal | нвс | PU | | Local | GA | GA | 0 | 42 | \$4,277,778 |
| | Mott Municipal | 3P3 | PU | | Basic | GA | GA | 0 | 9 | \$1,735,380 |

| City | Alrport | LocID | Owner- | lub Role | BOTH THE PERSON IN | TOTAL MATERIAL PROPERTY OF | Currer Enplaned | DITEST | 2019-2023 Dev Estimate |
|--------------|-------------------------------------|-------|--------|--------------|--------------------|----------------------------|--------------------|--------|---------------------------|
| Northwood | Northwood Municipal- Vince Field | 4V4 | PU | Local | GA | GA | 0 | 18 | \$1,918,128 |
| Oakes | Oakes Municipal | 2D5 | PU | Local | GA | GA | 0 | 16 | \$1,643,276 |
| Park River | Park River- W C Skjerven Field | Y37 | PU | Basic | GA | GA | 0 | 11 | \$1,277,778 |
| Parshall | Parshall-Hankins | Y74 | PU | Basic | GA | GA | 0 | 10 | \$3,981,112 |
| Pembina | Pembina Municipal | PMB | PU | Basic | GA | GA | 0 | 11 | \$1,671,847 |
| Rolla | Rolla Municipal | 06D | PU | Basic | GA | GA | 0 | 13 | \$3,152,405 |
| Rugby | Rugby Municipal | RUG | PU | Basic | GA | GA | 0 | 9 | \$1,055,556 |
| Stanley | Stanley Municipal | 08D | PU | Local | GA | GA | 0 | 31 | \$2,477,486 |
| Tioga | Tioga Municipal | D60 | PU | Local | GA | GA | 0 | 23 | \$9,517,794 |
| Valley City | Barnes County Municipal | BAC | PU | Local | GA | GA | 0 | 41 | \$1,142,259 |
| Wahpeton | Harry Stern | BWP | PU | Local | GA | GA | 0 | 60 | \$2,611,111 |
| Walhalla | Walhalla Municipal | 96D | PU | Unclassified | GA | GA | 0 | 6 | \$0 |
| Washourn | Washburn Municipal | 5C8 | PU | Basic | GA | GA | 0 | 14 | \$4,125,557 |
| Watford City | Watford City Municipal | S25 | PU | Local | GA | GA | 0 | 34 | \$52,468,790 |
| Williston | New | +09N | PU | | | Р | 0 | 0 | \$21,066,635 |
| | | | | | | | | | - |

Total North Dakota Airport Needs (2019-2023): #469,534,077

State Airport Grant Allocations Biennium Breakdown

Includes Aeronautics and Oil Impact Funds

| | <u>Airport</u> | 2013 -2015 Biennium | 2015-2017 Biennium | 2017-2019 Biennium |
|----|----------------|---------------------|--------------------|--------------------|
| 1 | Arthur | \$0 | \$1,349 | \$0 |
| 2 | Ashley | \$220,150 | \$99,895 | \$119,323 |
| 3 | Beach | \$26,650 | \$7,850 | \$34,547 |
| 4 | Beulah | \$17,552 | \$59,144 | \$46,910 |
| 5 | Bismarck | \$1,258,956 | \$1,138,181 | \$1,737,153 |
| 6 | Bottineau | \$8,521 | \$45,270 | \$12,500 |
| 7 | Bowbells | \$15,000 | \$0 | \$0 |
| 8 | Bowman | \$2,942,731 | \$0 | \$45,775 |
| 9 | Cando | \$52,845 | \$23,151 | \$19,372 |
| 10 | Carrington | \$186,550 | \$34,080 | \$26,280 |
| 11 | Casselton | \$174,897 | \$31,124 | \$22,343 |
| 12 | Cavalier | \$34,572 | \$0 | \$88,414 |
| 13 | Columbus | \$0 | \$0 | \$0 |
| 14 | Cooperstown | \$48,518 | \$16,308 | \$18,470 |
| 15 | Crosby | \$1,289,295 | \$0 | \$65,657 |
| 16 | Devils Lake | \$443,322 | \$38,950 | \$116,287 |
| 17 | Dickinson | \$1,400,893 | \$1,237,463 | \$5,000,000 |
| 18 | Drayton | \$0 | \$0 | \$279,496 |
| 19 | Dunseith | \$0 | \$0 | \$0 |
| 20 | Edgeley | \$10,621 | \$57,100 | \$15,900 |
| 21 | Elgin | \$0 | \$1,000 | \$0 |
| 22 | Ellendale | \$475,999 | \$23,620 | \$19,823 |
| 23 | Enderlin | \$50,762 | \$13,955 | \$4,602 |
| 24 | Fargo | \$1,083,611 | \$1,251,089 | \$655,873 |
| 25 | Fessenden | \$0 | \$41,160 | \$26,910 |
| 26 | Fort Yates | \$0 | \$26,929 | \$0 |
| 27 | Gackle | \$8,060 | \$104,213 | \$1,656 |
| 28 | Garrison | \$11,250 | \$195,249 | \$4,000 |
| 29 | Glen Ullin | \$24,200 | \$18,830 | \$10,922 |
| 30 | Grafton | \$16,975 | \$31,150 | \$31,259 |
| 31 | Grand Forks | \$1,905,738 | \$300,808 | \$116,949 |

AH. A HB1006 1-8-19

State Airport Grant Allocations Biennium Breakdown

Includes Aeronautics and Oil Impact Funds

| | Airport | 2013 -2015 Biennium | 2015-2017 Biennium | 2017-2019 Biennium |
|----|----------------|---------------------|--------------------|--------------------|
| 32 | Gwinner | \$271,077 | \$4,807 | \$75,431 |
| 33 | Harvey | \$10,544 | \$48,141 | \$24,818 |
| 34 | Hazelton | \$0 | \$0 | \$0 |
| 35 | Hazen | \$27,850 | \$42,531 | \$82,685 |
| 36 | Hettinger | \$49,448 | \$148,046 | \$61,422 |
| 37 | Hillsboro | \$47,625 | \$34,839 | \$423,584 |
| 38 | Jamestown | \$899,115 | \$191,324 | \$221,589 |
| 39 | Kenmare | \$235,477 | \$168,163 | \$118,155 |
| 40 | Killdeer | \$4,746,272 | \$25,940 | \$15,500 |
| 41 | Kindred | \$14,573 | \$20,218 | \$11,039 |
| 42 | Kulm | \$75,455 | \$26,745 | \$15,284 |
| 43 | La Moure | \$4,172 | \$481,393 | \$3,095 |
| 44 | Lakota | \$5,543 | \$46,534 | \$15,438 |
| 45 | Langdon | \$44,424 | \$68,947 | \$67,672 |
| 46 | Larimore | \$364,553 | \$0 | \$5,696 |
| 47 | Leeds | \$14,006 | \$132,393 | \$0 |
| 48 | Lidgerwood | \$19,328 | \$0 | \$5,135 |
| 49 | Linton | \$7,559 | \$93,317 | \$32,761 |
| 50 | Lisbon | \$28,365 | \$18,946 | \$13,578 |
| 51 | Maddock | \$553,933 | \$59,100 | \$184,000 |
| 52 | Mandan | \$434,136 | \$205,476 | \$237,466 |
| 53 | Mayville | \$2,263,196 | \$33,841 | \$0 |
| 54 | McClusky | \$0 | \$0 | \$0 |
| 55 | McVille | \$0 | \$8,100 | \$0 |
| 56 | Milnor | \$29,745 | \$40,359 | \$18,150 |
| 57 | Minot | \$23,402,650 | \$561,483 | \$246,538 |
| 58 | Minto | \$0 | \$61,191 | \$31,900 |
| 59 | Mohall | \$653,744 | \$306,387 | \$77,513 |
| 60 | Mott | \$1,900 | \$21,528 | \$20,072 |
| 61 | Napoleon | \$0 | \$6,437 | \$231,300 |
| 62 | New Rockford | \$21,985 | \$29,886 | \$44,987 |

AH. A

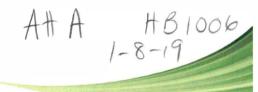
HB1006 1-8-19

State Airport Grant Allocations Biennium Breakdown

Includes Aeronautics and Oil Impact Funds

| | Airport | 2013 -2015 Biennium | 2015-2017 Biennium | 2017-2019 Biennium |
|----|----------------|---------------------|--------------------|--------------------|
| 63 | New Town | \$2,676,853 | \$68,983 | \$2,047 |
| 64 | Northwood | \$7,282 | \$21,822 | \$67,221 |
| 65 | Oakes | \$170,621 | \$6,358 | \$52,185 |
| 66 | Page | \$3,750 | \$13,125 | \$50,181 |
| 67 | Park River | \$72,025 | \$35,005 | \$12,500 |
| 68 | Parshall | \$217,160 | \$3,578 | \$36,672 |
| 69 | Pembina | \$31,064 | \$14,015 | \$63,903 |
| 70 | Plaza | \$0 | \$0 | \$0 |
| 71 | Richardton | \$9,500 | \$0 | \$0 |
| 72 | Riverdale | \$0 | \$0 | \$0 |
| 73 | Rolette | \$529,000 | \$0 | \$0 |
| 74 | Rolla | \$87,536 | \$8,040 | \$15,580 |
| 75 | Rugby | \$67,853 | \$14,000 | \$62,189 |
| 76 | St. Thomas | \$16,906 | \$36,587 | \$33,652 |
| 77 | Stanley | \$371,525 | \$290,212 | \$53,305 |
| 78 | Tioga | \$446,756 | \$611,285 | \$18,797 |
| 79 | Towner | \$0 | \$999 | \$0 |
| 80 | Turtle Lake | \$75,802 | \$13,500 | \$2,700 |
| 81 | Valley City | \$344,600 | \$11,980 | \$55,725 |
| 82 | Wahpeton | \$41,584 | \$46,486 | \$25,338 |
| 83 | Walhalla | \$87,981 | \$8,130 | \$9,641 |
| 84 | Washburn | \$31,290 | \$73,196 | \$14,152 |
| 85 | Watford City | \$2,228,270 | \$1,113,693 | \$97,105 |
| 86 | West Fargo | \$76,890 | \$65,387 | \$48,553 |
| 87 | Westhope | \$43,515 | \$198,183 | \$30,000 |
| 88 | Williston | \$20,136,890 | \$0 | \$35,000,000 |
| 89 | Wishek | \$60,967 | \$22,440 | \$191,556 |
| • | TOTALS | \$73,769,963 | \$10,360,944 | \$46,748,231 |





Facts on the Economic Impact of Airports in North Dakota

Airport Economic Impacts

North Dakota's 8 commercial and 81 general aviation airports provide and support significant annual economic impacts. Airport related benefits come from activities associated with airport management, airport tenants, capital investment, and spending by visitors to North Dakota who arrive on commercial airlines and general aviation aircraft. Economic impacts for the 89 airports are measured using employment, annual payroll and annual economic output.

A 2015 study completed by the North Dakota Aeronautics Commission shows there are significant positive economic impacts associated with the state's public-use airports. As shown below, there has been a notable increase in impacts between 2010 and 2015:

Annual economic impacts from public-use airports have increased from \$1.06 billion to \$1.56 billion, a 47% increase.

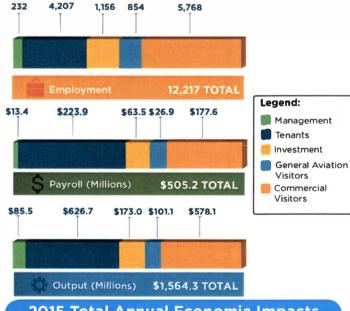
Jobs supported by North Dakota airports have grown from **8,872** to **12,217**, a **38%** increase.

Annual state and local sales tax revenues from airport supported activities have increased from \$31.1 million to over \$60 million, a 93% increase

The significant annual economic impact from North Dakota's 8 commercial and 81 general aviation airports comes from **five** centers of economic activity.

Activities undertaken by airport Airport employees to operate the airport on a Management daily basis. **Airport** Aviation related businesses that provide airport, aircraft, or customer services. **Tenants** Average annual investment made to **Improvement** maintain, improve, or expand an airport. Spending Spending by general aviation visitors General to North Dakota that support hotels, **Aviation** restaurants, and other visitor related **Visitors** activities. Spending by commercial visitors to North Commercial Dakota that support hotels, restaurants, **Visitors** and other visitor related activities.

Economic impacts for North Dakota airports are measured using three indicators: employment, annual payroll, and annual economic output. For airport management and airport tenants, output is equal to their cost for purchasing goods and services to run the airport or their business. For capital investment, commercial visitors, and general aviation visitors, output is equal to average annual spending for airport improvements or annual spending by air visitors while they are in North Dakota.



2015 Total Annual Economic Impacts from Public-Use Airports

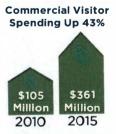
Jobs: 12,217

Payroll: \$505.2 million
Output: \$1.56 billion

Air Visitors to North Dakota

Since 2010, all air visitors to
North Dakota have increased
from **543,300** to **915,290**, an
increase of 68%. Business
travel to North Dakota has
increased exponentially, leading
to significant increases in visitor
spending for both visitors
arriving on general aviation
aircraft and on commercial
airline flights. Study surveys
show business travelers are

staying longer and spending more.

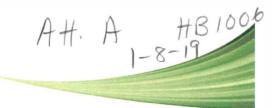


General Aviation Visitor Spending Up 93%









Other Economic Benefits from Aviation and Aerospace

Aside from economic benefits from North Dakota's public-use airports, there are other off-airport aviation and aerospace activities in North Dakota that provide additional economic benefits. These include benefits from:

- · Grand Forks Air Force Base
- Minot Air Force Base
- Off-Airport Aviation and Aerospace Businesses (including aerial applicators)
- Jobs with Improved Efficiency from Aviation

When airport, military, and off-airport aerospace and aviation activities in North Dakota are combined, they provide the annual economic impact shown to the right. Included in the aviation supported jobs are over 100 aviation and aerospace related jobs at the University of North Dakota; these jobs are in addition to University jobs located at Grand Forks International Airport.



TOTAL FOR ALL AIRPORT / AVIATION / AEROSPACE IMPACTS

Total Employment: 32,213

Total
Payroll:
\$1.44 billion

Total
Output:
\$3.66 billion

Increasing Economic Benefits

38% INCREASE

Economic impacts for North Dakota's airports were previously estimated in 2010. Information presented here shows how economic impacts from the commercial and general aviation airports in North Dakota have increased over the past five years.



38% INCREASE 47% INCREASE

The North Dakota Statewide Economic Impact Study shows that when all airport, aviation, military, and aerospace activities in North Dakota are considered:

- 32,200 jobs for all airport/aviation/aerospace related activities account for an estimated 8% of North Dakota's total employment which is estimated at 413,000.
- The \$3.7 billion in total annual output for all airport/ aviation/aerospace related activities accounts for an estimated 7% of North Dakota's Real Gross State Product estimated at \$48.2 billion.



Att. A HB 1006 1-8-19





STATEWIDE ECONOMIC IMPACT OF AVIATION IN NORTH DAKOTA



2015
Executive Summary



AH. A.



INTRODUCTION

North Dakota's economy has recently undergone significant growth, driven primarily by energy exploration, production, and transportation. Airports in North Dakota are essential to supporting the state's economy. The state's economic growth has resulted in increased activity at many North Dakota airports. This increased activity has resulted in the growth of economic benefits that airports provide to the communities they serve.

North Dakota airports have responded to increased aviation activity generated by recent economic growth. More visitors flying for business are using commercial airports and are flying to the state on general aviation planes. Visitors to North Dakota are staying longer and spending more. Flights by larger and more demanding general aviation business jets have increased at many airports. General aviation planes connect North Dakota to business centers throughout the country.

Since statewide economic impacts were last measured in 2010:

- Annual economic benefits from public-use airports in North Dakota and the activities they support have increased 47%.
- Jobs supported by North Dakota airports have grown from 8,872 to 12,217, an increase of 3,345 jobs.
- Annual state and local sales tax revenues for airports and airport supported activities have increased from \$31.1 million to over \$60 million.
- Visitors coming to North Dakota each year on general aviation aircraft or commercial airline flights have grown from 545,300 to 915,290.



Airports Have Expanded Existing Facilities

Minot International is constructing a new passenger terminal.

Passenger boardings have increased from 90,820 (2010) to 222,144 (2014), a 145% increase.

Airports Have Built New Facilities

Bowman recently constructed a new airport with a runway of 5,700 feet. This length enables larger business jets to reach the community.

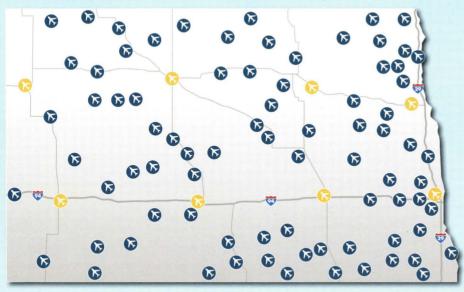


Increased activity at the Tiago Municipal Airport attracted Tioga Aero Center in 2014. This aircraft service provider offers fuel, storage, maintenance, and ground transportation.



Att. A # \$ 1006 1-8-1

North Dakota Public-Use Airports



🕟 81 General Aviation Airports 🎧 8 Commercial Service Airports

Business Connections

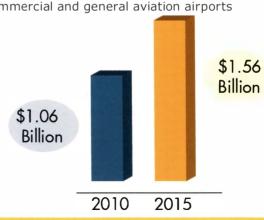


This report, authorized by the North Dakota Aeronautics Commission (NDAC), summarizes how growth at North Dakota's eight commercial service and 81 general aviation airports translates into higher annual economic impacts for the communities these airports serve and for the state. More detailed information on the study is available from the NDAC.

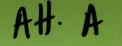
Change in Annual Airport Related Economic Impacts

When the economic impact of North Dakota's airport system was last measured in a study released in 2010, the total annual economic impact of commercial and general aviation airports

was measured at \$1.06 billion. Just five years later, the total annual economic impact for the commercial and general aviation airports has increased to \$1.56 billion—a 47% increase.



North Dakota airports connect the state to business centers throughout the U.S. This map shows recorded instrument flight rule (IFR) arrivals and departures to the state over the last 12 months—most of these flights were on general aviation aircraft. According to FAA data, non-stop flights represent only 3% of all aircraft arrivals and departures to North Dakota airports over the past 12 months. This map clearly shows the important role that airports play in providing the transportation infrastructure that has supported the state's recent economic growth.







For NDAC's statewide study for commercial service and general aviation airports, annual economic impacts were measured for **five** economic activity centers.



Economic Activity Centers

| | 3 |
|---|---|
| Airport Management | Activities undertaken by airport employees to operate the airport on a daily basis. |
| Airport Tenants | Aviation-related businesses that provide airport, aircraft, or customer services. |
| Capital Improvement Spending | Average annual investment made to maintain, improve, or expand an airport. |
| Commercial Visitor Spending General Aviation Visitor Spending | Spending by visitors to North Dakota who arrive by air that supports hotels, restaurants, and other visitor-related activities. |

5 Sources of Economic Impacts

On-Airport

- 1 Airport Management
- 2 Aviation-Related
 Tenants / Businesses
- 3 Investment for Capital Improvements

Off-Airport

- 4 Visitors Arriving on Commercial Airlines
- 5 Visitors Arriving on General Aviation Aircraft



Measurements of Economic Impacts





For each of these five categories, annual economic impacts were measured for jobs, payroll, and output. While employment and payroll measures are easy to understand, output is more complex. Output for airport management and airport tenants is generally equal to the purchase of goods and services needed by these two groups to support their operations or to run their businesses.

Output for capital improvement investment is equal to the average annual amount actually spent by federal, state, local, and private contributors to maintain and improve the airports. The annual spending of visitors in North Dakota is equal to direct output in the visitor category.



2015 TOTAL STATEWIDE ECONOMIC IMPACTS

NDAC's statewide economic impact study estimated annual economic impacts for each of the five activity centers. It is important to understand that impacts shown in this report represent a "snapshot in time," reflecting conditions at North Dakota airports when the study was prepared in the 2014/2015 time frame. While economic impacts from airport management, airport tenants, and visitor spending can change year-to-year, economic impacts from capital investment have a higher propensity to change between reporting periods.

Remaining portions of the summary provide more detail on economic impacts for each category and a general overview of the methodology used to complete the economic impact analysis. Other economic benefits associated with aviation and aerospace in North Dakota are also presented.

| | TOTAL EMPLOYMENT | TOTAL PAYROLL | TOTAL OUTPUT |
|---------------------------------|---------------------|------------------|-----------------|
| Total Airport Management | 232 | \$13.4 million | \$85.5 million |
| Total Airport Tenants | 4,207 | \$223.9 million | \$626.7 million |
| Total Capital Investments | 1,156 | \$63.5 million | \$173.0 million |
| Total General Aviation Visitors | 854 | \$26.9 million | \$101.1 million |
| Total Commercial Visitors | 5,768 | \$177.6 million | \$578.1 million |
| Total Statewide Annual Impacts | 12,217 | \$505.2 million | \$1.56 billion |

Estimates Include Total Statewide Direct and Indirect Impacts







ECONOMIC IMPACT METHODOLOGY

Airport-related economic impacts measured in this study came from five sources: airport management, airport tenants, capital improvement spending, spending from visitors arriving on commercial airlines, and spending from visitors arriving on general aviation aircraft. For each of these five categories, economic impacts are estimated for jobs, annual payroll, and annual output.

For each impact category and each measurement, the process to estimate total economic impacts starts with estimating "direct" impacts. Once direct impacts for jobs, payroll, or output enter the North Dakota economy, other successive waves of economic impact occur. These additional impacts are "indirect impacts" but are sometimes more commonly referred to as "multiplier" impacts. Together, direct and indirect impacts equal total annual economic impact for individual airports and the state. The following pages discuss economic impacts for the five activity centers.

R

Indirect Impact Example

Sam is employed by the airport. This week when Sam receives his pay from the airport, he takes his "direct" salary and pays a baby sitter, takes the family dog to the vet and pays for their services, and pays a teacher for his daughter's piano lesson. Direct payroll that started at the airport has now entered the economy of the community where Sam lives. As this example shows, Sam's "direct" airport job and pay help to support other "indirect" jobs, payroll, and output for the babysitter, the vet, and the piano teacher. In this study, the IMPLAN model*, with data sets specific to North Dakota, was used to estimate all indirect economic impacts in the employment, payroll, and output categories.

* Information on the IMPLAN model is available in the study's technical report

Impact Measures

For this report, economic impacts are expressed in terms of jobs, payroll, and total annual economic output. Each of these measures include the direct, indirect, and total impacts.







ANNUAL ECONOMIC IMPACTS FROM AIRPORT MANAGEMENT

Throughout North Dakota people are employed to manage, operate, and maintain the eight large commercial service airports and the 81 general aviation airports. These employees can be full-time, part-time, or seasonal. Interviews conducted for this study show that most often employees in the airport management function are located at the airport, but sometimes the airport management employees work in off-airport locations.

To translate part-time and seasonal jobs into full-time positions, each airport furnished information on the number of hours part-time employees work specifically to support the airport. This information provides a more accurate means to estimate how the part-time and seasonal workforce contributes to the full-time employment at each airport.

As part of this study, extensive outreach with airport managers throughout North Dakota was completed to gather information on direct employment, payroll, and annual purchases for goods and services (output) needed to run each airport. Many times, airport managers were interviewed in person, especially at the commercial service airports and larger general aviation airports. Airport managers also played an important role in this study, verifying direct economic impacts for their airport for all five impact categories. Airport Management statewide annual economic impacts, which include the direct and indirect impacts for all study airports, are shown in the accompanying table.

Total Annual Statewide Economic Impact Airport Management

| EMPLOY | MENT | PA | (ROLL | OL | JTPUT |
|---------------|------|------------|----------------|------------|--------|
| • Direct | 154 | • Direct | \$9.6 million | • Direct | \$56.2 |
| • Indirect | 78 | • Indirect | \$3.8 million | • Indirect | \$29.3 |
| • Total | 232 | • Total | \$13.4 million | • Total | \$85.5 |

| Airport Management | | | | | |
|--------------------|----------------|--|--|--|--|
| Employment | 232 jobs | | | | |
| \$ Annual Payroll | \$13.4 million | | | | |
| Annual Output | \$85.5 million | | | | |



2 million 3 million



ANNUAL ECONOMIC IMPACTS FROM AIRPORT TENANTS

There are many types of aviation-related businesses that operate at study airports. These businesses provide various types of aviation-related services to support aircraft and airport customers. Examples of airport tenants include, but are not limited to: Fixed Based Operators (FBOs); aircraft maintenance providers; aircraft charter, rental, and sales companies; air ambulance operators; aerial applicators; military units located at civilian airports; air cargo companies; ground transportation providers; flight schools; airlines; and corporate flight departments. Airport tenants who are not aviation-related are not included in this analysis.

For this study, all airport managers provided contact information for their aviation-related tenants. All tenants were contacted directly to obtain information on their full-time, part-time, and seasonal employment; annual payroll; and annual operating expenses (output). Tenants at North Dakota's airports were the primary source of direct impacts reported in this category. Indirect impacts (multiplier) for all airport tenant employment, payroll, and output were estimated using the IMPLAN model. Total statewide annual economic impacts for airport tenants are shown below.

Airport Tenants 4,207 jobs \$ Annual Payroll \$223.9 million Annual Output \$626.7 million

Total Annual Statewide Economic Impact Airport Tenants

| EMPLOY | MENT | PA | PROLL | OL | JTPUT |
|---------------|------------|---------------|-----------------|------------|-----------------|
| • Direct | 2,738 | • Direct | \$150.5 million | • Direct | \$408.3 million |
| • Indirect | 1,469 | • Indirect | \$73.4 million | • Indirect | \$218.4 million |
| • Total | 4,207 | • Total | \$223.9 million | • Total | \$626.7 million |
| | | | | | |
| Source: North | h Dakota A | irport Tenant | S | | |





ANNUAL ECONOMIC IMPACTS FROM CAPITAL INVESTMENT

Each year, federal, state, local, and private funds are invested to maintain, improve, and expand public-use airports in North Dakota, For each of the last three years, this combined investment has reach almost \$100 million per year. Recently, the North Dakota Legislature, FAA, and some local communities responded to growing airport infrastructure needs by allocating additional funds to help North Dakota's airports keep pace with the state's surging economy. Direct output in the capital investment category supports additional jobs and the payroll associated with those jobs, which were estimated with IMPLAN.

Economic impacts related to capital investment only exist when actual spending is taking place. Once a project is finished, employment, payroll, and output impacts in this category cease. When capital investment at an airport changes significantly, economic impacts stemming from this activity center also change.

To estimate economic impacts related to capital investment, a threeyear average for annual capital investment at each study airport was developed. Information for airport-specific capital investment was provided by NDAC, FAA, study airports, and tenants at various airports. For this economic activity center, annual capital investment for each study airport is equal to its direct annual output. Based on estimated average annual investment, IMPLAN provides ratios which are used to estimate "direct" jobs and payroll supported by direct output, in this case average annual capital investment. IMPLAN also estimates "indirect" impacts associated with each capital investment impact measure: employment, payroll, and output provided by NDAC, FAA, airports, and tenants.

Total Annual Statewide Economic Impact Capital Investments

| EMPLOYMENT | | PA | PAYROLL | | OUTPUT | |
|--|-------|------------|----------------|------------|-----------------|--|
| • Direct | 534 | • Direct | \$39.8 million | Direct | \$99.4 million | |
| • Indirect | 622 | • Indirect | \$23.7 million | • Indirect | \$73.6 million | |
| • Total | 1,156 | • Total | \$63.5 million | • Total | \$173.0 million | |
| Source: Airport Managers, Tenants, NDAC, FAA, IMPLAN | | | | | 40 | |

Average Annual Capital Investment







ANNUAL ECONOMIC IMPACTS FROM COMMERCIAL AND GENERAL AVIATION VISITOR SPENDING

North Dakota's economic growth has resulted in more visitors, particularly business-related visitors, arriving to the state by air. These visitors are staying longer and spending more. Estimates of visitors arriving in North Dakota on a commercial airline were developed using each airport's annual enplaned passengers and information from USDOT on the portion of these enplanements that are residents versus visitors.

The process to develop estimates of visitors arriving on general aviation aircraft was much more complex and involved several rounds of input from study airports and NDAC staff. Estimates developed in this study of visitors arriving on general aviation aircraft were individualized for each commercial and general aviation airport.

According to airport and USDOT information, an estimated 533,112 visitors arrive annually in North Dakota on commercial airline flights, and 382,177 visitors arrive on general aviation aircraft. Once in North Dakota, visitors have expenditures for items such as lodging, food, entertainment, retail, and ground transportation services. To capture specific visitor spending patterns on a per trip basis, visitors completed more than 4,000 surveys. These surveys were completed with assistance from airports throughout North Dakota. Using survey information, airport-specific estimates for spending per visitor trip were developed. It is important to note that a high percentage of visitors who come to North Dakota on general aviation aircraft do not spend the night. Some business visitors specifically use general aviation aircraft for travel so that they can shorten the length of their trip.

Similar to capital investment, annual "direct output" for the visitor category is equal to annual visitor spending. Once direct visitor spending was estimated, IMPLAN was used to estimate the number of direct jobs and payroll that direct visitor spending supports. The following table shows estimated annual economic impacts for the general aviation visitor category. It is important to note that visitors traveling to North Dakota on general aviation aircraft arrive at both commercial and general aviation airports.

General Aviation Visitor Spending **PAYROLL EMPLOYMENT** OUTPUT Direct 619 Direct \$16.3 million \$64.0 million Direct \$10.5 million Indirect 235 Indirect Indirect \$37.1 million 854 Total Total \$26.9 million \$101.1 million Total Source: Airport Managers, Surveys, and IMPLAN



North Dakota's economic growth has attracted a growing number of visitors. These visitors arrive on commercial airline flights and on general aviation aircraft.

Not only are more visitors coming to North Dakota—these visitors are staying longer and spending more. The Annual and Average Spending Per Trip graphic shows, on a per trip basis, the average spending of visitors arriving on general aviation aircraft and on commercial airlines. It also shows how spending on a per trip basis for both types of visitors has increased since 2010.



Commercial Visitor Spending

| EMPLOYMENT | | PAYROLL | | OUTPUT | |
|--------------------------|---------------|------------|-----------------|------------|-----------------|
| Direct | 4,151 | • Direct | \$105.4 million | • Direct | \$360.9 million |
| • Indirect | 1,617 | • Indirect | \$72.2 million | • Indirect | \$217.2 million |
| • Total | <i>5,7</i> 68 | • Total | \$177.6 million | • Total | \$578.1 million |

Source: Surveys and IMPLAN

Spending per Commercial Visitor Trip

| | ANNUAL COMMERCIAL VISITORS | TOTAL VISITOR SPENDING | SPENDING PER TRIP |
|-------------|----------------------------------|------------------------------|----------------------|
| Bismarck | 110,342 | \$68.8 million | \$624 |
| Devils Lake | 1,890 | \$0.70 million | \$374 |
| Dickinson | 25,891 | \$15.80 million | \$612 |
| Fargo | 179,539 | \$96.10 million | \$535 |
| Grand Forks | 62,824 | \$35.10 million | \$558 |
| Jamestown | 3,542 | \$1.40 million | \$400 |
| Minot | 95,669 | \$80.90 million | \$846 |
| Williston | 53,415 | \$61.90 million | \$1,160 |

Residents and visitors comprise the annual passenger boardings; this table shows only visitor related boardings for each commercial airport.

Increase in North Dakota Air Visitors

| | 2010 | 2015 | Increase |
|---------------------------|---------|---------|----------|
| General Aviation Visitors | 222,318 | 382,177 | 72% |
| Commercial Visitors | 322,983 | 533,112 | 65% |

Annual and Average Spending Per Trip





INDIVIDUAL AIRPORT ECONOMIC IMPACTS

This table presents current total annual economic impacts for each study airport. These estimates reflect total impacts, both direct and indirect, for airport management, airport tenants, capital investment, and all visitor-related spending. More information on impacts for individual airports is available in the study's technical report.

For the employment category, the table also shows how direct and indirect jobs contribute to total employment for each airport. **It is important to**remember that direct jobs presented here come from as many as five activity centers. Indirect employment shown for each airport was

estimated using the IMPLAN model. Together, direct and indirect impacts represent the total employment impacts reported for each airport.

| | | EMPLOYMENT | | TOTAL | TOTAL | |
|-------------|--|------------|----------|--------|---------------|-----------------|
| CITY | AIRPORT NAME | Direct | Indirect | Total | PAYROLL | OUTPUT |
| Bismarck | Bismarck Municipal | 1,301 | 825 | 2,126 | \$86,510,312 | \$279,744,887 |
| Devils Lake | Devils Lake Regional | 59 | 30 | 89 | \$4,013,851 | \$11,811,488 |
| Dickinson | Dickinson-Theodore Roosevelt Regional | 314 | 161 | 475 | \$20,322,935 | \$76,618,095 |
| Fargo | Hector International | 2,391 | 962 | 3,353 | \$142,166,337 | \$387,465,584 |
| Grand Forks | Grand Forks International | 1,147 | 522 | 1,669 | \$73,622,396 | \$199,368,171 |
| Jamestown | Jamestown Regional | 65 | 55 | 120 | \$4,797,458 | \$24,425,703 |
| Minot | Minot International | 1,357 | 628 | 1,985 | \$74,678,827 | \$254,598,258 |
| Williston | Sloulin Field International | 1,004 | 470 | 1,474 | \$57,256,315 | \$209,047,988 |
| Total Comme | rcial Airports Impacts | 7,638 | 3,653 | 11,291 | \$463,368,431 | \$1,443,080,174 |
| Arthur | Arthur | 0 | 0 | 0 | \$0 | \$23,250 |
| Ashley | Ashley Municipal | 13 | 4 | 17 | \$806,986 | \$2,382,031 |
| Beach | Beach | 6 | 7 | 13 | \$283,851 | \$656,324 |
| Beulah | Beulah | 10 | 3 | 13 | \$625,781 | \$1,708,123 |
| Bottineau | Bottineau Municipal | 7 | 3 | 10 | \$522,677 | \$1,546,789 |
| Bowbells | Bowbells Municipal | 0 | 0 | 0 | \$0 | \$8,200 |
| Bowman | Bowman Regional | 40 | 44 | 84 | \$4,546,230 | \$11,879,439 |
| Cando | Cando Municipal | 6 | 8 | 14 | \$448,730 | \$1,821,461 |
| Carrington | Carrington Municipal | 9 | 5 | 14 | \$471,458 | \$1,586,478 |
| Casselton | Casselton Robert Miller Regional | 32 | 23 | 55 | \$2,192,020 | \$5,610,341 |
| Cavalier | Cavalier Municipal | 10 | 4 | 14 | \$573,265 | \$1,933,077 |
| Columbus | Columbus Municipal | 0 | 0 | 0 | \$0 | \$3,000 |
| Cooperstown | Cooperstown Municipal | 2 | 1 | 3 | \$129,618 | \$431,535 |

| CANAL SY | | EMPLOYMENT | | TOTAL | TOTAL | |
|------------|--|------------|----------|-------|-------------|-------------|
| CITY | AIRPORT NAME | Direct | Indirect | Total | PAYROLL | OUTPUT |
| Crosby | Crosby Municipal | 6 | 7 | 13 | \$452,141 | \$1,473,286 |
| Drayton | Drayton Municipal | 1 | 0 | 1 | \$64,809 | \$185,378 |
| Dunseith | International Peace Garden | <1 | 0 | <1 | \$0 | \$69,753 |
| Edgeley | Edgeley Municipal | 5 | 4 | 9 | \$408,353 | \$1,261,884 |
| Elgin | Elgin Municipal | 0 | 0 | 0 | \$0 | \$3,625 |
| Ellendale | Ellendale Municipal | 4 | 5 | 9 | \$246,800 | \$1,031,194 |
| Enderlin | Sky Haven | 0 | 0 | 0 | \$0 | \$72,892 |
| Fessenden | Fessenden-Streibel Municipal | 5 | 2 | 7 | \$336,038 | \$874,424 |
| Fort Yates | Standing Rock | <1 | 0 | <1 | \$0 | \$7,133 |
| Gackle | Gackle Municipal | <1 | 0 | <1 | \$0 | \$7,686 |
| Garrison | Garrison Municipal | 4 | 2 | 6 | \$302,006 | \$819,976 |
| Glen Ullin | Glen Ullin Regional | 1 | 1 | 2 | \$123,212 | \$353,985 |
| Grafton | Hutson Field | 12 | 7 | 19 | \$846,433 | \$2,337,041 |
| Gwinner | Gwinner-Roger Melroe Field | 13 | 14 | 27 | \$1,168,122 | \$3,701,214 |
| Harvey | Harvey Municipal | 4 | 1 | 5 | \$236,927 | \$702,922 |
| Hazelton | Hazelton Municipal | 0 | 0 | 0 | \$0 | \$23,250 |
| Hazen | Mercer County Regional | 3 | 1 | 4 | \$145,456 | \$557,298 |
| Hettinger | Hettinger Municipal | 13 | 7 | 20 | \$955,530 | \$2,693,237 |
| Hillsboro | Hillsboro Regional | 18 | 6 | 24 | \$887,146 | \$2,922,895 |
| Kenmare | Kenmare Municipal | 17 | 9 | 26 | \$1,301,723 | \$3,034,219 |
| Killdeer | Dunn County Airport - Weydahl Field | 11 | 13 | 24 | \$1,564,863 | \$3,065,201 |
| Kindred | Robert Odegaard Field | 7 | 2 | 9 | \$340,767 | \$3,626,376 |
| Kulm | Kulm Municipal | 2 | 1 | 3 | \$150,192 | \$270,422 |



| | | EMPLOYMENT | | NT | TOTAL | TOTAL |
|-----------------|-------------------------------------|------------|----------|-------|-------------|-------------|
| CITY | AIRPORT NAME | Direct | Indirect | Total | PAYROLL | OUTPUT |
| Lakota | Lakota Municipal | 0 | 0 | 0 | \$0 | \$131,082 |
| LaMoure | LaMoure Rott Municipal | 2 | 1 | 3 | \$129,618 | \$361,906 |
| Langdon | Robertson Field | 5 | 4 | 9 | \$289,506 | \$1,053,010 |
| Larimore | Larimore Municipal | 9 | 3 | 12 | \$507,389 | \$1,886,989 |
| Leeds | Leeds Municipal | 1 | 1 | 2 | \$70,700 | \$225,343 |
| Lidgerwood | Lidgerwood Municipal | 0 | 0 | 0 | \$0 | \$9,443 |
| Linton | Linton Municipal | 9 | 3 | 12 | \$508,504 | \$1,589,613 |
| Lisbon | Lisbon Municipal | 3 | 2 | 5 | \$311,872 | \$699,239 |
| Maddock | Maddock Municipal | 7 | 5 | 12 | \$1,230,638 | \$2,012,105 |
| Mandan | Mandan Municipal | 38 | 29 | 67 | \$3,149,158 | \$8,950,629 |
| Mayville | Mayville Municipal | 11 | 9 | 20 | \$778,094 | \$2,436,563 |
| McClusky | McClusky Municipal | <1 | 0 | <1 | \$0 | \$7,117 |
| McVille | McVille Municipal | 0 | 0 | 0 | \$0 | \$23,450 |
| Milnor | Milnor Municipal | 0 | 0 | 0 | \$0 | \$38,448 |
| Minto | Minto Municipal | 5 | 1 | 6 | \$301,736 | \$806,069 |
| Mohall | Mohall Municipal | 12 | 7 | 19 | \$631,793 | \$2,180,976 |
| Mott | Mott Municipal | 3 | 1 | 4 | \$195,633 | \$493,806 |
| Napoleon | Napoleon Municipal | 2 | 1 | 3 | \$129,618 | \$372,540 |
| New Rockford | Tomlinson Field | 1 | 0 | 1 | \$64,809 | \$217,776 |
| New Town | New Town Municipal | 10 | 12 | 22 | \$1,315,808 | \$3,217,102 |
| Northwood | Northwood Municipal- Vince Field | 5 | 1 | 6 | \$254,467 | \$877,356 |
| Oakes | Oakes Municipal | 9 | 10 | 19 | \$637,092 | \$2,337,630 |
| Page | Page Regional | 9 | 4 | 13 | \$498,619 | \$2,085,675 |
| Park River | Park River-WC Skjerven Field | 6 | 2 | 8 | \$388,854 | \$1,108,549 |
| Parshall | Parshall-Hankins | 4 | 3 | 7 | \$440,805 | \$1,106,385 |
| Pembina | Pembina Municipal | 7 | 3 | 10 | \$405,928 | \$1,400,955 |
| Plaza | Trulson Field | 0 | 0 | 0 | \$0 | \$3,000 |
| Richardton | Richardton | 0 | 0 | 0 | \$0 | \$6,033 |
| Riverdale | Garrison Dam Recreational | <1 | 0 | <1 | \$1,800 | \$17,369 |
| Rolette | Rolette | 2 | 3 | 5 | \$213,471 | \$649,140 |

| | | EMPLOYMENT | | | TOTAL | TOTAL |
|---|----------------------------|------------|----------|--------|---------------|-----------------|
| CITY | AIRPORT NAME | Direct | Indirect | Total | PAYROLL | OUTPUT |
| Rolla | Rolla Municipal | 12 | 9 | 21 | \$866,159 | \$2,680,203 |
| Rugby | Rugby Municipal | 5 | 4 | 9 | \$380,677 | \$1,040,119 |
| St. Thomas | St. Thomas Municipal | 2 | 1 | 3 | \$129,618 | \$357,925 |
| Stanley | Stanley Municipal | 11 | 9 | 20 | \$928,496 | \$2,442,100 |
| Tioga | Tioga Municipal | 23 | 11 | 34 | \$1,492,413 | \$3,878,182 |
| Towner | Towner Municipal | 0 | 0 | 0 | \$0 | \$24,050 |
| Turtle Lake | Turtle Lake Municipal | 0 | 0 | 0 | \$0 | \$51,241 |
| Valley City | Barnes County Municipal | 14 | 8 | 22 | \$901,786 | \$2,803,132 |
| Wahpeton | Harry Stern | 25 | 11 | 36 | \$1,446,088 | \$4,397,025 |
| Walhalla | Walhalla Municipal | 7 | 5 | 12 | \$580,058 | \$1,559,947 |
| Washburn | Washburn Municipal | 0 | 0 | 0 | \$0 | \$138,429 |
| Watford City | Watford City Municipal | 28 | 16 | 44 | \$2,063,056 | \$5,205,805 |
| West Fargo | West Fargo Municipal | 8 | 4 | 12 | \$374,063 | \$1,262,928 |
| Westhope | Westhope Municipal | 2 | 1 | 3 | \$129,618 | \$355,215 |
| Wishek | Wishek Municipal | 0 | 0 | 0 | \$0 | \$85,259 |
| Total General Aviation Airports Impacts | | 558 | 368 | 926 | \$41,879,078 | \$121,272,197 |
| Total All Airports Impacts | | 8,196 | 4,021 | 12,217 | \$505,247,509 | \$1,564,352,371 |

Source: Airport Managers, Tenants, Surveys, NDAC, USDOT, IMPLAN, Dun & Bradstreet, and Manta









OTHER AVIATION / AEROSPACE ECONOMIC AND BENEFITS OF NORTH DAKOTA AIRPORTS

Aside from the 12,217 jobs, the \$505.2 million in annual payroll, and the \$1.56 billion in annual output, there are many, yet sometimes less visible activities that airports in North Dakota support. These activities include healthcare, emergency services, energy inspections, environmental patrols, research, and other vital services that help to improve the health, welfare, and safety of residents and business throughout the state. Having a general understanding of these additional benefits helps provide a better understanding of all of the different ways North Dakota airports support the communities they serve.



- **Healthcare** This study identified approximately 40 clinics and/or hospitals in North Dakota that rely on public-use airports. Several have doctors using general aviation aircraft to reach patients in small communities throughout the state. Small hospitals and clinics do not have a local patient base sufficient to support specialty doctors—flying doctors in North Dakota fill this void. Airports in North Dakota play an important role in providing both routine and advanced healthcare services.
- Emergency Services Fixed-wing aircraft and helicopters use North Dakota airports to transport North Dakota residents requiring time-sensitive care to larger medical facilities, both within and beyond the state. These lifesaving services cannot be assigned a dollar value, and essentially any airport in the state is a candidate for supporting emergency medical services.
- Education The University of North Dakota (UND) is home to one of the nation's leading aviation and aerospace programs, the John D. Odegard School of Aerospace Sciences. UND is educating tomorrow's airport managers, pilots, and air traffic controllers. Other colleges and universities in North Dakota also report that airports are essential to their ability to expand their market areas for attracting students, both domestic and international. Air access is import to helping North Dakota's centers of higher learning attract and retain the most qualified teaching and research staff.
- Research North Dakota was successful in being one of six states selected by the FAA as a test site for Unmanned Aerial Systems (UAS) research. There are many potential practical private and public applications for UAS technology. Grand Sky, located in Grand Forks, is a multi-faceted center for advancing UAS applications and technology. Companies in North Dakota are leading the way in exploring uses for this emerging technology. Some estimates indicate that as many as 3,000 new jobs could be supported by UAS in North Dakota by 2025.
- Taxes Activities at airports and activities supported by airports make significant contributions to state and local tax revenues. A significant portion of these tax revenues are collected as a result of spending by visitors who come to North Dakota on general aviation aircraft and scheduled commercial aircraft. The NDAC study estimates that, on an annual basis, approximately \$64 million in local and state tax revenues are generated by the 89 study airports and the activities they support.



There are other non-airport-specific aviation and aerospace activities in North Dakota that make direct contributions to the state's economy. A listing of these additional activities is provided below, and more information on each these additional economic contributors is provided in the study's technical report:

- Activities associated with the mission of the 319th Air Wing Base in Grand Forks.
- Jobs, payroll, and output associated with the operation and mission of Minot Air Force Base.
- Aviation and aerospace companies, including aerial applicators, doing business in North Dakota, but not located at a study airport.
- North Dakota companies with employees whose jobs have improved efficiency from using commercial and general aviation and air cargo services.

The statewide total annual economic impacts of these activities, as identified or estimated in this NDAC study, are shown in the table below. It is important to re-state that these benefits are in addition to those estimated for the 89 study airports.

North Dakota Jobs Supported by or Benefiting from Aviation, Airports, or Aerospace



Aviation-Related Jobs in North Dakota: 32,213

The statewide economic impact study estimated economic impacts for 89 public airports, Grand Forks and Minot AFBs, off-airport aviation/ aerospace businesses in the state, and other businesses in the state with employees who gain efficiency by using aviation. When combined, all sources support approximately 32,200 direct and indirect jobs in North Dakota. These jobs account for almost 8% of North Dakota's total employment which was estimated at 413,000 in 2014.

Economic Impacts from Airports, Aviation, and Aerospace in North Dakota

| | TOTAL EMPLOYMENT | TOTAL PAYROLL | TOTAL OUTPUT |
|--|---------------------|------------------|-----------------|
| Grand Forks AFB | 2,565 | \$105.2 million | \$203.7 million |
| Minot AFB | 7,283 | \$321 million | \$513.5 million |
| Off-Airport Aviation / Aerospace Businesses | 4,635 | \$232.7 million | \$512.6 million |
| Aviation Supported Jobs | 5,513 | \$271.8 million | \$882.7 million |
| Sub-Total | 19,996 | \$930.7 million | \$2.1 billion |
| Total for 89 Study Airports | 12,217 | \$505.2 million | \$1.56 billion |
| Total for All Airport / Aviation / Aerospace Impacts | 32,213 | \$1.44 billion | \$3.66 billion |

As this report clearly shows, aviation, aerospace, and North Dakota's system of public-use airports are essential underpinnings to the present and future success of North Dakota's economy.

When combined, all aviation- and aerospace-related contributors discussed in this study (airports, the military, aviation/aerospace companies, and aviation-reliant businesses) provide annual economic benefits to North Dakota that approach \$3.7 billion. The 2014 Real Gross State Product of North Dakota is estimated at \$48.2 billion. All airport, aviation, and aerospace activities in North Dakota account for 7.6% of the state's total annual economic activity.





North Dakota Aeronautics Commission 701.328.9650 P.O. Box 5020 Bismarck, ND 58502

http://www.aero.nd.gov

Input for this study was obtained from: airlines, passengers, North Dakota businesses, airport representatives, the North Dakota Aeronautics Commission (NDAC), the Federal Aviation Administration (FAA), and other private and government sources. Analysis completed in the study was based on data collected in 2014 and 2015, with the final report released November 2015. Preparation of this report was financed in part through a planning grant from the FAA as approved under the Airport and Airway Improvement Act of 1982. The contents of this report reflect the views of the Consultant, which is responsible for the facts and the accuracy of the data depicted herein, and do not necessarily reflect the official views or policy of the FAA. Acceptance of this report by the FAA does not in any way constitute a commitment on the part of the United States to participate in any development depicted therein, nor does it indicate that the proposed development is environmentally acceptable in accordance with applicable public laws.

JVIATION

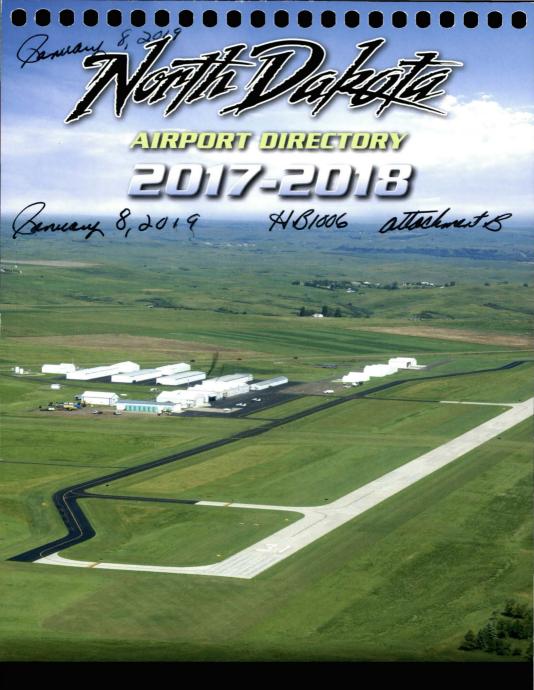
Increasing Economic Impacts for North Dakota Airports

One objective the NDAC had for the 2015 update to their Statewide Aviation Economic Impact Study was to determine how economic contributions from the 89 public-use airports have changed since it was measured in 2010. The graphic below provides a comparison of findings from the 2010 and 2015 studies. The comparison shows direct, indirect, and total statewide economic impacts for employment, payroll, and output. The 2015 study took a conservative approach to estimate indirect impacts; as a result, 2015 indirect impacts represent a smaller percentage of total impacts than they did in the 2010 study.

As shown, direct statewide economic impacts for the 89 public-use airports increased between 2010 and 2015 for employment, payroll, and output. Increases in direct impacts contributed to the overall increase for total impacts for all three categories as shown here.









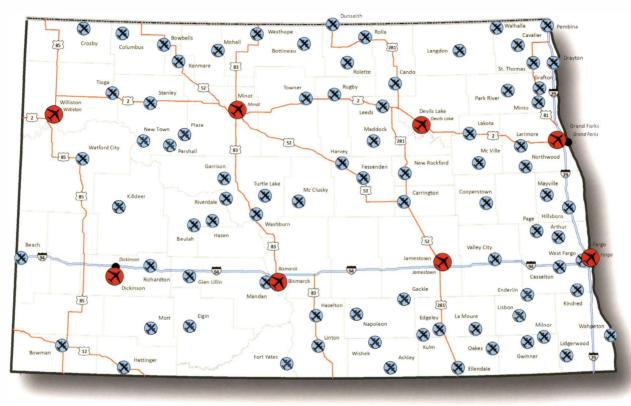
North Dakota Aeronautics Commission

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www.aero.nd.gov







NDSASP System Airports

PUBLIC AIRPORTS IN NORTH DAKOTA



AH B HB 1006 Greetings and welcome to the skies of North D

The North Dakota Aeronautics Commission is committed to providing the public with a safe and efficient air transportation system. North Dakota's 89 public-use airports are conveniently located throughout the state and support a full range of business, commercial, and recreational activities. A recent research project undertaken by our agency has shown that our public-use airports have an estimated annual economic impact of \$1.6 billion dollars on the state's overall economy while providing support for over 12,200 jobs.

The numbers clearly show that our public airports are valuable assets to our communities, but they do so much more than what the numbers and statistics can reveal. Our airports are providing many opportunities for current and future generations to discover their passion for the field of aviation. Public access to the skies has enabled all of us to open doors to endless possibilities and lifetime experiences.

I also want to encourage you to also take a tour of our updated website which can be found at https://aero.nd.gov. Our office works hard to ensure that this website is a onestop shop for all of your North Dakota aviation needs.

As you travel throughout the state for business or pleasure, I sincerely hope that you will enjoy the time that you spend with us.

Wishing you smooth flying,

Kyle C. Wanner

Kyle C. Wanner Executive Director

COPIES OF THIS DIRECTORY ARE AVAILABLE BY WRITING OR CALLING:



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E-mail: ndaero@nd.gov Visit our website: http://aero.nd.gov ND Tourism: www.ndtourism.com

Tel: 1-800-435-5663

Special appreciation to NDDOT for air port photos.

AMENITIES LISTED FOR EACH AIRPORT























WX Directory Lounge Maintenance Hanger Courtesy Car

Fishing

Aeronautical information on this airport directory is up to date through March of 2015, and is obtained from the Federal Aviation Administration Chart Supplement and the North Dakota Aeronautics Commission. Printer, publisher, and the North Dakota Aeronautics Commission make no warranty, express or implied, as to accuracy of information expressly disclaim liability for the accuracy thereof. We recommend that you check Airman's Information Manual, Chart Supplement, NOT AMS, and the Safety Bulletins from the Federal Aviation Administration for supplemental data and current information.

FLY North Dakota AIRPORTS!

North Dakota's passport program rewards pilots who fly to North Dakota's publically-owned airports, attend FAA safety seminars, and visit North Dakota's aviation museums. Fly North Dakota airports promotes safety and education, and encourages pilots to

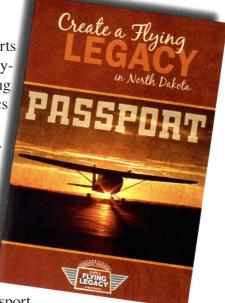


practice approaches and landings in many different environments. It's also a great way to support general aviation airports, businesses, and tourism. Just visit one of the places or events listed in our passports, and have your passport stamped in the appropriate box. It's as easy as that!

HOW TO PARTICIPATE.

A a Fly North Dakota Airports Passport at your local publicallyowned airport or by contacting the North Dakota Aeronautics Commission.

Fill in the page at the front of your passport with your name and contact information. Each time you visit a North Dakota publically-owned airport, aviation museum, or participating FAA safety seminar, have your passport stamped in the appropriate box. The location of the airport stamp is stated in the passport.



When you have earned the proper number of stamps, submit your passport (they will be returned) to the North Dakota Aeronautics Commission, P.O. Box 5020, Bismarck, ND 58502. Phone: (701) 328-9650. Email: ndaero@nd.gov

Visit a community event or attraction by searching NDtourism.com

or call 1-800-HELLO-ND on your legacy flight! Each airport box in the Passport has an attraction listed.



North Dakota Airport Association

| •••• | | H. B HB,006 1- | ■ ■ - 8-19 |
|---|---|--|-------------------|
| LOCATION & FRE | Q. | REMARKS | |
| BISMARCK (BIS) ASOS Vortac/DME ILS 31 ILS 13 RCO Tower/CTAF Ground App/Dep Con ATIS Unicom Center | 116.5 110.3 111.5 122.2 118.3 121.9 126.3 119.35 122.95 135.25 | (701) 255-7563 HIWAS Rwy 31 Rwy 13 GFK FSS Tower Open (1200-0600Z) | |
| BOTTINEAU (DO9) Center Minot APP/Dep Unicom/CTAF | 127.6 119.6 122.8 | MPLS Center | |
| BOWMAN (BWW) AWOS-3 Center RCO Unicom/CTAF | 118.075 126.85 122.4 122.8 | (701) 523-3412 Salt Lake Center | |
| CARRINGTON (46D) AWOS-3 Center UNICOM/CTAF | 118.575 124.2 122.9 | 701-652-1875 MPLS Center | |
| CASSELTON (5N8) Center Fargo APP/Dep Vortac FAR Unicom/CTAF | 127.35 120.4 116.2 122.8 | | |
| CAVALIER (2C8) AWOS-3 Devils Lake RCO Unicom/CTAF | 118.275 122.3 122.8 | 701-265-8050 GFK Radio | |
| COOPERSTOWN (S32 AWOS-3 Jamestown RCO Unicom/CTAF | 2) 118.750 123.6 122.9 | 701-797-2566 GFK Radio | |
| CROSBY (D50) AWOS-3 Center Unicom/CTAF | 118.025 126.85 122.9 | 701-965-6732 Salt Lake Center | |
| DEVILS LAKE (DVL) AWOS-3 Vortac/DME ILS 31 RCO Unicom/CTAF | 125.875 111.0 108.7 122.3 122.8 | (701) 662-7214 Hiwas Rwy 31 GFK FSS | |

AH. B HB1006

| LOCATION & FREQ. | REMARKS |
|---|---|
| DICKINSON (DIK) ASOS 118.375 VOR DME 112.9 ILS 32 108.3 RCO 122.2 Center 124.25 Unicom/CTAF 123.0 | (701) 227-0280 HIWAS Rwy 32 GFK FSS MPLS Center |
| FARGO (FAR) ASOS Vortac W 116.2 RCO 122.425 ILS 18 108.9 ILS 36 110.3 App/Dep Con 120.4 Center 127.35 Tower 133.8 Ground 121.9 ATIS 124.5 Unicom 122.95 | (701) 298-3877 GFK FSS Rwy 18 Rwy 36 |
| GARRISON (DO5) Center 127.6 Unicom/CTAF 122.9 | MPLS Center |
| GLEN ULLIN AWOS 118.75 Center 124.25 RCO 122.45 Unicom/CTAF 122.9 | (701) 348-9581 |
| GRAFTON (GAF) AWOS-3 Center 132.15 GFK App/Dep Unicom/CTAF 122.8 | (701) 352-0581 |
| GRAND FORKS (GFK) ASOS Vortac/DME 114.3 ILS 35L 109.1 LOC BC Rwy17R 109.1 RCO 122.2-122.6 App/Dep Con 118.1 Center 133.15 Tower/CTAF 118.4-120.55 Ground 124.575 ATIS 119.4 Unicom 122.95 Clearance 135.725 | (701) 772-3486 HIWAS Rwy 35L Rwy 17R GFK FSS MPLS CTAF Tower Open (1200-0530) |
| GWINNER (GWR) AWOS 118.325 Center 127.35 Unicom/CTAF 122.7 | (701) 678-6801 MPLS Center |

| ••••• | O O O O O | HB1006 1-8-19 |
|------------------|-----------|---------------|
| LOCATION & FREQ. | REMARKS | |

| | 11. D HB1000 |
|---|--|
| LOCATION & FREQ. | REMARKS |
| HARVEY (5H4) AWOS-3 118.825 Center 135.25 Unicom/CTAF 122.8 | (701) 324-2058 MPLS Center |
| HAZEN (HZE) AWOS-3 118.625 Center 124.25 RCO 122.45 Unicom/CTAF 122.8 | (701) 748-2443 MPLS Center GFK FSS |
| HETTINGER (HEI) ASOS 119.925 Center 124.25 Unicom/CTAF 122.8 | (701) 567-4594 MPLS Center |
| HILLSBORO (3H4) Center 127.35 Fargo App/DEP 120.4 Unicom/CTAF 122.9 | |
| JAMESTOWN (JMS) ASOS 118.425 VOR/DME 114.5 ILS 31 109.3 RCO 122.2-123.6 Center 124.2 Unicom/CTAF 123.0 | (701) 251-9002 HIWAS Rwy 31 GFK FSS MPLS Center |
| KENMARE (7K5) Center 127.6 Minot App/DEP 119.6 Unicom/CTAF 122.8 | MPLS Center |
| MANDAN (Y19) AWOS-3 118.225 Bismarck App/DEP 124.2 Center 135.25 Unicom/CTAF 122.8 VOR/DME 116.5 | (701) 663-0271 (1200-0600Z) MPLS Center (0600-1200Z) HIWAS |
| MINOT (MOT) ASOS 118.725 Vortac W 117.1 ILS 31 111.9 LOC BC Rwy 13 111.9 App/Dep Con 119.6 Tower/CTAF 118.2 Ground 121.9 RCO 122.2 Unicom 122.95 Center 127.6 | (701) 837-9379 HIWAS Rwy 31 Rwy 13 Minot Air Base CTAF Tower open (1300-0400Z) GFK FSS MPLS Center |

AH. B. HB1006 1-8-19

| LOCATION & FREQ. | REMARKS |
|--|--|
| MOHALL (HBC) Minot App/DEP Con. 119.6 Center 127.6 Unicom/CTAF 122.8 | |
| Northwood (4V4) Grand Forks App/DEP 118.1 Unicom/CTAF 122.8 | |
| OAKES (205) AWOS-3 | (701) 742-3991 MPLS Center |
| PEMBINA (PMB) VORTAC 112.4 FSS 122.I R Center 132.15 Unicom/CTAF 122.8 | MPLS Center |
| ROLLA (06D) AWOS-3 118.125 Center 127.6 RCO 122.65 Unicom/CTAF 122.8 | (701) 447-0055 MPLS Center GFK FSS |
| RUGBY (RUG) AWOS-3 118.475 RCO 122.2 Unicom/CTAF 122.8 | (701) 776-6100 GFK FSS |
| STANLEY (08D) AWOS-3 121.1 Center App/DEP 127.6 Unicom/CTAF 122.9 | (701) 628-1737 MPLS Center |
| TIOGA (D60) AWOS-3 118.575 Center 127.6 Unicom/CTAF 122.9 | (701) 664-4490 MPLS Center |
| VALLEY CITY (BAC) AWOS-3 118.725 Center App/DEP 124.2 Unicom/CTAF 122.8 | (701) 845-9117 MPLS Center |
| WAHPETON (BWP) AWOS-3 127.875 Vortac 116.2 RCO 122.425 Unicom/CTAF 123.0 | (701) 642-9800 |

| LOCATION & FRE | Q. | REMARKS AH. B |
|---|--|--|
| WALHALLA (96D) Center App/DEP Unicom/CTAF | 132.15 122.9 | MPLS Center 1-8 |
| WATFORD CITY (S2,5 Center Unicom/CTAF | 5) 126.85 122.8 | Salt Lake Center |
| WILLISTON (ISN) ASOS VORTAC ILS 29 Center RCO Unicom/CTAF | 125.92 116.3 108.7 126.85 123.6 122.8 | (701) 774-3124 HIWAS Rwy 29 Salt Lake Center GFK FSS |

Temporary Flight Restrictions

FAA NOTAMS 1-877-487-6867 https://pilotweb.nas.faa.gov

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

For further information on TFR's, you may visit FAA's website at http://tfr.faa.gov While flying in the vicinity of the Grand Forks Airport (KGFK), please familiarize yourself with the TFR located to the west of the airport.



AIR TRAFFIC CONTROLLER (ATCT)

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

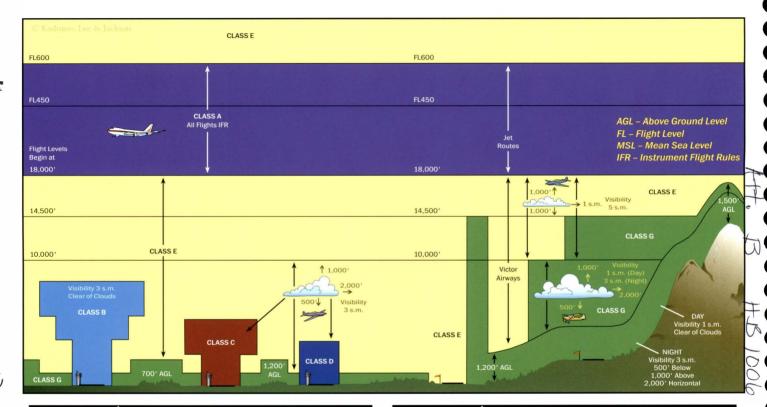


AH. B HB1006 1-8-19

AIRPORT FIXED BASE OPERATORS

| Ashley | Dickinson |
|---|---------------------------------------|
| LaDelles Flying ServiceT: 288-3194 | Western Edge Aviation, LLCT: 483-4221 |
| Beulah | (Pat Giese) |
| Dakota Helicopter ServicesT: 873-4100 | (Rick Petroff)T: 264-9966 |
| (Shawn Morten) C: 870-4100 | www.westernedgeaviation.net |
| www.dakotahelicopter.com | Edgeley |
| Bismarck | Delux AviationT: 320-8740 |
| Bismarck Aero CenterT: 223-4754 | Fargo |
| (Jon Simmers) | Exclusive AviationT: 235-3600 |
| www.bismarckaero.com | (Randy Jenson)T: 1-800-770-0538 |
| Executive Air TaxiT: 258-5024 | www.exclusiveaviation.com |
| (Paul Vetter) T: 1-800-932-8924 | Fargo Flight SchoolT: 373-8816 |
| v.executive-air.com | (Mike Paulson) T: 1-800-770-0538 |
| ineau | www.fargopilot.com |
| Botno Aircraft Service T: 228-5265 | Fargo Jet Center T: 373-8800 |
| (Curt Aalund)T: 228-5103 | (Jim Sweeney) T: 1-800-770-0538 |
| | www.fargojet.com |
| Bowman | Kindred Arcft MaintenanceT: 232-8403 |
| Bottom Line Aviation | (David Sahl) C: 610-1094 |
| (Brent Kline)T: 440-7449 | Red River AeroT: 232-2403 |
| Casselton | (Lyle Andvik) |
| AIC MaintenanceT: 347-4680 | www.redriveraero.com |
| (Trent Teets) C: 730-0123 | Vic's Aircraft SalesT: 293-8362 |
| www.aicaviation.com | (Victor Gelking) |
| Aircraft Investment CoT: 347-4303 | www.vicsaircraftsales.net |
| (Randy Vining)T: 799-5782 | Fessenden |
| Custom Aircraft Refinishing T: 347-5262 | Lloyd Crop Management T: 547-3371 |
| (Roy Kieffer) T: 1-877-347-5262 | Grafton |
| www.aircraftrefinishing.com | AgrimaxT: 352-0271 |
| Tundra AviationT: 347-4303 | (Andy Tibert) |
| (Randy Vining)T: 799-5782 | |
| www.tundraaviation.com | Grand Forks |
| Cavalier | AV Flight Grand Forks |
| Hartje AviationT: 507-560-5638 | (Jeff Ohman)T: 383-5435 |
| Cavalier Air ServiceT: 265-4466 | www.flygfk.com |
| Devils Lake | Hazen |
| Foss & Meier FlightT: 662-3221 | Vanco Aviation T: 748-5592 |
| roy Meier) C: 351-4082 | (Joe Van Inwagen) |
| kero ServiceT: 662-4416 | Hettinger |
| (Tanner Sotvik) C: 520-0229 | Air Dakota FliteT: 567-0269 |
| DL AviationT: 739-9349 | (JB Lindquist)T: 567-2223 |
| (Scott Dimmler)T: 644-2618 | T: 567-4469 |

| | -879 | Pembina AH. B H | 3)00E |
|---|------------|-----------------------------|-------------|
| Sky Tractor SupplyT | | Nord Aviation Inc | T: 825-6615 |
| (Ron Deck)T | | (Terry Nord) | |
| On-Site Aviation | | Rolla | |
| www.on-siteaviation.com | . 400-1113 | | T 477 5145 |
| www.on siteuviation.com | | Rolla Flying Service | |
| Jamestown | | (Gordon Krech) | |
| James River AviationT | | | C: 550-9884 |
| (Allen Lamp) C | | Rugby | |
| (Jon Cave)C | | Schneider Aerial Spraying | |
| | . 520 7001 | (Steve Schneider) | T: 776-5176 |
| Kindred | | St. Thomas | |
| Odegaard Aviation | | TLB Air | T: 257-6629 |
| www.odegaardaviation.homsestead.com | | | |
| Odegaard WingsT (Brent Meester) | : 420-3437 | Tioga | |
| (Bient Weester) | | Tioga Aero Center | T: 641-6020 |
| Langdon | | • | T: 664-3012 |
| Boarder AviationT | | tiogaaero(e | @gmail.com |
| Forest Flying ServiceT | : 256-5108 | Knutson Flying Service | T: 664-2220 |
| Larimore | | Valley City | |
| Larimore Air ServiceT | : 343-2065 | North Valley Aircraft | T: 845-2100 |
| (Jesse Morten)T | : 343-2790 | (Paul & Jarrod Lindemann) | C: 793-0626 |
| Linton | | www.northvalleyaircraft.com | |
| North Central AviationT | . 254-5449 | Wahastan | |
| (Mike Gunia)T | | Wahpeton | |
| | | Tri-State Aviation | |
| Maddock | . 120 2111 | (Cindy-Schreiber-Beck) | 1: 899-3232 |
| Slater Spray ServiceT (Richard Slater) | : 438-2444 | www.tri-stateaviation.com | |
| (Richard Stater) | | Wilbur-Ellis Air | T: 643-1300 |
| Mandan | | (Eric Klindt) | |
| Double M Helicopter ServiceT | : 642-5777 | Walhalla | |
| www.doubleMhelicopters.com | 200 2750 | Walhalla Aviation LLC | T: 281-9394 |
| Mandan AviationT Clear Skies AviationT | | | |
| Mandan Aero CenterT | | Watford City | |
| | . 003 //23 | Taylor Aviation | |
| Minot | | (Kent Taylor) | T: 842-6188 |
| Minot Aero CenterT | : 857-4738 | (| C: 770-6739 |
| www.minotaerocenter.com | | West Fargo | |
| Northwood | | Delta 54 Aviation | T: 371-2655 |
| Northwood Aero ServiceT | | (Robbie Grande) | |
| (Richard Altendorf)T: 218 | 3-779-1242 | , | |
| Oakes | | Williston | |
| Bear Creek Flying ServiceT | : 742-3145 | Landmark Aviation | T: 774-2300 |
| (Travis McPherson) | | www.landmarkaviation.com | |
| Рада | | | |
| Page Tall TowersT | . 668-2302 | | |
| (Tim McPherson)T | | | |
| , | 5020 | | |
| Park River | | | |
| Northern Aircraft ServiceT | | | |
| (Glen/Jayse Wharam)T: 284- | -7804/6798 | North Dakota Area Code is | 701 |
| | | | |



| Classification | Definition |
|----------------|--|
| CLASS A | Generally airspace above 18,000 feet MSL up to and including FL 600. |
| CLASS B | Generally multi-layered airspace from the surface up to 10,000 feet MSL surrounding the nation's busiest airports |
| CLASS C | Generally airspace from the surface to 4,000 feet AGL surrounding towered airports with service by radar approach control. |

| Classification | Definition | |
|----------------|---|--|
| CLASS D | Generally airspace from the surface to 2,500 feet AGL surrounding towered airports. | |
| CLASS E | Generally controlled airspace that is not Class A, Class B, Class C, or Class D. | |
| CLASS G | Generally uncontrolled airspace that is not Class A, Class B, Class C, Class D, or Class E. | |



Automated Weather Observation System

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

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

What every pilot should know about AWOS

Wind

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

Visibility

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

Present weather

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

Sky conditions (ceilings)

- readings are taken every 30 seconds and averaged over a 30-minute period
- ceiling measurements are rounded as follows:

nearest 100' up to 5000' AGL

nearest 500' from 5000'-10,000' AGL nearest 1000' above 10.000'

Temperature and dew point

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

Altimeter (barometric pressure)

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

Remarks

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

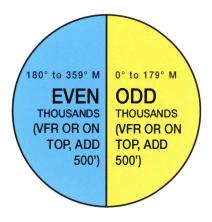
AWOS is maintained by the airport in North Dakota and is continuously monitored to ensure its operational status. Individual sites are also maintained and calibrated on a regular basis to ensure reliability and accuracy. As with any electronic device, care must be used when interpreting data. By knowing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

ASOS or AWOS

| A303 UI AWO3 | | | | | |
|--------------|-----|---------|------------------|--|--|
| CITY | ID. | FREQ. | PHONE | | |
| Beach | 20U | 118.175 | (701) 872-9225 | | |
| Bismarck | BIS | 119.35* | (701) 255-7563 | | |
| NWS | | | **(701) 223-4582 | | |
| Bowman | BWW | 118.075 | (701) 523-3412 | | |
| Cando | 9D7 | 118.325 | (701) 968-3625 | | |
| Carrington | 46D | 118.575 | (701) 652-1875 | | |
| Cavalier | 2C8 | 118.275 | (701) 265-8050 | | |
| Cooperstown | S32 | 118.750 | (701) 797-2566 | | |
| Crosby | D50 | 118.025 | (701) 965-6732 | | |
| Devils Lake | DVL | 125.875 | (701) 662-7214 | | |
| Dickinson | DIK | 118.375 | (701) 227-0280 | | |
| Fargo | FAR | 124.50* | (701) 298-3877 | | |
| Glen Ullin | D57 | 118.75 | (701) 348-9581 | | |
| Grafton | GAF | 118.625 | (701) 352-0581 | | |
| Grand Forks | GFK | 119.40* | (701) 772-3486 | | |
| NWS | | | **(701) 772-0720 | | |
| Gwinner | GWR | 118.325 | (701) 678-6801 | | |
| Harvey | 5H4 | 118.825 | (701) 324-2058 | | |
| Hazen | HZE | 118.675 | (701) 748-2443 | | |
| Hettinger | HEI | 119.925 | (701) 567-4594 | | |
| Jamestown | JMS | 118.425 | (701) 251-9002 | | |
| Langdon | D55 | 118.225 | (701) 256-2121 | | |
| Linton | 7L2 | 118.175 | (701) 254-4965 | | |
| Mandan | Y19 | 118.225 | (701) 663-0271 | | |
| Minot | MOT | 118.725 | (701) 837-9379 | | |
| Oakes | 2D5 | 118.675 | (701) 742-3991 | | |
| Rolla | 06D | 118.125 | (701) 477-0055 | | |
| Rugby | RUG | 118.475 | (701) 776-6100 | | |
| Stanley | 08D | 121.1 | (701) 628-1737 | | |
| Tioga | D60 | 118.575 | (701) 664-4490 | | |
| Valley City | BAC | 118.725 | (701) 845-9117 | | |
| Wahpeton | BWP | 127.875 | (701) 642-9800 | | |
| Watford City | S25 | 118.175 | (701) 842-4855 | | |
| Williston | ISN | 125.92 | (701) 774-3124 | | |
| NWS | | | **(701) 572-3198 | | |

DIRECTIONAL ALTITUDE CHART

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



Below 29,000' MSL

MORSE CODE AND PHONETIC ALPHABET

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

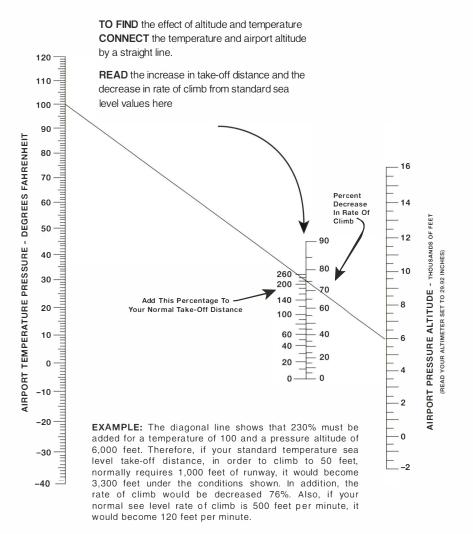
VFR TRANSPONDER CODES

Code 1200 - Surface to 18,000 Feet

Code 7600 - Radio Failure

Code 7700 – Emergency

MODIFIED KOCH CHART FOR ALTITUDE AND TEMPERATURE EFFECTS



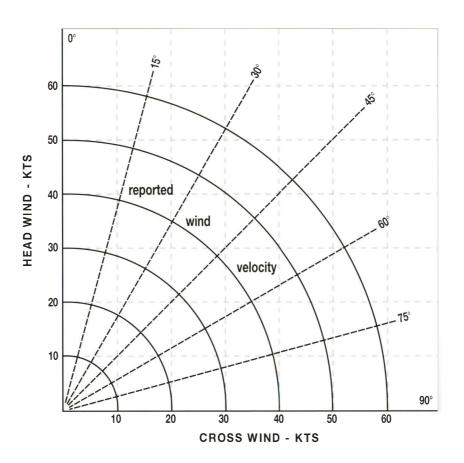
This chart indicates typical representative values for "personal" airplanes.

For exact values, consult your airplane flight manual.

The chart may be conservative for airplanes with supercharged engines.

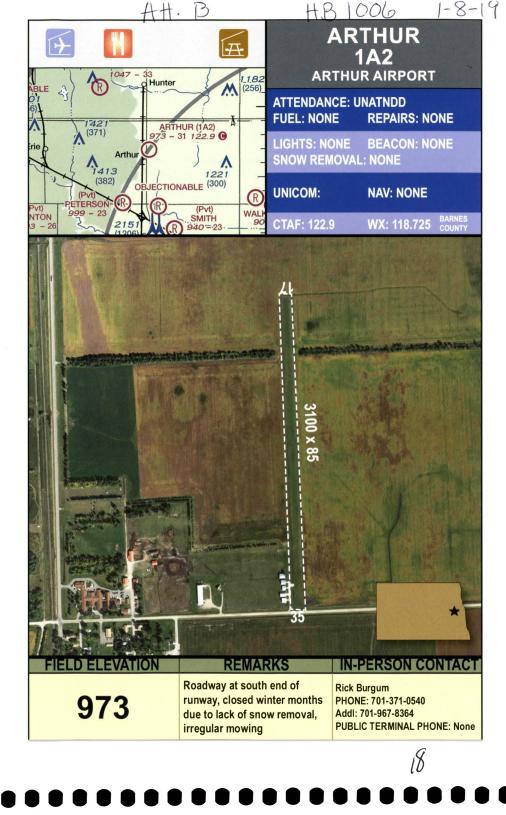
Also, remember that long grass, sand, mud or deep snow can easily double your take-off distance.





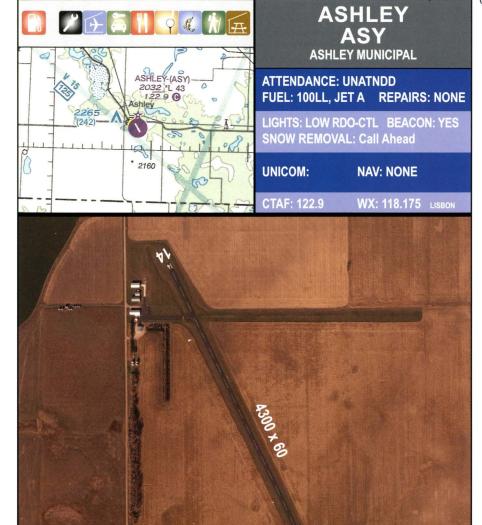
INSTRUCTIONS

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



Att. B

HB1006



FIELD ELEVATION REMARKS IN-PERSON CONTACT

2032

Rwy 14/32 Activate lights CTAF. MxGWt S-6

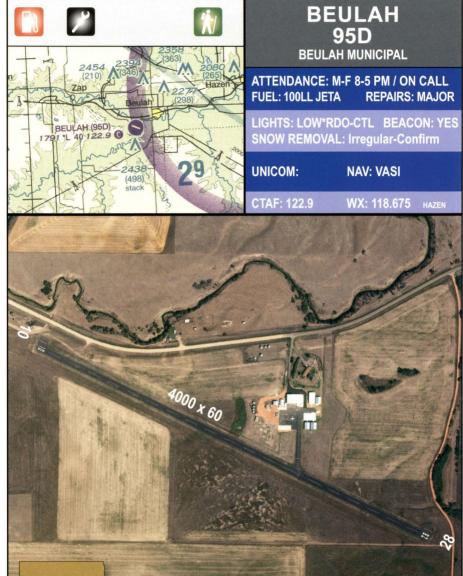
PHONE: 701-371-8707

Addl: 701-288-3194

PUBLIC TERMINAL PHONE: Yes



At. B. HB1006-8-19



FIELD ELEVATION

REMARKS

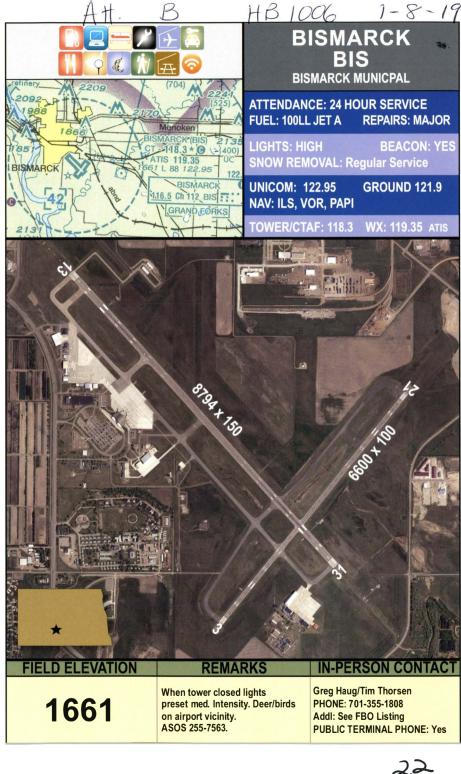
IN-PERSON CONTACT

1791

Lighted Stack 498' AGL located 1.8 NM south, activate lights, SAVASI and beacon CTAF. MxGWT S-12.5

Shawn Morten
PHONE: 701-873-4100
Addl: 701-873-2259/2311/5837

Addl: 701-873-2259/2311/5837 PUBLIC TERMINAL PHONE: Yes

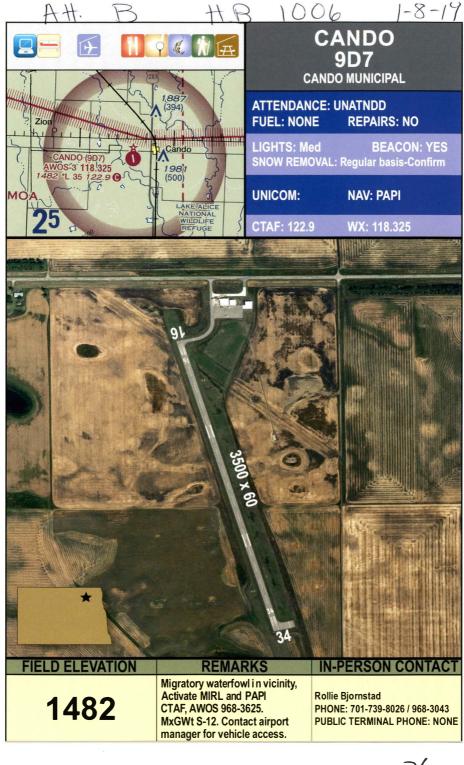






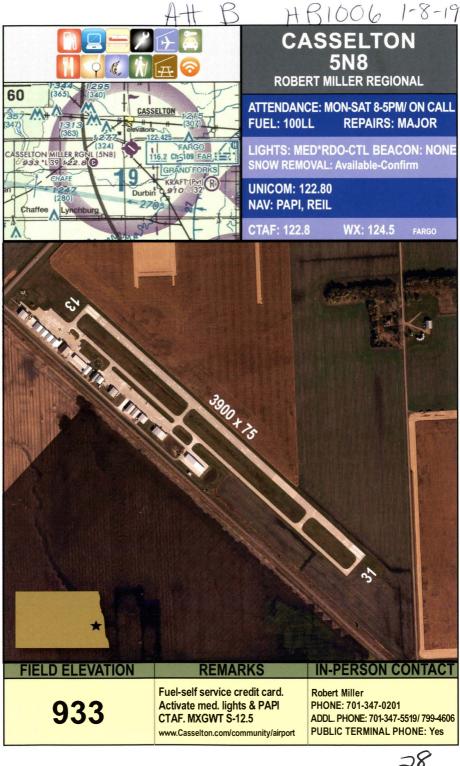
Att. B HB1006.1-8-19

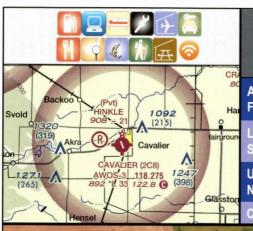




Att B. HB1006 1-8-19







CAVALIER 2C8

CAVALIER MUNICIPAL

ATTENDANCE: ON CALL

FUEL: 100LL, JETA REPAIRS: YES

LIGHTS: Med*dusk2230 BEACON: YES SNOW REMOVAL: Confirm after storm

UNICOM: 122.80

NAV: PAPI

CTAF: 122.8 WX: 118.275



FIELD ELEVATION

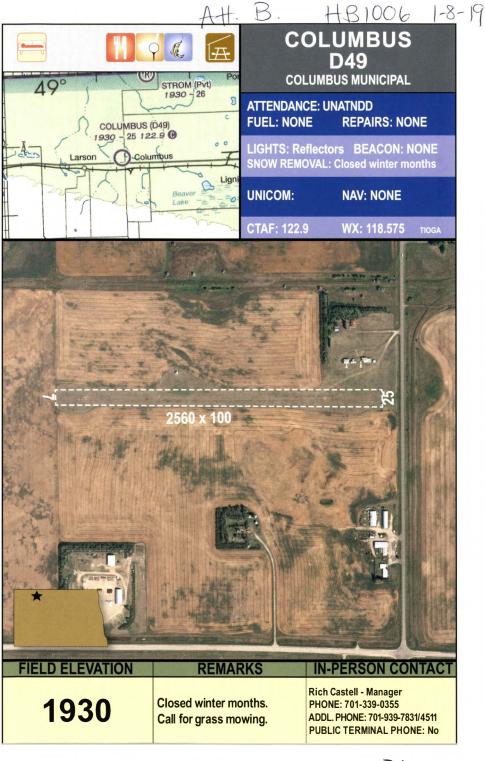
REMARKS

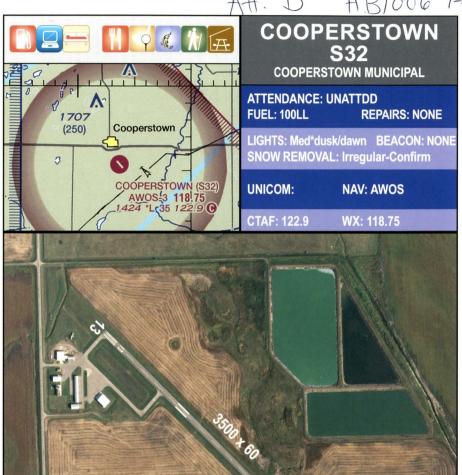
IN-PERSON CONTACT

892

AWOS 265-8050. Ry 34 x 31' powerline 1300' from threshold. Elevator SE of ry 34 centerline. **MXGWt S-12.5**

Harrold McConnell PHONE: 701-265-3186/520-8631 ADDL. PHONE: 701-265-4466 PUBLIC TERMINAL PHONE: Yes





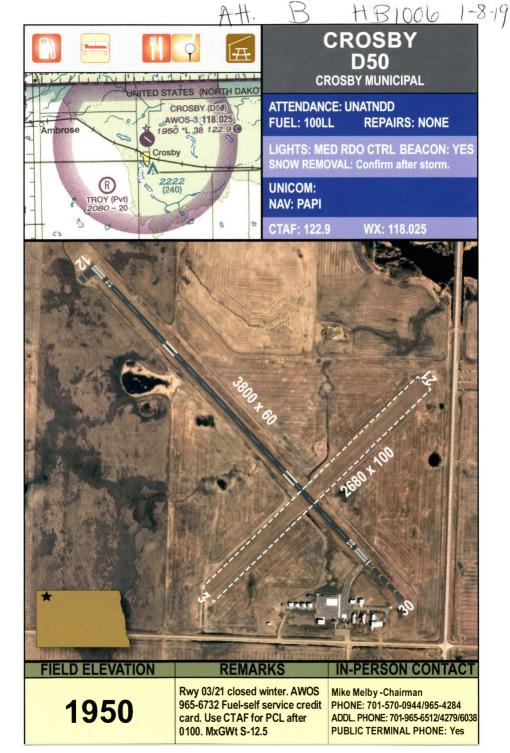
FIELD ELEVATION

REMARKS

IN-PERSON CONTACT

1424

Fuel-self service credit card. AWOS 797-2566 MxGWt S-12.5 John Wakefield PHONE: 701-789-0666 ADDL. PHONE: 701-789-0667 PUBLIC TERMINAL PHONE: Yes

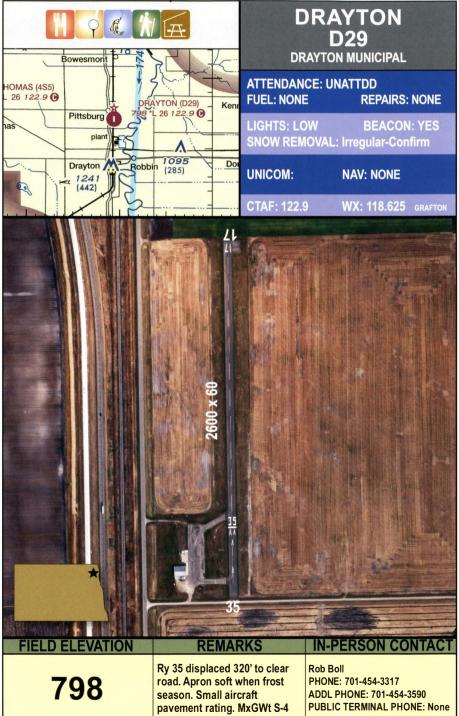


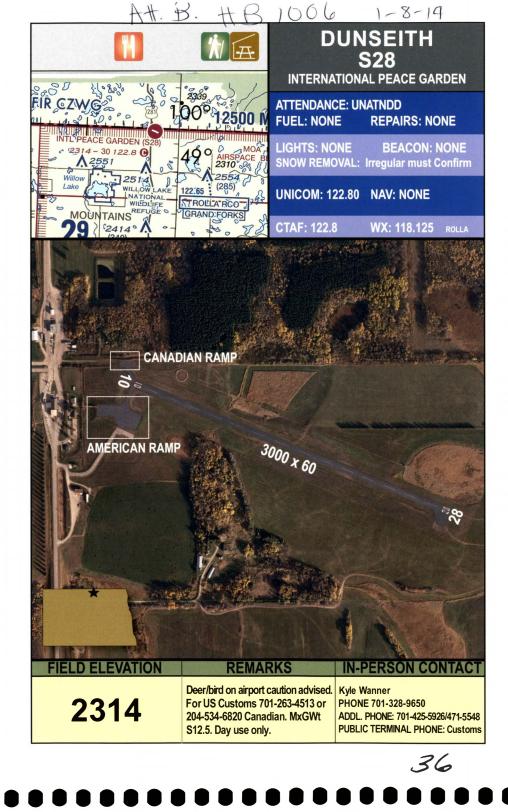
HB1006 1-8-19



PUBLIC TERMINAL PHONE: Yes







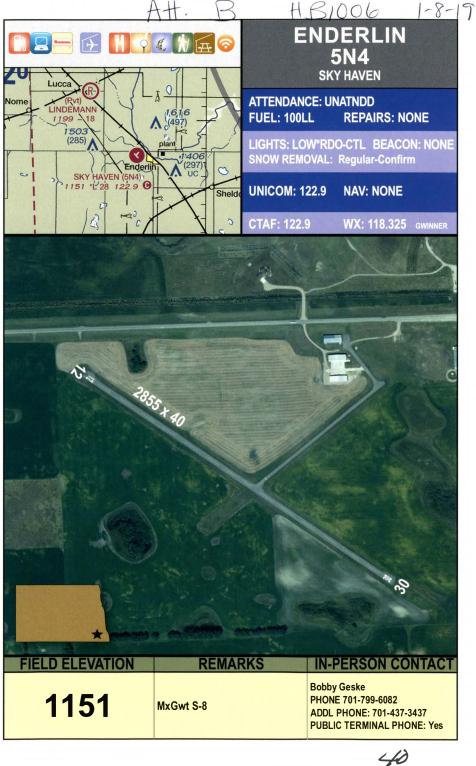
HB1006 1-8-19 AH. B



credit card. Heated Hanger

HB1006:1-8-19 **ELGIN** Transportation can be arranged. Call prior to arrival. **ELGIN MUNICIPAL** ATTENDANCE: UNATNDD 2689 (299) **FUEL: NONE REPAIRS: NONE** Elgin LIGHTS: Low*RDO Ctrl **BEACON: YES** O Heil ELGIN (Y71) 355 L 28122.9 G SNOW REMOVAL: Irregular on request Leith o New 2292 Leipzigo UNICOM: **NAV: NONE** 2800 (250)CTAF: 122.9 WX: 118.75 GLEN ULLIN **FIELD ELEVATION IN-PERSON CONTACT** REMARKS Ry 30-10' dropoff 100 from thr. Aaron Levorsen 2355 No line-sight between Ry ends. PHONE: 701-584-2525/220-3442 Activate Lights on CTAF **PUBLIC TERMINAL PHONE: None**















FORT YATES

STANDING ROCK

ATTENDANCE: UNATTDD

FUEL: NONE REPAIRS: NONE

LIGHTS: MED*duskdawn BEACON: YES SNOW REMOVAL: Irregular-Confirm

UNICOM:

NAV: NONE

CTAF: 122.9

WX: 118.175 LINTON



1633

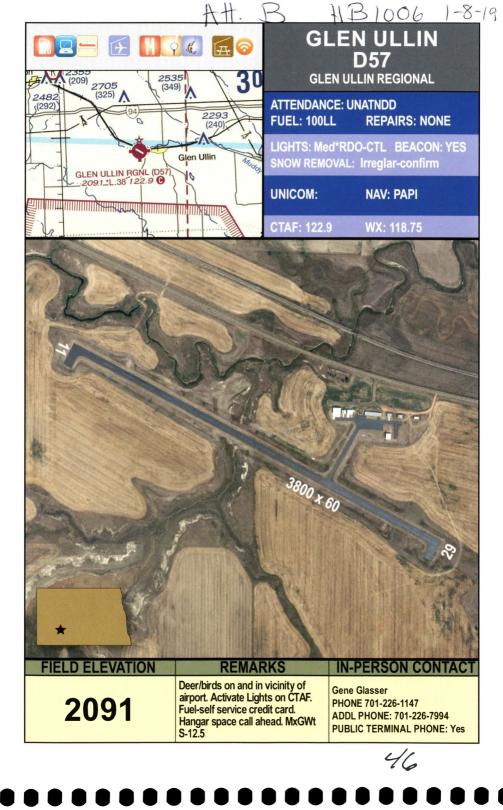
Deer possible. MxGWt S-11

PHONE: 701-854-8611 ADDL PHONE: 701-854-8500 ext 7002

PUBLIC TERMINAL PHONE: None









GRAFTON GAF

GRAFTON HUTSON FIELD

ATTENDANCE: Regular Business Hours FUEL: JET A, 100LL REPAIRS: MINOR

LIGHTS: MED* RDO CTRL BEACON: YES SNOW REMOVAL: YES

UNICOM: 122.80

NAV: PAPI

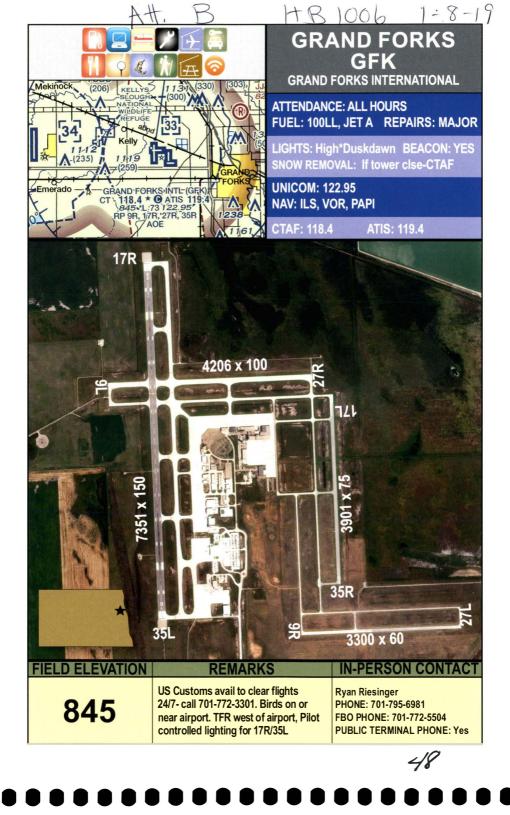
CTAF: 122.8 WX: 118.625



824

Ry 8/26 soft if wet. Birds on/ near airport. Lights CTAF. Self service credit card fuel. MxGWt S-12.5.

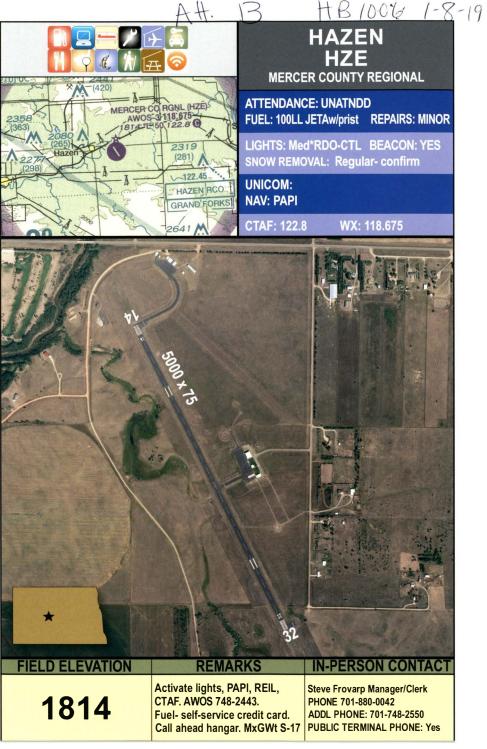
Andrew Tibert
PHONE: 701-352-0271
ADDL PHONE: 701-520-9174
PUBLIC TERMINAL PHONE: Yes







AH. HB1066 F8-19 HAZELTON **HAZELTON MUNICIPAL** Brade ATTENDANCE: UNATTDD 2236 (267) HUMANN (Pvt) **FUEL: NONE REPAIRS: NONE** 1980 - 23 **BEACON: NONE** LIGHTS: NONE Hazelton SNOW REMOVAL: None-Confirm HAZELTON (6H8) 2015 - 38 122.9 0 (305)(Pvt) SAVILL **UNICOM: NAV: NONE** CTAF: 122.9 WX: 118.175 2180 35 FIELD ELEVATION REMARKS IN-PERSON CONTACT Mgr: Mike Appert 2015 PHONE: 701-782-6269 Turf clumpy. 3 tiedowns at west apron PHONE: 701-220-6816 **PUBLIC TERMINAL PHONE: None**



AH. B HB 1006. 11-8-19



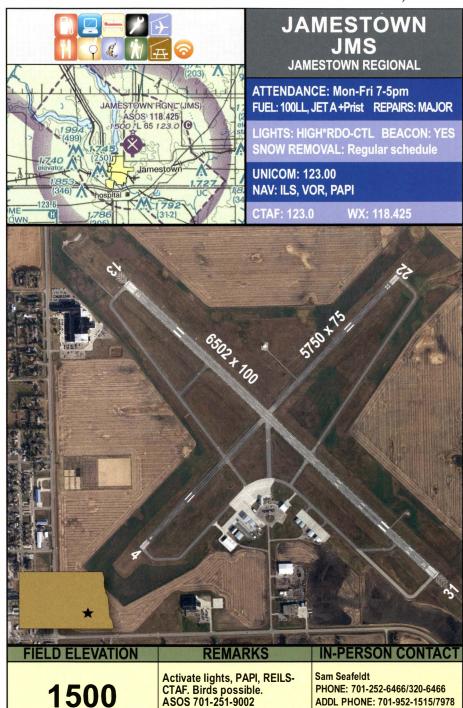
S-11.5

53

PUBLIC TERMINAL PHONE: No



HB 1006 1-8-19 AH.

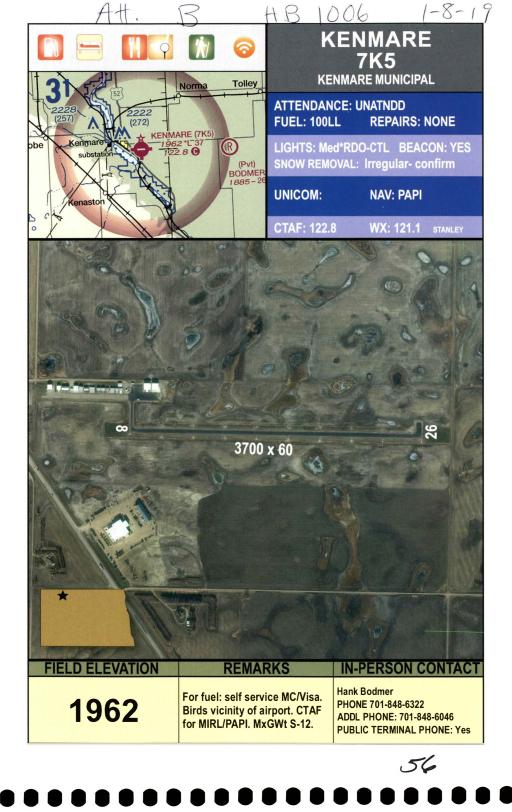


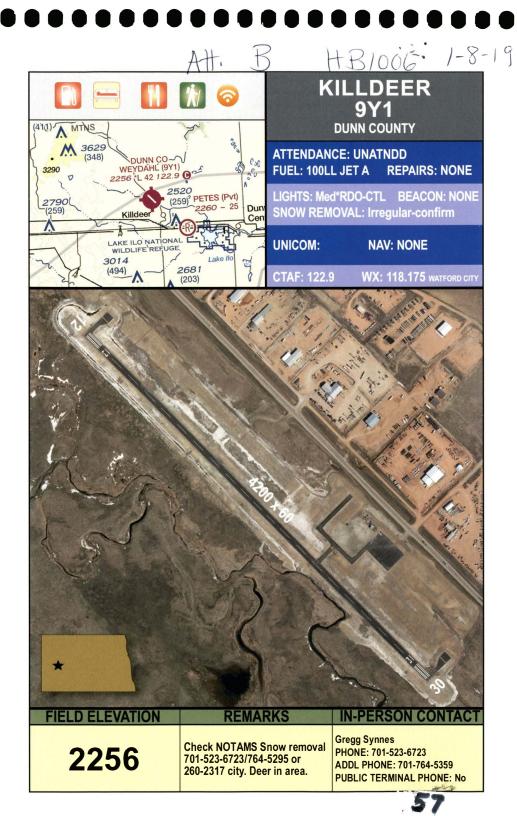
CTAF. Birds possible. ASOS 701-251-9002

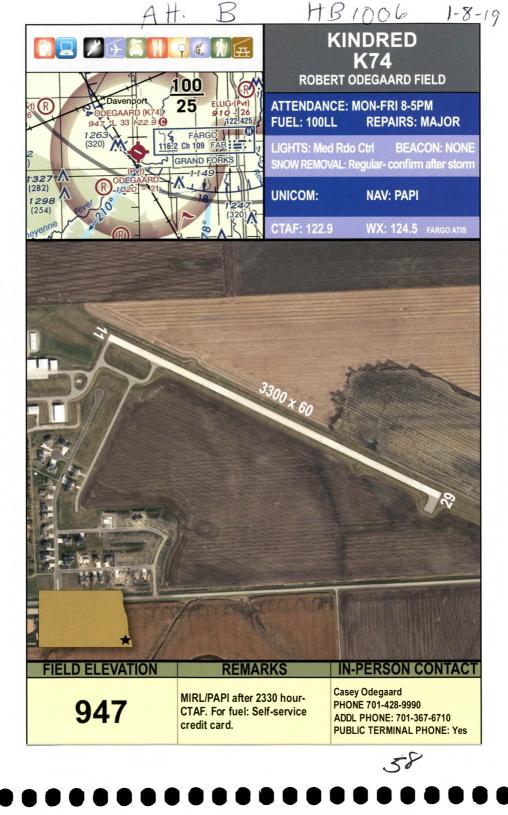
Credit card fuel

ADDL PHONE: 701-952-1515/7978

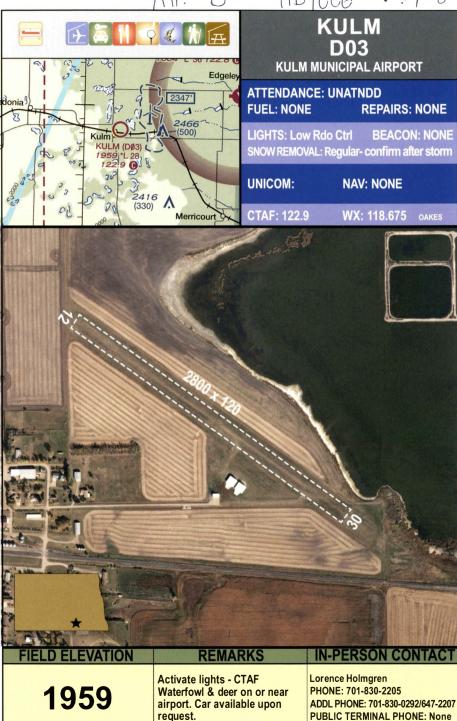
PUBLIC TERMINAL PHONE: Yes

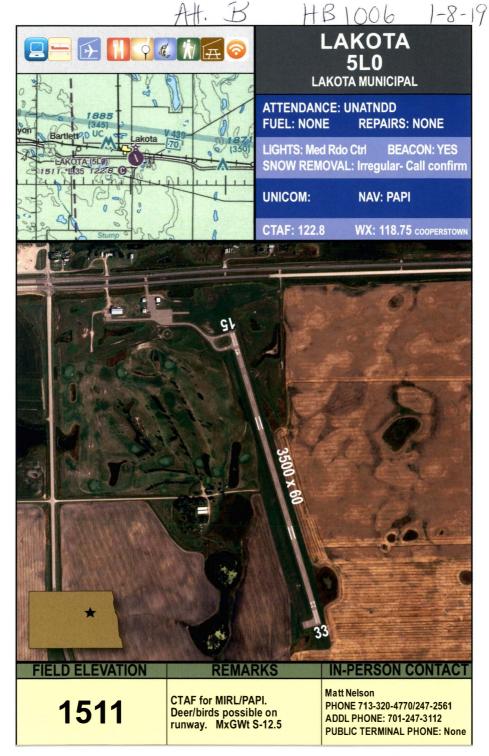


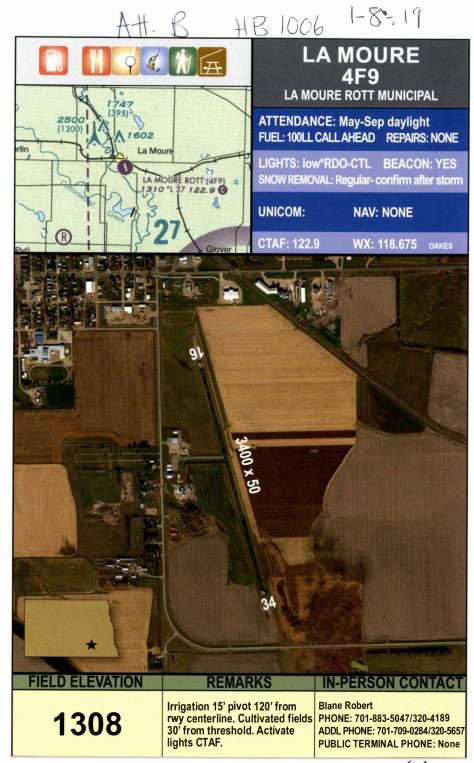




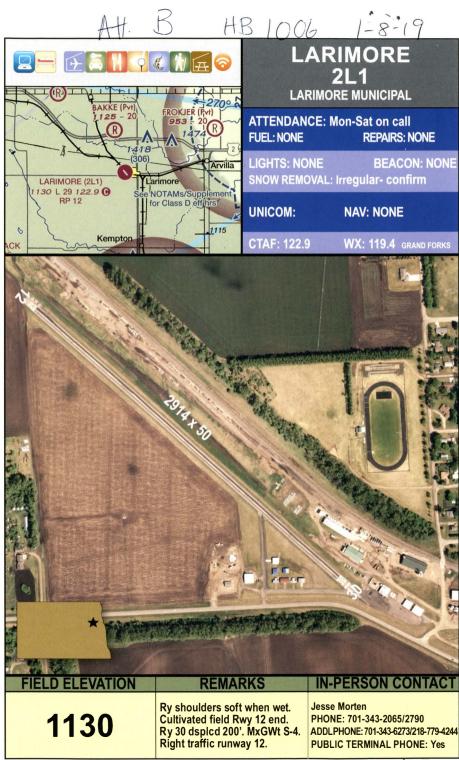
AH. B HB1006 7: 1-8-19





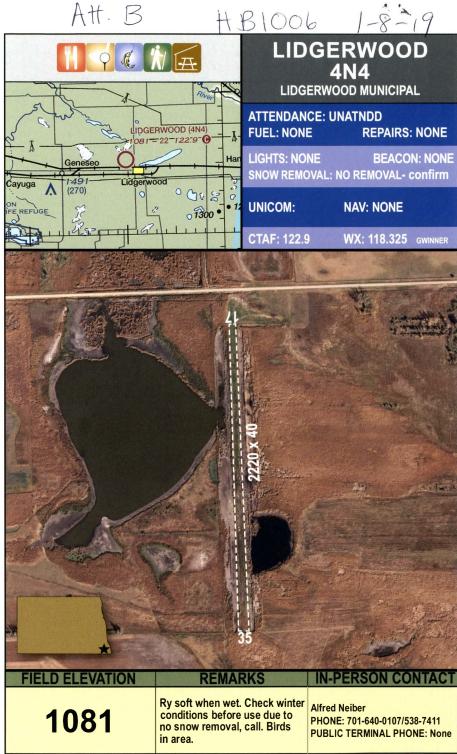


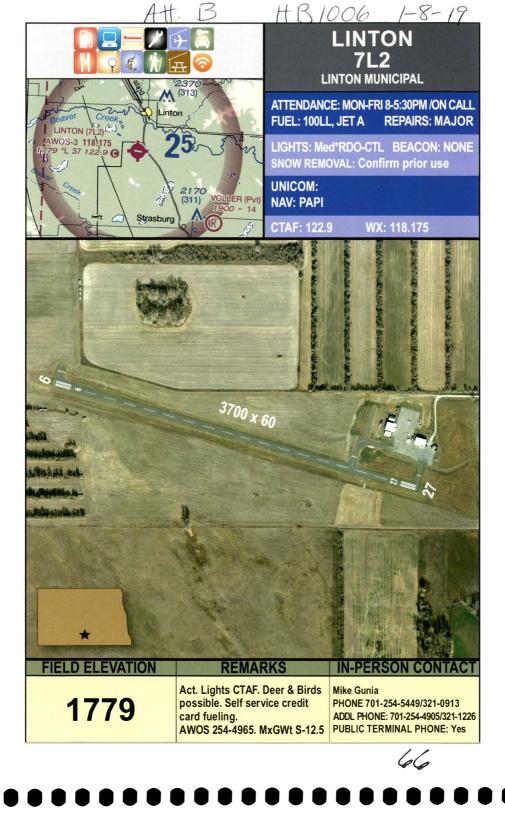
+B1006 1-8-19:5 LANGDON **D55 ROBERTSON FIELD** Dresden ATTENDANCE: MON-FRI 9-5PM FUEL: 100LL **REPAIRS: NONE** 1934 (275) LIGHTS: Med*RDO-CTL BEACON: YES AIRSPACE SNOW REMOVAL: Irregular- confirm TH MOAI UNICOM: 122.80 Easov **NAV: PAPI** ROBERTSON (D55) AWOS 3 118.225 CTAF: 122.8 WX: 118.225 1930 x 100 3600 + 60 **FIELD ELEVATION** REMARKS **IN-PERSON CONTACT** Ryan Howatt Ry 8/26 closed in winter. Deer & PHONE 701-370-9710 1608 Birds possible, MIRL/PAPI-CTAF. ADDL PHONE: 701-256-3639/5900 AWOS 256-2121. MxGWt S12.5 701-370-2076 Credit Card Fuel after hours. **PUBLIC TERMINAL PHONE: Yes** 62







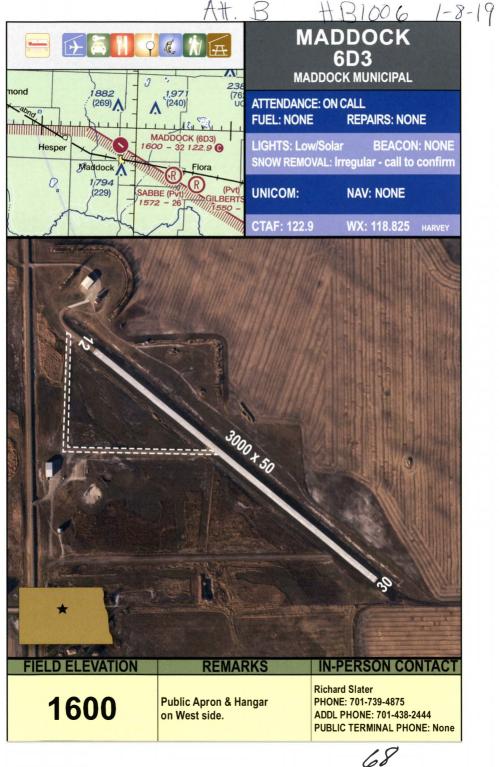




AH. B HB1006 1-8-19



MxWGt S12.5

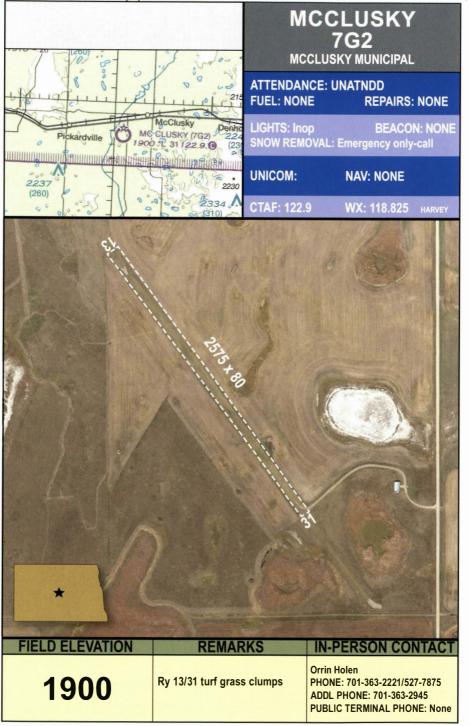


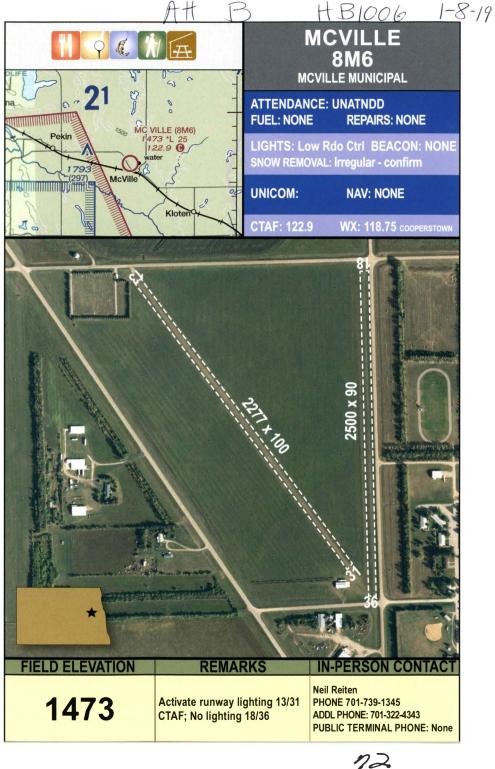
AH. B HB1006 1-8-19





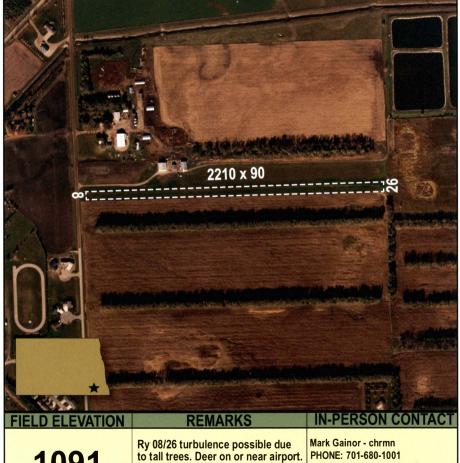
AH. B. HB1006 1-8-19





HB1006::1-8-19

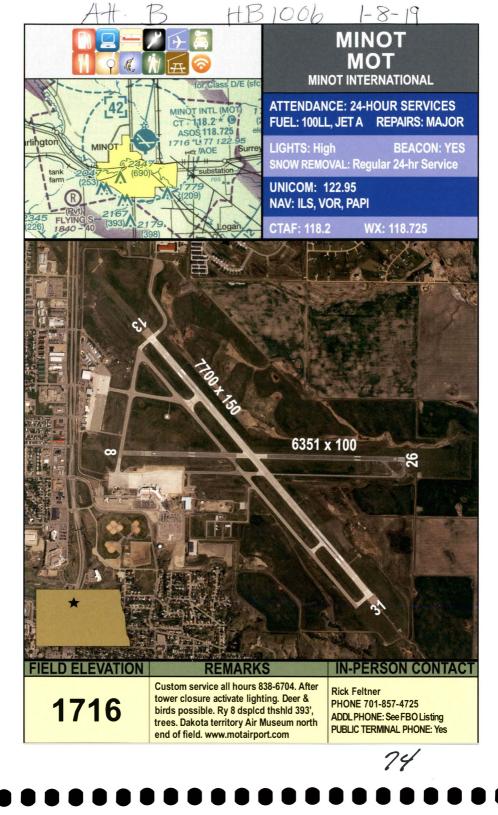


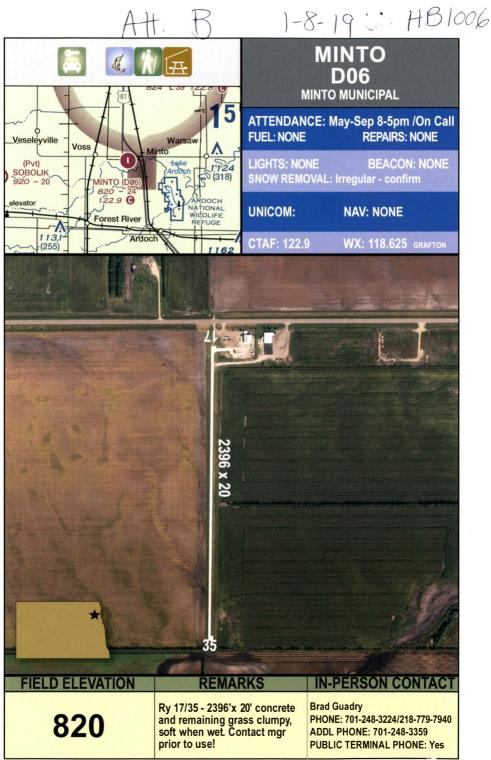


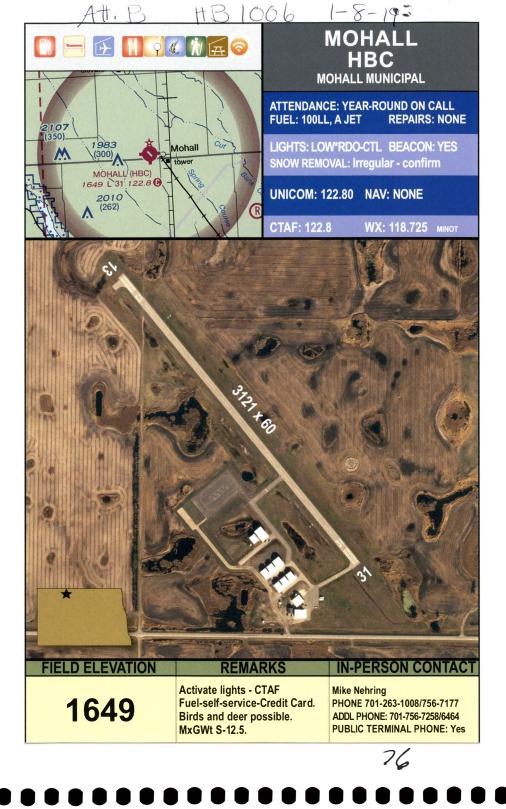
1091

Fuel available for emergency. www.milnorairport.com

ADDL PHONE: 701-680-1146 PUBLIC TERMINAL PHONE: Yes

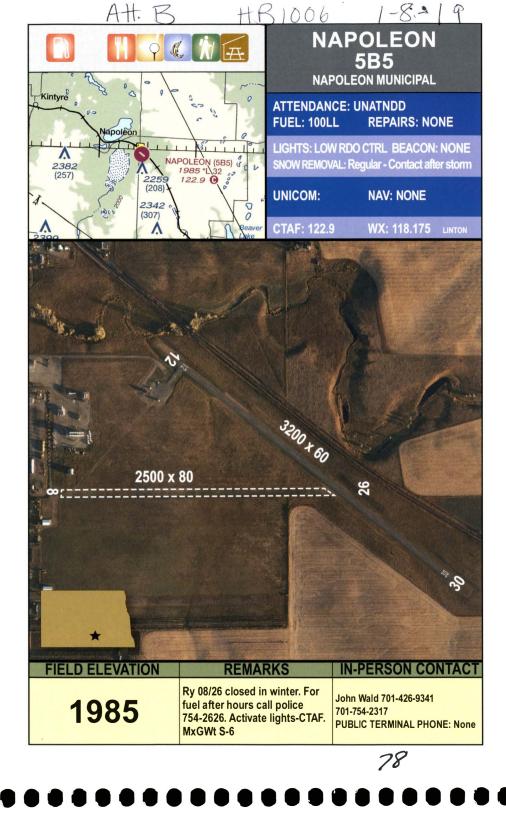






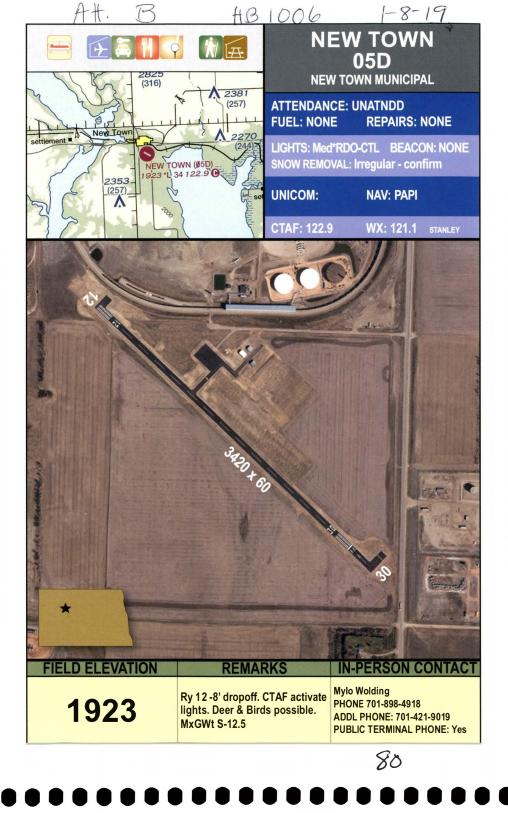
AH. B HB 1006 1-8-19





Att. B HB1066 1-8-19.





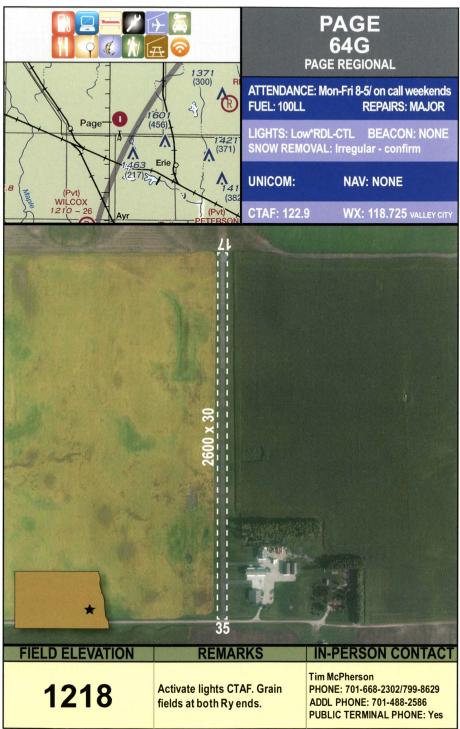


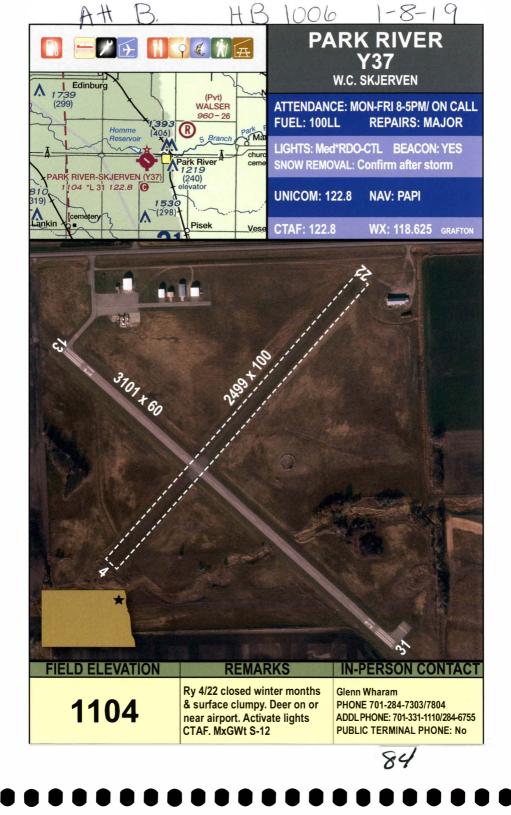


AH B

HB1006

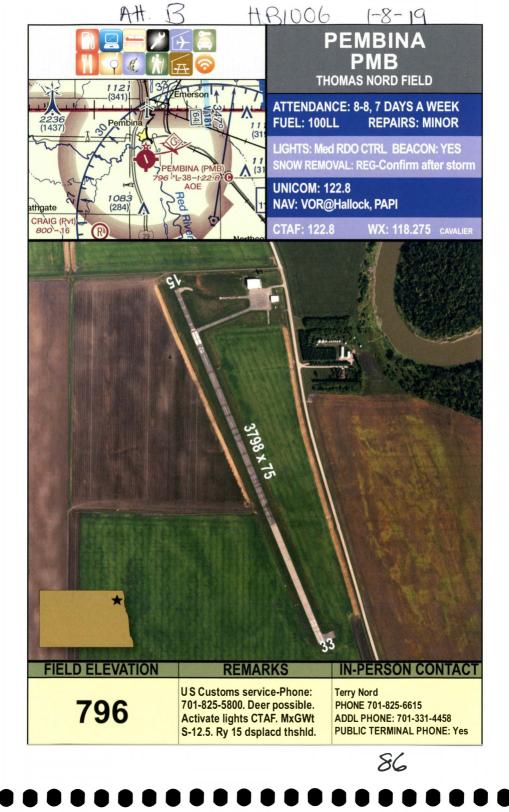
1-8-19



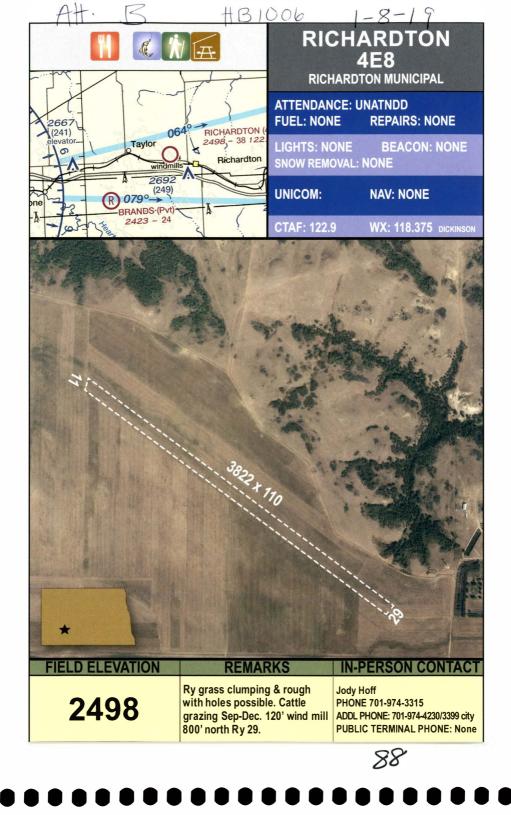


AH. B HB1006 1.1-8-19

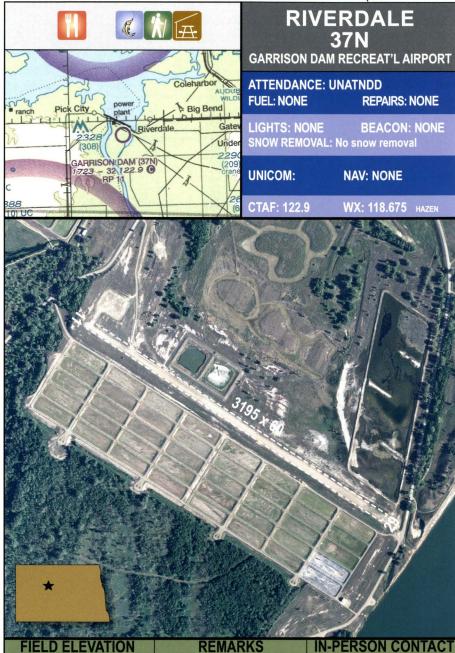








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1723

Airport closed in winter. Ry is gravel with loose small stone & soft when wet. Deer & birds possible. MxGWt S-4. 11 dscplacd threshold. Daytime use. Ry 11 right traffic.

REMARKS

Kyle Wanner PHONE: 701-328-9650 ADDL PHONE: 701-425-5926/471-5548



1-8-19 HB1006 ROLLA



06D

ROLLA MUNICIPAL

ATTENDANCE: Mon-Sat daylight hrs **FUEL: 100LL, JET A REPAIRS: NO**

LIGHTS: Med*RDO-CTL BEACON: YES SNOW REMOVAL: confirm aft storm

UNICOM: 122.80 **NAV: PAPI**

CTAF: 122.8 WX: 118.125



FIELD ELEVATION

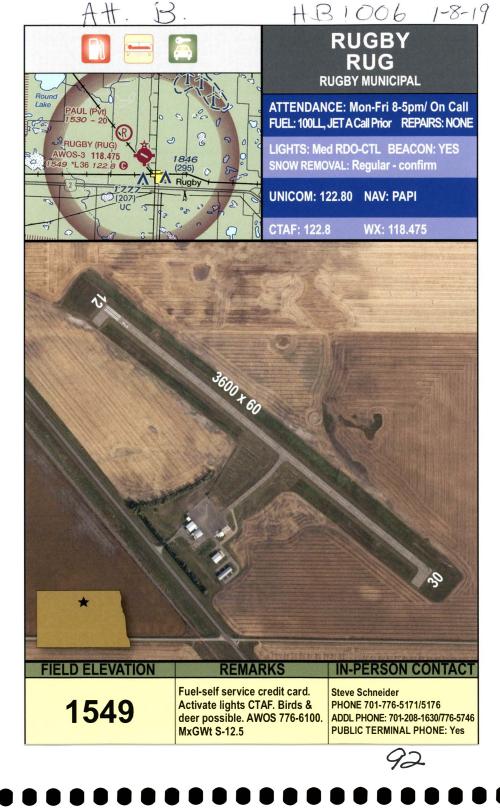
1823

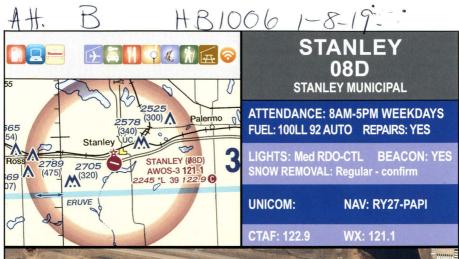
Ry 7/25 closed winters. Activate

lights CTAF. Birds & deer possible. Fuel self service credit card. MxGWt S-12.5

IN-PERSON CONTAC

Gordon Krech PHONE: 701-477-5145/550-9884 ADDL PHONE: 701-477-6780/550-0134 **PUBLIC TERMINAL PHONE: Yes**

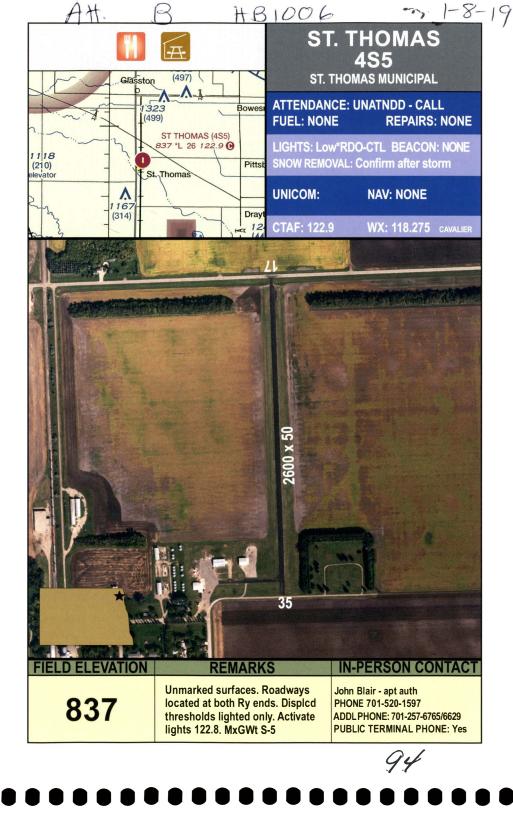




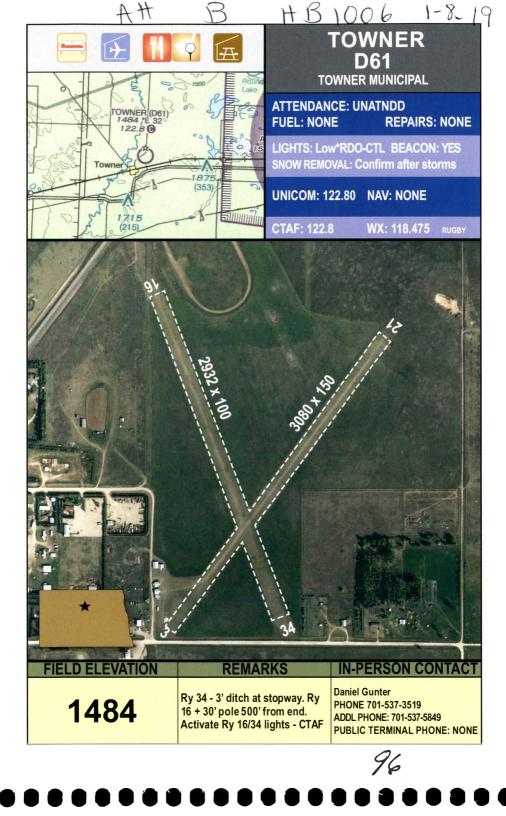


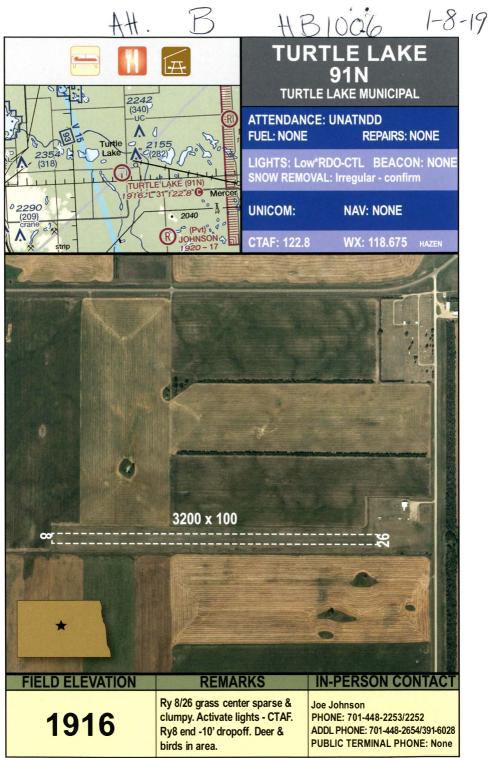
2245

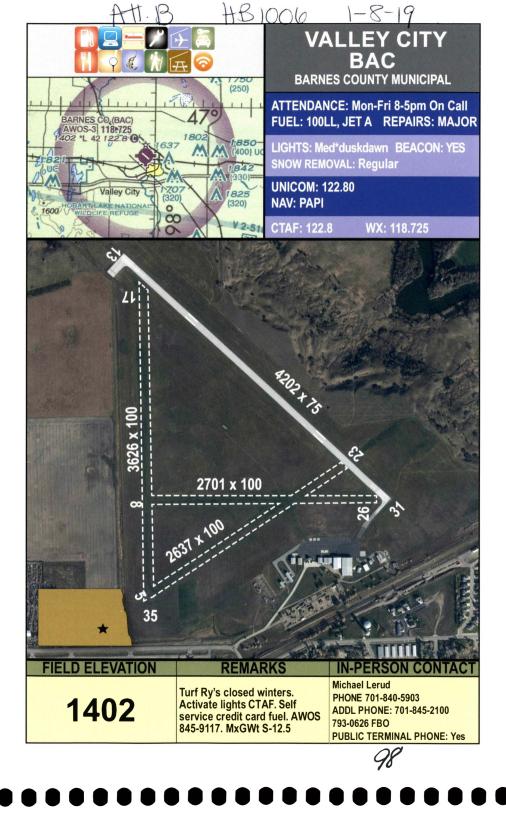
Activate lights CTAF. Birds/deer on or near airport. Self service credit card fuel. MxGWt S-14. Road off end of ry. Jason Bromley PHONE: 612-867-1849 ADDL PHONE: 701-830-0474 PUBLIC TERMINAL PHONE: Yes



HB1006 1-8-19 TIOGA **D60 TIOGA MUNICIPAL** 2859 2680 (269) 0 (216) TIOGA (D60) ATTENDANCE: All days Daylight/On call AWOS-3 118.575 2482 (230) °2453 (216) 2271 **FUEL: 100LL, JET A REPAIRS: MINOR** 2555 LIGHTS: Med*RDO CTRL BEACON: YES Earth Temple SNOW REMOVAL: Confirm after storm 2622 2726 (290) **UNICOM:** NAV: PAPI 275 ↑ towers (306) 2812 CTAF: 122.9 WX: 118.575 FIELD ELEVATION REMARKS IN-PERSON CONTACT Chris Norgaard - mgr/chrmn PHONE: 507-649-0831 2271 Actvate lights CTAF. ADDL PHONE: TAC-701-664-3012 AWOS 664-4490. MxGWt S-25. KFS-701-664-2220 **PUBLIC TERMINAL PHONE: Yes**







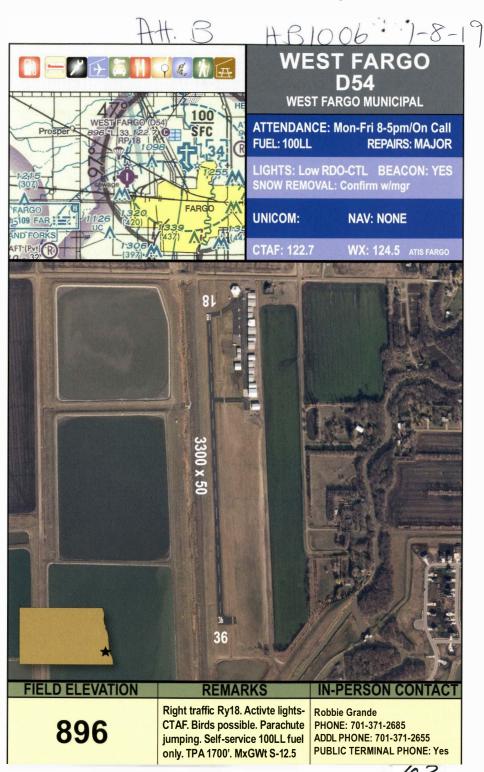


HB1006 1-8-19 WALHALLA 96D WALHALLA MUNICIPAL 12-18 VITOBA). (264)_ Rosengart **ATTENDANCE: Daylight Hours** H DAKOTA) 490 **REPAIRS: NONE FUEL: 100LL** LIGHTS: Med*dusk2200 BEACON: YES WALHALLA (96D AWOS-3 118.175 953^{V*}L 34,122.9 C Leroy SNOW REMOVAL: Confirm prior to use 1482 (352)ng Walhalla **NAV: PAPI UNICOM:** Leyden CTAF: 122.9 WX: 118.175 **IN-PERSON CONTACT FIELD ELEVATION** REMARKS **David Carignan** Activate lights CTAF. Self ser-953 PHONE 701-549-3500 vice fuel. Deer possible. AWOS ADDL PHONE: 701-265-2617 549-3402, MxGWt S-20.

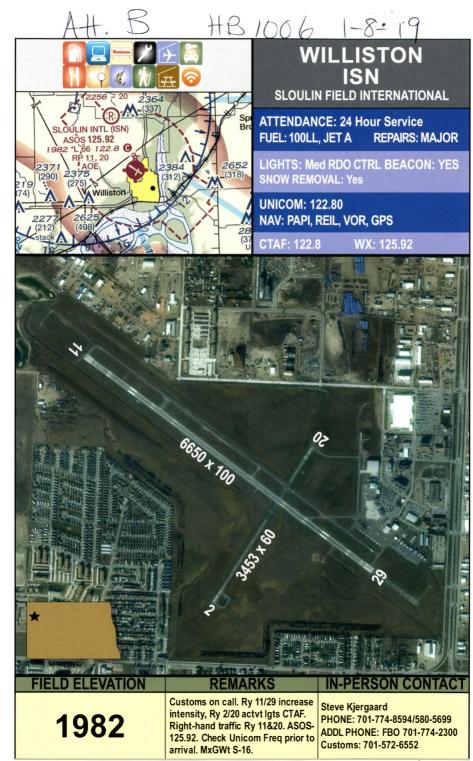
PUBLIC TERMINAL PHONE: None

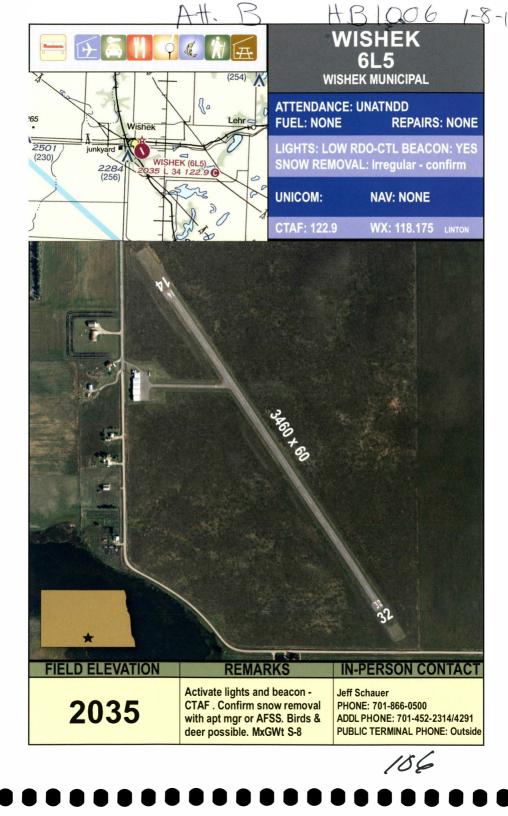












METAR ABBREVIATIONS

ABBREVIATIONS

AOIAutomated Observation without precipitation discriminator (rain/snow) AO2 Automated Observation with precipitation discriminator (rain/snow)

AMD Amended Forecast (TAF)

BECMG Becoming (expected between 2-digit beginning hour and 2-digit ending hour)

BKN Broken

CLR Clear at or below 12.000 feet (AWOS/ASOS report)

COB Correction to the observation

FFW 1 or 2 octas (eighths) cloud coverage

From (4 digit beginning time in hours and minutes) FM

LDG Landing

М In temperature field means "minus" or below zero

М In RVR listing indicates visibility less than lowest reportable sensor value (e.g. M600)

NO Not available (e.g. SLPNO, RVRNO)

NSW No Significant Weather

OVC Overcast

P In RVR indicates visibility greater than highest reportable sensor value (e.g. P6000FT)

P6SM Visibility greater than 6 SM (TAF only)

PROB4O Probability 40 percent

Runway (used in RVR measurement)

RMK Remark RV/RWY Runway SCT Scattered SKC Sky Clear

SLP Sea Level Pressure (e.g., 1013 reported as 013)

SM Statute mile(s) SPECI Special Report

TEMPO Temporary changes expected (between 2-digit beginning hour and 2-digit ending hour)

TKOF

T01760158, 10142, 20012 and 401120084 In Remarks-examples of temperature information

Varies (wind direction and RVR)

VC Vicinity

VRB Variable wind direction when speed is less than or equal to 6 knots

VV Vertical Visibility

WS Wind shear (In TAFs, low level and not associated with convective activity)

DESCRIPTORS

| BC | Patches | MI | Shallow |
|----|----------------------|----|--------------|
| BL | Blowing | PR | Partial |
| DR | Low Drifting | SH | Showers |
| FZ | Supercooled/freezing | TS | Thunderstorm |

WEATHER PHENOMENA

| BR | Mist | PE | Ice Pellets |
|----|---------------------|-----|-------------------------|
| DS | Dust Storm | P0 | Dust/Sand Whirls |
| DU | Widespread Dust | PY | Spray |
| DZ | Drizzle | RA | Rain |
| FC | Funnel Cloud | SA | Sand |
| FC | Tornado/Water Spout | SG | Snow Grains |
| FG | Fog | SN | Snow |
| FU | Smoke | SQ | Squall |
| GA | Hail | SS | Sandstorm |
| 00 | 0 | 110 | Literature Description |

Small Hail/Snow Pellets Unknown Precipitation GS UP HΖ Haze (Automated Observations)

Volcanic Ash IC Ice Crystals VA

CLOUD TYPES

CB Cumulonimbus TCU **Towering Cumulus**

| | | | | FI | _IGH | IT PLAN | AFSS | S 1-800-992 | -7433 |
|--------------------------|----------------------------|---------|-----------------------|-----------------------|---|-----------------------------|---------------------------|-------------------------|-------------------------|
| 1. TYPE VFR IFR | 2. AIRCRAFT IDENTIFICAT | TION | 3. AIRCRAI SPECIAI | FTTYPE LEQUIPMENT | 4. TRUE AIRSPEED | 5. DEPARTURE POINT | 6. DEPART PROPOSED (Z) | TURE TIME ACTUAL (Z) | 7. CRUISING ALTITUDE |
| 5.ROUTE O | F FLIGHT | | | | KTS | | | | |
| 9. DESTINAT and City) | TION (Name of Air | _ | 10. EST TI | ME ENROUTE MINUTES | 11. REMARK | s | | | |
| 12. FUEL ON | N BOARD MINUTES | 13. ALT | ERNATE AIF | RPORT | 14. PILOT'S NAME, ADDRESS & TELEPHONE NUMBER & AIRCRAFT HOME BASE ABOARD 15. NUMBER | | | | |
| 16 COLOR | OF AIRCRAFT | | | | 17. DESTINA | TION CONTACT/TELEPHONE (OPT | IONAL) | | |
| io. COLON | OI AIIIONAFI | | | | | | | | |

TACAN ONLY BANSPONDER WITH ALITTUDE ENCODING CAPABILITY.

1 — TRANSPONDER WITH ALITTUDE ENCODING CAPABILITY.

10 — TRANSPONDER WITH ALITTUDE ENCODING CAPABILITY.

10 — DME, BUT NO TRANSPONDER, BUT NO ALITTUDE ENCODING CAPABILITY.

11 — TACAN ONLY, BUT NO TRANSPONDER, BUT NO ALITTUDE ENCODING CAPABILITY.

12 — ALOAN ONLY, BUT NO TRANSPONDER, BUT NO ALITTUDE ENCODING CAPABILITY.

12 — TACAN ONLY, BUT NO TRANSPONDER WITH ALITTUDE ENCODING CAPABILITY.

12 — TACAN ONLY AND TRANSPONDER WITH ALITTUDE ENCODING CAPABILITY.

13 — RINAV AND TRANSPONDER, BUT NO ALITTUDE ENCODING CAPABILITY.

14 — RINAV BUT NO TRANSPONDER.

15 — GRAS

40 NAUTICAL

AH. B HB1006 1-8-19

| | | | FLIGHT LO | OG | * | |
|--------------------|---------|------------|-----------|---------------|------------|--------|
| DEPARTURE POINT | VOR | RADIAL | DISTANCE | TIME | | GROUND |
| 1 01111 | IDENT. | то | LEG | POINT - POINT | - TAKE OFF | SPEED |
| | FREQ. | FROM | REMAINING | CUMMULATIVE | | |
| CHECK POINT | | | | | ETA | |
| | | | | | ATA | |
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| DESTINATION | | | | * | | |
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| EN ROUTE WE | | | | | | |
| | | | | | | |
| DESTINATION | WEATH | ER | | WINDS AI | OFT | |
| ALTERNATE W | EATHER | 3 | | | | |
| FORECASTS | | | | | | |
| NOTAMS / AIRS | SPACE F | RESTRICTIO | DNS | | | |

☆ U.S. GPO : 1977-728.657

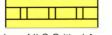
AH. B HB1006 1-8-19

GUIDE FOR AIRFIELD SIGNS

SIGN and LOCATION

PILOT ACTION or SIGN PURPOSE

Controlled Airport - Hold unless ATC Clearance has 4-22 been received. Uncontrolled Airport - Proceed when no traffic On Taxiways at Intersection with a Runway conflict exists. Taxiing - Same action as above. Taking Off or Landing - Disregard unless a "Land, Hold Short" clearance has been accepted. Runway / Runway Intersection Controlled Airport - Hold when instructed by ATC. 4-APCH Uncontrolled Airport - Proceed when no traffic Taxiway in Runway Approach of Departure Area conflict exists. Hold when approaches are being made with visibility less than 2 miles or ceiling less than 800 feet. ILS Critical Area Do not enter. Areas where Aircraft are Forbidden to Enter Identifies taxiway on which aircraft is positioned. Taxiwav Identifies runway on which aircraft is positioned. Runway These signs are used on controlled airports to identify the boundary of the runway protected area. It is intended that pilots exiting this area would use this Edge of Protected Airway sign as a guide to judge when the aircraft is clear of for Runway the protected area. These signs are used on controlled airports to identify



Edge of ILS Critical Area

These signs are used on controlled airports to identify the boundary of the LS critical area. It is intended that pilots exiting this area would use this sign as a guide to judge when the aircraft is clear of the ILS critical area.



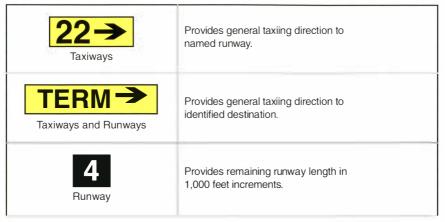
Taxiways and Runway

On Taxiways - Provides direction to turn at next intersection to maneuver aircraft onto named runway.

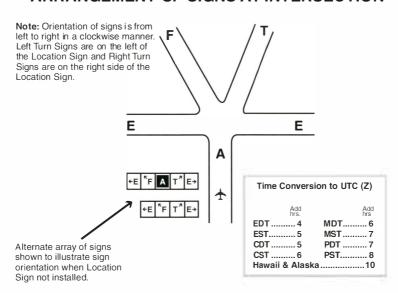
GUIDE FOR AIRFIELD SIGNS 1.9

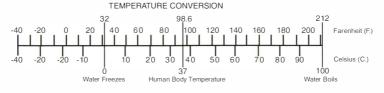
SIGN and LOCATION

PILOT ACTION or SIGN PURPOSE



ARRANGEMENT OF SIGNS AT INTERSECTION





Att. B HB1006 1-8-19.

INTERCEPTING SIGNALS

Signals initiated by intercepting aircraft and responses by intercepted aircraft (as set forth in ICAO Annex 2-Appendix A, 2.1)

| Series | Intercepting Aircraft Signals | Meaning | Intercepted Aircraft Responds | Meaning |
|--------|---|--|--|--|
| 1 | Day - Rocking wings from a position slightly above and ahead of, and normally to the left of, the intercepted aircraft and, after acknowledgement, a slow level turn, normally to the left, on to the desired heading. | You have been intercepted! Follow me. | Aeroplanes: Day - Rocking wings and following. | Understood, will comply. |
| | Night - Same and, in addition, flashing navigational lights at irregular intervals. | | | |
| | Note 1 - Meteorological conditions or terrain may require the intercepting aircraft to take up a position slightly above and ahead of, and to the right of, the intercepted aircraft and to make the subsequent turn to the right. | | Night - Same and, in addition, flashing navigational lights at regular intervals. | |
| | Note 2 - If the intercept aircraft is not able to keep pace with the intercepting aircraft, the latter is expected to fly a series of race-track patterns and to rock its wings each time it passes the intercepted aircraft. | | Helicopters: Day or Night-Rocking Aircraft, flashing navigational lights at irregular intervals and following. | |
| 2 | Day or Night - An abrupt break-away maneuver from the intercepted aircraft consisting of a climbing turn of 90 degrees or more without crossing the line of flight of the intercepted aircraft. | You may proceed. | Aeroplanes: Day or Night - Rocking Wings. Helicopters: Day or Night - Rocking Aircraft. | Understood, will comply. |
| 3 | Day - Circling aerodrome, lowering landing gear and over-flying runway in direction of landing or, if the intercepted aircraft is a helicopter, over-flying the helicopter landing area. Night - Same and, in addition, showing steady landing lights. | Land at this aerodrome. | Aeroplanes: Day - Lowering landing gear, following the intercepting aircraft and, if after over-flying the runway landing is considered safe, proceed to land. Night - Same and, in addition, showing steady lights (if carried). Helicopters: Day or Night - Follow the intercepted aircraft and proceed to land, showing a steady landing light (if carried). | Understood, will comply. |
| 4 | Day or Night - Raising landing gear (if fitted) and flashing landing lights while passing over runway in use or helicopter landing area at a height exceeding 2,000 ft (in case of helicopter, at a height exceeding 170 ft, but not exceeding 330 ft) above the aerodrome level, and continuing to circle runway in use or helicopter landing area. If unable to flash landing lights, flash any other lights available. | Aerodrome you have designated is inadequate. | Day or Night - If it is desired that the intercepted aircraft follow the intercepting aircraft to an alternate aerodrome, the intercepting aircraft raises its landing gear (if fitted) and uses the Series 1 signals prescribed for intercepting aircraft. It is decided to release the intercepted craft, the intercepting aircraft uses the Series 2 signals prescribed for intercepting aircraft uses the Series 2 signals prescribed for intercepting aircraft. | Understood, follow me. Understood, you may proceed. |
| 5 | Day or Nights - Regular switching on and off of all available lights but in such a manner as to be distinct from flashing lights. | Cannot comply. | prescribed for intercepting aircraft. Day or Night - Use Series 2 signals prescribed for intercepting aircraft. | Understood |
| 6 | Day or Nights - Irregular flashing of all available lights. | In distress. | Day or Night - Use Series 2 signals prescribed for intercepting aircraft. | Understood |

Light Gun Signals

| Color and Type of Signal | Movement of Vehicles, Equipment and Personnel | Aircraft on the Ground | Aircraft in Flight |
|------------------------------|--|---|---|
| Steady Green | Cleared to Cross, Proceed or Go | Cleared for Take-off | Cleared to Land |
| Flashing Green | Not Applicable | Cleared for Taxi | Return for Landing, to be Followed by Steady Green at the Proper Time |
| Steady Red | STOP | STOP | Give Way to Other Aircraft and Continue Circling |
| Flashing Red | Clear the Taxiway/Runway | Taxi Clear of the Runway in Use. | Airport Unsafe, Do not Land |
| Flashing White | Return to Starting Point on Airport | Return to Starting Point on Airport | Not Applicable |
| Alternating Red and Green | Exercise Extreme Caution | Exercise Extreme Caution | Exercise Extreme Caution |

10 Ways To Help Prevent **Runway Incursions**

- See The "Big Picture" Monitor both ground and tower communications when possible.
- Transmit Clearly Make your instructions and read-backs complete and easy to understand.
- Listen Carefully Listen to your clearance. Listen to what you read back. Do not let communications become automatic.
- 4 Copy Clearances
 Clearances can change. Keep a note pad and copy your clearance. If needed, refer to your notes.
- Situational Awareness Know your location. If unfamiliar with an airport keep a current airport diagram available for easy reference.

- **Admit When Lost** If you get lost on an airport, ask ATC for help. Better to damage your pride than your airplane.
- **Sterile Cockpit** Maintain a sterile cockpit until reaching cruising altitude. Explain to your passengers that talking should be kept to a minimum.
- Understand Signs, **Lights And Markings** Keep current with airport signs, lights and markings. Know what they mean and what action to take.
- **Never Assume** Do not take clearances for granted. Look both ways before entering or crossing taxiways and runways.
- **O** Follow Procedures
 Establish safe procedures for airport operations. Then follow them.

For more information see the following: www.faa.gov/airports/runway-safety

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| | | AIRPORT | IDENTIF | FIERS ## | B #15/1 |
|--------|--------------------|-------------|---------|---------------|--------------|
| IDENT. | LOCATION | CTAF | IDENT. | LOCATION | CTAF (- |
| 1A2 | Arthur | 122.9* | D55 | Langdon | 122.8* |
| ASY | Ashley | 122.9* | 2L1 | Larimore | 122.9 |
| 20U | Beach | 122.8* | D31 | Leeds | 122.8* |
| 95D | Beulah | 122.9* | 4N4 | Lidgerwood | 122.9 |
| BIS | Bismarck | 118.3* -TWR | 7L2 | Linton | 122.9* |
| D09 | Bottineau | 122,8* | 6L3 | Lisbon | 122.9 |
| 5B4 | Bowbells | 122.9 | 7G2 | McClusky | 122.9* |
| BWW | Bowman | 122.8* | 8M6 | McVille | 122.9 |
| 9D7 | Cando | 122.9* | 6D3 | Maddock | 122.9 |
| 46D | Carrington | 122.9* | Y19 | Mandan | 122.8* |
| 5N8 | Casselton | 122.8* | D56 | Mayville | 122.8* |
| 2C8 | Cavalier | 122.8* | 4R6 | Milnor | 122.9 |
| D49 | Columbus | 122.9 | MOT | Minot | 118.2* -TWR. |
| S32 | Cooperstown | 122.9* | D06 | Minto | 122.9 |
| D50 | Crosby | 122.9* | HBC | Mohall | 122.8* |
| DVL | Devils Lake | 122.8* | 3P3 | Mott | 122.9* |
| DIK | Dickinson | 123.0* | 5B5 | Napoleon | 122.9* |
| D29 | Drayton | 122.9* | 8J7 | New Rockford | 122.9 |
| S28 | Dunseith | 122.8 | 05D | New Town | 122.9* |
| 51D | Edgeley | 122.8* | 4V4 | Northwood | 122.8* |
| Y71 | Elgin | 122.9* | 2D5 | Oakes | 122.9* |
| 4E7 | Ellendale | 122.9* | 64G | Page Regional | 122.9 |
| 5N4 | Enderlin | 122.9* | Y37 | Park River | 122.8* |
| FAR | Fargo | 133.8 - TWR | Y74 | Parshall | 122.8* |
| D24 | Fessenden | 122.9* | PMB | Pembina | 122.8* |
| Y27 | Fort Yates | 122.9 | Y99 | Plaza | 122.9 |
| 9G9 | Gackle | 122.9 | 4E8 | Richardton | 122.9 |
| D05 | Garrison | 122.9* | 37N | Riverdale | 122.9 |
| D57 | Glen Ullin | 122.9* | 2H9 | Rolette | 122.8* |
| GAF | Grafton | 122.8* | 06D | Rolla | 122.8* |
| GFK | Grand Forks | 118.4*TWR | RUG | Rugby | 122.8* |
| GWR | Gwinner | 122.7* | 4S5 | St. Thomas | 122.9* |
| 5H4 | Harvey | 122.8* | 08D | Stanley | 122.9* |
| 6H8 | Hazelton | 122.9 | D60 | Tioga | 122.9* |
| HZE | Hazen | 122.8* | D61 | Towner | 122.8* |
| HEI | Hettinger | 122.8* | 91N | Turtle Lake | 122.8* |
| 3H4 | Hillsboro | 122.9* | BAC | Valley City | 122.8* |
| JMS | Jamestown | 123.0* | BWP | Wahpeton | 123.0* |
| 7K5 | Kenmare | 122.8* | 96D | Walhalla | 122.9* |
| 9Y1 | Killdeer | 122.9* | 5C8 | Washburn | 122.9* |
| K74 | Kindred | 122.9* | S25 | Watford City | 122.8* |
| 5K9 | Kulm | 122.9 | D54 | West Fargo | 122.7* |
| 5L0 | Lakota | 122.9* | D64 | Westhope | 122.9* |
| 4F9 | LaMoure | 122.9* | ISN | Williston | 122.8* |
| | | | 6L5 | Wishek | 122.9* |

^{* -} Aircraft Radio Controlled Airport Lighting Activation and/or increase intensity level through 3, 5, or 7 microphone clics.

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State of North Dakota

Doug Burgum

Welcome to the Legendary Skies of North Dakota!



As you plan your business or vacation flight, we invite you to take a scenic journey through our state. Discover the stunning beauty of our diverse landscape and the abundant recreational opportunities that make North Dakota an exceptional destination to include on your flight plan. Our state offers many great adventures, breathtaking natural wonders and exciting events for residents and visitors alike.

North Dakota's aviation industry enjoys a well-earned reputation as a world leader in cutting-edge technology and research. The John D. Odegard School of Aerospace Sciences at the University of North Dakota in Grand Forks operates the largest civilian training fleet in the world. The Northern Plains Unmanned Aerial Systems (UAS) Test Site continues to lead the country in UAS research and development as we work toward a solution to integrating UAS into the national airspace system.

As North Dakota continues efforts to strengthen its position as an aerospace industry leader, our state remains committed to fostering an innovative and nurturing environment where the spirit of entrepreneurial ideas can take flight.

I hope you enjoy your time here and create lasting memories as you experience all that North Dakota has to offer.

Sincerely,

Doug Burgum Governor



Commissioners

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

Mission

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

January 8, 2019

AB1006

allashner

AAND

Airport Association of North Dakota

Matthew Remynse - President Kelly Braun - Vice President Jordan Dahl - Sec. / Treasurer

PO Box 1560 Jamestown, North Dakota 58402-1560 (701) 355-1808

January 8, 2019

RE: Testimony to House Appropriations – Government Operations Division on HB 1006 (Aeronautics Commission Budget)

Chairman Vigessa and members of the committee,

I am Matthew Remynse, the President of the Airport Association of North Dakota (AAND). I want to thank you for the opportunity to speak here today and thank you for your past support of North Dakota airports. AAND is the professional organization for North Dakota Airports and it serves to promote airports, aviation, and safety across the state. Among its members are all eight commercial service airports, 70 of 81 general aviation airports and aviation engineering and planning firms. I'm here today on behalf of the association to express our support of HB 1006 and the North Dakota Aeronautics Commission (NDAC).

Airports are a valuable asset for North Dakota's economy and touch all major industries, including agriculture, manufacturing, healthcare, tourism, energy and technology. According to the 2015 Statewide Economic Impact of Aviation study, North Dakota's 89 airports generate an economic impact of \$1.56 billion annually and employ 4,439 individuals.

Over the last two years, airports from across the state have seen growth. Although, the 2017 annual enplanements at commercial airports decreased slightly from 2016, 2018 was a strong year. As of November 2018, year to date enplanements were up 4.85% over 2017. That is an additional 46,533 passengers year over year. Also, several airports saw new operations come to their fields. For example, Fargo Airport now has a regional UPS operation and Dickinson

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Airport has a new hangar for a based air ambulance service. In addition, some airports in the state are seeing a new and exciting growth related to unmanned aircraft. Additionally, the number of registered aircraft in the state has grown. In 2018, there were 2,099 registered aircraft in the state compared to 2,043 registered aircraft in 2017.

With this growth, comes the need to develop and maintain our state's airports. The Federal Aviation Administration(FAA) has developed a 5- year capital improvement plan for the airports in North Dakota and the need for 2019-2023 is \$469 million. The projects factored into this amount include runways in Dickinson, Grand Forks, Mohall, Jamestown, and Watford City, aprons in Fargo, Bismarck and Devils Lake. To fund these projects, the NDAC works closely with the FAA and airport staff. Federal funding normally covers 90% of eligible projects, but with such a high demand of large projects in the state the FAA is not able to fulfill those requirements. With the lack of both state and federal funding, airports are making the difficult decision of passing on a project or going into debt to complete their project. Additional state funding for airport grants would assure that crucial projects are being completed on time and would reduce the amount of debt airports would have to take on. Also, when additional state funding is appropriated it typically generates more federal dollars. Currently written, HB 1066, Operation Prairie Dog, has \$50 million budgeted for airport infrastructure projects. Without a doubt, AAND and its members will be supporting HB 1066 as it offers the potential for a long term funding source for the Aeronautics grant program.

Till now, I have focused mainly on the NDAC's grant funding program and how that is vital to airports but I would also like to highlight the other services the NDAC provides to support airports and the aviation community. The NDAC has a fantastic education program that is drawing young adults into aviation. The NDAC staff assists general aviation airport managers with developing their capital improvement plans and conducting safety inspections. Additionally, the studies that the NDAC undertakes are an extremely useful tools for airports. For instance, a Pavement Condition Index study is a federal requirement that each airport must complete to C:\Users\mathrel{mathrel}\text{C:\Users\mathrel{mathrel}}\text{VAND\2019 Session\Testimony \text{VB is grant funding program and how that is vital to airports and how that is vital to airport airport managers.

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rports. This a is large 1-8-19

receive federal funding. The NDAC puts this study together for all airports. This a is large undertaking and Mr. Wanner and his staff do an amazing job managing that study and assuring that there is a useful end product for airports.

In conclusion, the NDAC provides an enormous amount of support to airports and the aviation community and that should not be overlooked when considering their budget. I thank you for the opportunity to provide testimony today and I will take any questions the committee may have for me.

Respectfully,

Matthew Remynse President, AAND

AB 1006



attachment A

NPIAS AIRPORT CAPITAL IMPROVEMENT PLAN REPORT - NORTH DAKOTA

January 18, 2019



| | 4.00000 | _ Based | NDAC | FAA | Project Costs | | |
|---------------|-------------|----------|---|----------|---------------|--------|--------|
| | AIRPORT | Aircraft | PROJECT | Priority | Priority | | sands) |
| | | AllCraft | | Priority | Priority | 1 to 5 | 6 to 1 |
| | | 1 | Construct Elevated Walkway | | | 16000 | |
| 1 | Fargo | 198 | SRE Building Expansion / SRE Equipment | 32 | 36 | 2000 | 1000 |
| | FAR | | Rwy 18/36 CL/TDZ Lighting | 56 | 45 | 1500 | |
| | | 1 | Cargo Apron Expansion (Phase II - '19) | 44 | 38 | 13000 | |
| | | | Pavement Maintenance (RTA, RCF, Seal) | 56 | 66 | 1000 | 100 |
| Ì | | i | Terminal Building Expan. (Gate 6) | 31 | 93 | 5000 | Ì |
| İ | | i | Terminal Apron Reconstruction | 54 | 47 | 10000 | İ |
| Î | | i | Rwy 18L/36R EA, Design, Construction | 26 | 49 | 10000 | 800 |
| i | | † | Rwy 9/27 Ext./Widening / Par. Txy EA, Design, Construc. | 46 | 51 | | 3000 |
| \rightarrow | | - | North GA Taxilane Extensions / East GA Expansion | 45 | 38 | - | 100 |
| - | | + | Parking Lot Expansion | 23 | 27 | | 200 |
| | | + | Twy D Reconstruction | 45 | 38 | | |
| | | + | | | | | 350 |
| | | 1 | East GA Expansion | 23 | 27 | | 200 |
| Ļ | | | Rehabilitate Runway 3-21 and Taxiway D (D '20, C '21) | 56 | 66 | 8000 | |
| _ | Bismarck | 116 | Rehabilitate/Construct Parking Lot/Expansion | 23 | 27 | 2000 | 500 |
| | BIS | | GA Apron Expansion (Phase IV) | 45 | 38 | 2000 | 200 |
| | | | Purchase SRE Equipment | - 32 | 36 | 2000 | 100 |
| | | | Rehabilitate Taxiway D | 55 | 55 | 5000 | |
| | | | Rehabilitate Access Roads | 23 | 27 | 1500 | |
| ĺ | | | Airfield Wetland Mitigation / Drainage Improvements (Phase V - '19-'20, Phase VI - '21) | 31 | 59 | 20000 | |
| | | | Construct Terminal Building Expansion | 31 | 33 | 4000 | 600 |
| | | | Rehabilitate GA and Commercial Apron | 44 | 38 | 1000 | 100 |
| _ | | | Purchase ARFF Equipment | 32 | 36 | 1000 | 100 |
| _ | | + | Runway 13 RPZ Land Acquisition (EA '22, LA '23) | 41 | 44 | 1000 | 100 |
| -+ | | + | Pavement Maintenance (RTA, RCF, Seal) | 56 | 66 | | 100 |
| | | + | Rehabilitate/Construct SRE Building Expansion | | | 4500 | |
| | | | | 32 | 36 | 1500 | |
| | | | Rehabilitate/Construct ARFF Building Expansion | 31 | 46 | 1500 | 150 |
| | | | Construct Service Road Expansion | 23 | 27 | 3000 | 150 |
| | | | Construct Holding Aprons - Runway 3/21 | 44 | 54 | | 500 |
| | | | Construct Taxilane Expansion | 45 | 38 | | 500 |
| | | | Construct Runway 9L-27R Extension Environmental Assessment 20' | 46 | 56 | 500 | |
| | Grand Forks | 131 | Construct Runway 9L-27R Extension Land Acquisition & Design 21' | 46 | 56 | 6000 | |
| | GFK | | Construct Runway 9L-27R Extension (C '22-'23) | 46 | 56 | 40000 | |
| | | | Rehabilitate Runway 17R/35L (D'24, C'25) | 56 | 56 | 50000 | |
| | | | Construct Runway 18-36 | 46 | 56 | | 1000 |
| | | | Construct Access Road North of Terminal | 44 | 38 | | 150 |
| | | | Construct Terminal Apron | 44 | 38 | | 900 |
| | | 1 | Purchase ARFF Equipment | 32 | 36 | | 100 |
| _ | | | Construct West GA Taxiways and Taxilanes (C '19) | 32 | 36 | 2500 | 100 |
| _ | | - | Taxiway C Rehab | 45 | 38 | 2000 | 400 |
| 一十 | Minot | 1 137 | Replace T-Hangars | 12 | X II | 4 | 300 |
| _ | | 137 | | | | | |
| - | MOT | | Northwest GA Apron | 44 | 38 | | 200 |
| + | | - | Storm Water Improvements (C '20) | 31 | 66 | 3000 | |
| - | | + | GA Apron Rehap (Phase II C '19) | 54 | 55 | 2500 | |
| _ | | | Purchase SRE Equipment | 32 | 36 | 2000 | 100 |
| _ | | | Purchase ARFF Truck | 52 | 36 | 1000 | |
| | | | Taxiway B/G Rehab | 45 | 55 | | 300 |
| | | | Replace/Upgrade Airfield Security Fence | 31 | 83 | | 500 |
| | | | Construct Cargo Apron (D' 19' C 20') | 44 | 38 | 3000 | |
| | | | Pavement Maintenance (RTA,RCF, Seal), Remarking | 56 | 68 | 1000 | 100 |
| Ì | | 1 | Runway 8/26 Rehabilitation and Threshold Relocation | 56 | 66 | 10000 | ĺ |
| Ì | | İ | Construct GA Landside Access Road and Parking Lot | 23 | 27 | 3500 | İ |
| i | | i - | Pavement Maintenance (RTA,RCF, Seal), Remarking | 56 | 66 | 500 | 500 |
| 1 | Jamestown | 43 | Purchase SRE Plow Truck | 32 | 36 | 500 | 1 300 |
| - | | 1 40 | Jet Bridge | 11 | X | 500 | 100 |
| - | JMS | + | | | | 2000 | 1 100 |
| - | | + - | Rehabilitate Taxiways A, B & C (D'20) | 45 | 64 | 3000 | |
| _ | | + | Rehabilitate Terminal Apron (D' 19, C '20) | 44 | 55 | 3000 | |
| 1 | | - | W. Industrial Park Infrastr. Improvements (D. '23, C. '24-'25) | 11 | X | | 150 |
| | | 1 | Terminal Expansion | 31 | 33 | | 200 |
| | | 1 | Hangars | 12 | X | | 200 |
| | | | ALP/Master Plan Update | 31 | 48 | | 300 |
| | | | Wildlife Management Study | 31 | 57 | | 200 |

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| | AIRPORT | Based Aircraft | PROJECT | NDAC Priority | FAA Priority | | sands) |
|---------------------------------|---|-------------------|--|--|--|---|--|
| | | Airorait | | | | 1 to 5 | 6 to 1 |
| | | | Construct Airport | 56 | 52 | 20000 | |
| 6 | Williston | 49 | Construct Crosswind Runway | 46 | 56 | 6000 | |
| | ISN / XWA | | Purchase SRE Equipment | 32 | 36 | 2000 | |
| | | | Purchase ARFF Equipement | 52 | 36 | | 1000 |
| | | | Pavement Maintenance (RTA, RCF, Seal) | 56 | 66 | | 500 |
| | | | Off-Site Sewer Installation (Airport to City) | X | X | 5000 | 000 |
| _ | | | | | | 5000 | |
| 7 Devil 7 Devil 8 Dick Be 21 | | | Hangars | 12 | 17 | | 2000 |
| | | | Terminal/Rental Car Parking Expansion | X | X | | 200 |
| | | | Cargo Apron Construction | 44 | 55 | 2000 | 100 |
| _ | | | Crosswind Parallel Taxiway | 45 | 55 | 2000 | 100 |
| _ | | | | | | 2000 | 500 |
| _ | | | SRE Equipment | 32 | 36 | | 500 |
| / | Devils Lake | 29 | Land Acquisition (Relocate Building) | 41 | 42 | 500 | |
| | DVL | | Taxiway A (D' & C' 19) GA Apron Reconstruction (D 20') | 44 | 55 | 2000 | THE STATE OF |
| | A 100 M 100 | | Rwy 13/31 Rehabilitation | 56 | 66 | THE PERSON NAMED IN | 250 |
| | | V | Security Upgrades/Access Control System | 42 | X | de a familia de la | 250 |
| | | | Emergency Generator | | X | | |
| _ | | | | 32 | | | 250 |
| | | | SRE Building | 31 | 33 | Long St. Carlot St. | 100 |
| | | | GA Hangar | 12 | 29 | | 100 |
| | | - 100 | Terminal Expansion | 31 | 33 | 501 THE 15 OF | 150 |
| | | 1 | Reimbursement for South Taxiway Lights | 45 | 45 | 150 | of the |
| | | i | Terminal Design and Construction | | | 1 100 | 2000 |
| . + | D: 1: | | | 33 | 45 | 00000 | 3000 |
| 5 | Dickinson | 34 | Land Acq./Design/Reconstruct Runway 14/32/ Construct Parallel Txwy/Txwy B Improv | 56 | 68 | 60000 | |
| | DIK | | Terminal Access and Parking Lot | 31 | 40 | | 900 |
| | | | Install Wildlife Fence | 31 | 57 | | 300 |
| | | | ARFF Truck / ARFF Building Expansion | 32 | 41 | 1000 | 250 |
| | | | Construct Commercial Service Apron | 44 | 47 | 1000 | 900 |
| - | | | | | | | |
| | | | Construct Taxiway for hangars / Access Road | 55 | 66 | | 500 |
| | | | Crosswind Parallel Taxiway | 45 | 61 | | 300 |
| | | | Onsite Water Tank and Sanitary System | 31 | X | | 300 |
| | | | SRE/SRE Building Expansion | 32 | 45 | 1000 | 300 |
| i | | i | , | | i | i | |
| | | Service Service | Commercial Service Airport Project Totals: | | | 334650 | 1960 |
| | | l DACIC | Leader Control of Cont | 50 | 45 | 500 | |
| | | | Install LED MIRLs, PAPIs, Beacon, Windcone and Electrical Vault (D '19, C '20) | 56 | 45 | 500 | |
| | Ashley | 13 | Purchase SRE Equipment | 32 | 36 | 250 | |
| | ASY | - 2003 | AGIS for IAP Development | 37 | 50 | 150 | 18 11 8 |
| - 1 | | 1 1 1 1 1 1 1 | Construct Terminal/SRE Building | 32 | 36 | 500 | |
| | | | Install AWOS | 32 | 48 | Bleed and Control | 300 |
| - | | | Construct Apron Expansion | 44 | 38 | | 1000 |
| _ | | - | | | | | |
| | | | Construct Fuel System | 22 | 17 | | 400 |
| | | | Pavement Maintenance (RTA, RCF, Seal) | 56 | 66 | 100 | 300 |
| | | BASIC | ALP/MP Update with Exhibit A/AGIS Component | 31 | 42 | 300 | |
| | Beach | 8 | Rehabilitate Hangar Taxilanes | 44 | 47 | 600 | |
| _ | | - | Construct New Turf Runway | | | | |
| _ | 20U | | | 46 | 59 | 800 | |
| | | | Runway 12/30, Taxiway, Apron Pavement Rehabilitation (D '25, C '26) | 56 | 66 | 1500 | |
| | | | Pavement Maintenance (RTA, RCF, Seal) | 56 | 66 | 200 | 400 |
| | | | Construct Hangar | 12 | 29 | | 700 |
| | | 1 | Construct Fence and Signage | | | | |
| _ | | | | 31 | 38 | | 200 |
| | | | Construct Parallel Taxiway | 45 | 48 | | 100 |
| | | | Construct Apron Expansion | 44 | 38 | | 500 |
| i | | LLOCAL | Construct Jet-A Fuel System | 22 | 17 | 300 | |
| . 1 | Da#ina | | Pavement Maintenance (RTA, RCF, Seal) | | | | 000 |
| 9 | Bottineau | 1 1/ | | 56 | 66 | 200 | 200 |
| | D09 | | Construct Taxiway Expansion | 45 | 64 | 300 | 300 |
| 1/3 | | | Realign and Construct Turf X-Wind Runway | 45 | 46 | 500 | |
| | | The second | Runway 13/31, Taxiway, Apron Pavement Rehabilitation | 56 | 66 | | 1500 |
| | | i | Demo Hangar and Construct New T-Hangar | 12 | 29 | 1000 | .00 |
| . 1 | | | | 14 | 38 | 1000 | 200 |
| - | | | Construct Fonce and Signage | 24 | | Shart Ash (a.c.) | 200 |
| | | | Construct Fence and Signage | 31 | | | |
| + | | | Design and Construct GA Terminal | 32 | 36 | 700 | |
| + | | | | | | 700 | 300 |
| | | LOCAL | Design and Construct GA Terminal ALP/MP Update with AGIS Component | 32 31 | 36 42 | | 300 |
| | Roumen | | Design and Construct GA Terminal ALP/MP Update with AGIS Component Construct Parallel Taxiway | 32 31 45 | 36 42 48 | 3000 | 300 |
| 2 | Bowman | LOCAL 18 | Design and Construct GA Terminal ALP/MP Update with AGIS Component Construct Parallel Taxiway Construct Hangar | 32 31 45 12 | 36 42 48 29 | | |
| ! | Bowman BWW | | Design and Construct GA Terminal ALP/MP Update with AGIS Component Construct Parallel Taxiway Construct Hangar Construct Crosswind Runway | 32 31 45 12 46 | 36 42 48 29 59 | 3000 | 500 |
| 2 | | | Design and Construct GA Terminal ALP/MP Update with AGIS Component Construct Parallel Taxiway Construct Hangar Construct Crosswind Runway Construct Taxilane | 32 31 45 12 46 45 | 36 42 48 29 59 47 | 3000 | 500 |
| 2 | | | Design and Construct GA Terminal ALP/MP Update with AGIS Component Construct Parallel Taxiway Construct Hangar Construct Crosswind Runway | 32 31 45 12 46 | 36 42 48 29 59 | 3000 | 500 |
| 2 | | | Design and Construct GA Terminal ALP/MP Update with AGIS Component Construct Parallel Taxiway Construct Hangar Construct Crosswind Runway Construct Taxilane Purchase SRE Equipment | 32 31 45 12 46 45 32 | 36 42 48 29 59 47 45 | 3000 700 500 | 500 100 |
| 2 | | 18 | Design and Construct GA Terminal ALP/MP Update with AGIS Component Construct Parallel Taxiway Construct Hangar Construct Taxilane Purchase SRE Equipment Pavement Maintenance | 32 31 45 12 46 45 32 56 | 36 42 48 29 59 47 45 66 | 3000 700 500 200 | 500 100 |
| | BWW | 18 | Design and Construct GA Terminal ALP/MP Update with AGIS Component Construct Parallel Taxiway Construct Hangar Construct Crosswind Runway Construct Taxilane Purchase SRE Equipment Pavement Maintenance Runway 16/34, Taxiway, and Apron Rehabilitation (C '19) | 32 31 45 12 46 45 32 56 | 36 42 48 29 59 47 45 66 | 3000 700 500 200 1500 | 5000 1000 2000 |
| | BWW | 18 | Design and Construct GA Terminal ALP/MP Update with AGIS Component Construct Parallel Taxiway Construct Hangar Construct Taxilane Purchase SRE Equipment Pavement Maintenance Runway 16/34, Taxiway, and Apron Rehabilitation (C '19) Pavement Maintenance (RTA, RCF, Seal) | 32 31 45 12 46 45 32 56 56 | 36 42 48 29 59 47 45 66 66 | 3000 700 500 200 1500 200 | 5000 1000 2000 |
| | BWW | 18 | Design and Construct GA Terminal ALP/MP Update with AGIS Component Construct Parallel Taxiway Construct Hangar Construct Crosswind Runway Construct Taxilane Purchase SRE Equipment Pavement Maintenance Runway 16/34, Taxiway, and Apron Rehabilitation (C '19) | 32 31 45 12 46 45 32 56 | 36 42 48 29 59 47 45 66 | 3000 700 500 200 1500 | 5000 1000 2000 |
| | BWW | 18 | Design and Construct GA Terminal ALP/MP Update with AGIS Component Construct Parallel Taxiway Construct Crosswind Runway Construct Taxilane Purchase SRE Equipment Pavement Maintenance Runway 16/34, Taxiway, and Apron Rehabilitation (C '19) Pavement Maintenance (RTA, RCF, Seal) Construct Fuel System | 32 31 45 12 46 45 32 56 56 56 22 | 36 42 48 29 59 47 45 66 66 66 | 3000 700 500 200 1500 200 | 5000 1000 2000 3000 |
| | BWW | 18 | Design and Construct GA Terminal ALP/MP Update with AGIS Component Construct Parallel Taxiway Construct Hangar Construct Crosswind Runway Construct Taxilane Purchase SRE Equipment Pavement Maintenance Runway 16/34, Taxiway, and Apron Rehabilitation (C '19) Pavement Maintenance (RTA, RCF, Seal) Construct Fuel System Wildlife Hazard Assessment (WHA) and Wildlife Hazard Management Plan (WHMP) | 32 31 45 12 46 45 32 56 56 56 22 | 36 42 48 29 59 47 45 66 66 66 17 | 3000 700 500 200 1500 200 | 5000 1000 2000 3000 |
| | BWW | 18 | Design and Construct GA Terminal ALP/MP Update with AGIS Component Construct Parallel Taxiway Construct Hangar Construct Crosswind Runway Construct Taxilane Purchase SRE Equipment Pavement Maintenance Runway 16/34, Taxiway, and Apron Rehabilitation (C '19) Pavement Maintenance (RTA, RCF, Seal) Construct Fuel System Wildlife Hazard Assessment (WHA) and Wildlife Hazard Management Plan (WHMP) Construct Wildlife Fence and Signage | 32 31 45 12 46 45 32 56 56 56 22 31 31 | 36 42 48 29 59 47 45 66 66 66 17 55 | 3000 700 500 200 1500 200 | 5000 1000 2000 3000 1000 1500 |
| | BWW | 18 | Design and Construct GA Terminal ALP/MP Update with AGIS Component Construct Parallel Taxiway Construct Hangar Construct Crosswind Runway Construct Taxilane Purchase SRE Equipment Pavement Maintenance Runway 16/34, Taxiway, and Apron Rehabilitation (C '19) Pavement Maintenance (RTA, RCF, Seal) Construct Fuel System Wildlife Hazard Assessment (WHA) and Wildlife Hazard Management Plan (WHMP) | 32 31 45 12 46 45 32 56 56 56 22 | 36 42 48 29 59 47 45 66 66 66 17 | 3000 700 500 200 1500 200 | 5000 1000 2000 3000 1000 1500 |
| | BWW | 18 BASIC 10 | Design and Construct GA Terminal ALP/MP Update with AGIS Component Construct Parallel Taxiway Construct Hangar Construct Taxilane Purchase SRE Equipment Pavement Maintenance Runway 16/34, Taxiway, and Apron Rehabilitation (C '19) Pavement Maintenance (RTA, RCF, Seal) Construct Fuel System Wildlife Hazard Assessment (WHA) and Wildlife Hazard Management Plan (WHMP) Construct Wildlife Fence and Signage Construct Taxiway | 32 31 45 12 46 45 32 56 56 56 22 31 31 45 | 36 42 48 29 59 47 45 66 66 66 17 55 38 | 3000 700 500 200 1500 200 | 5000 1000 2000 3000 1000 1500 5000 |
| 3 | BWW Cando 9D7 | BASIC 10 | Design and Construct GA Terminal ALP/MP Update with AGIS Component Construct Parallel Taxiway Construct Hangar Construct Taxilane Purchase SRE Equipment Pavement Maintenance Runway 16/34, Taxiway, and Apron Rehabilitation (C '19) Pavement Maintenance (RTA, RCF, Seal) Construct Fuel System Wildlife Hazard Assessment (WHA) and Wildlife Hazard Management Plan (WHMP) Construct Wildlife Fence and Signage Construct Taxiway Construct New Hangar | 32 31 45 12 46 45 32 56 56 56 22 31 31 45 | 36 42 48 29 59 47 45 66 66 66 17 55 38 55 | 3000 700 500 200 1500 200 400 | 5000 1000 2000 3000 1500 500 |
| 3 | Cando 9D7 Carrington | 18 BASIC 10 | Design and Construct GA Terminal ALP/MP Update with AGIS Component Construct Parallel Taxiway Construct Hangar Construct Crosswind Runway Construct Taxilane Purchase SRE Equipment Pavement Maintenance Runway 16/34, Taxiway, and Apron Rehabilitation (C '19) Pavement Maintenance (RTA, RCF, Seal) Construct Fuel System Wildlife Hazard Assessment (WHA) and Wildlife Hazard Management Plan (WHMP) Construct Wildlife Fence and Signage Construct Taxiway Construct New Hangar Install Airfield Light Improvements (D' 19 & C '21) | 32 31 45 12 46 45 32 56 56 56 22 31 31 45 12 56 | 36 42 48 29 47 45 66 66 66 17 55 38 55 29 45 | 3000 700 500 200 1500 200 400 | 5000 1000 2000 3000 1500 500 |
| 3 | BWW Cando 9D7 | BASIC 10 | Design and Construct GA Terminal ALP/MP Update with AGIS Component Construct Parallel Taxiway Construct Hangar Construct Crosswind Runway Construct Taxilane Purchase SRE Equipment Pavement Maintenance Runway 16/34, Taxiway, and Apron Rehabilitation (C '19) Pavement Maintenance (RTA, RCF, Seal) Construct Fuel System Wildlife Hazard Assessment (WHA) and Wildlife Hazard Management Plan (WHMP) Construct Wildlife Fence and Signage Construct Taxiway Construct New Hangar Install Airfield Light Improvements (D' 19 & C '21) Runway 13/31, Taxiway & Apron Pavement Rehabilitation (D '22, C'23) | 32 31 45 12 46 45 32 56 56 56 22 31 31 45 12 56 56 | 36 42 48 29 47 45 66 66 17 55 38 55 29 45 66 | 3000 700 500 200 1500 200 400 | 300 5000 1000 200 300 100 1500 500 700 |
| 3 | Cando 9D7 Carrington | BASIC 10 | Design and Construct GA Terminal ALP/MP Update with AGIS Component Construct Parallel Taxiway Construct Hangar Construct Crosswind Runway Construct Taxilane Purchase SRE Equipment Pavement Maintenance Runway 16/34, Taxiway, and Apron Rehabilitation (C '19) Pavement Maintenance (RTA, RCF, Seal) Construct Fuel System Wildlife Hazard Assessment (WHA) and Wildlife Hazard Management Plan (WHMP) Construct Wildlife Fence and Signage Construct Taxiway Construct New Hangar Install Airfield Light Improvements (D' 19 & C '21) Runway 13/31, Taxiway & Apron Pavement Rehabilitation (D '22, C'23) Wildlife Hazard Assessment (WHA) and Wildlife Hazard Management Plan (WHMP) | 32 31 45 12 46 45 32 56 56 56 22 31 31 45 12 56 56 31 | 36 42 48 29 59 47 45 66 66 66 17 55 38 55 29 45 66 66 65 | 3000 700 500 200 1500 200 400 | 5000 1000 2000 3000 1500 5000 700 |
| 3 | Cando 9D7 Carrington | BASIC 10 | Design and Construct GA Terminal ALP/MP Update with AGIS Component Construct Parallel Taxiway Construct Hangar Construct Crosswind Runway Construct Taxilane Purchase SRE Equipment Pavement Maintenance Runway 16/34, Taxiway, and Apron Rehabilitation (C '19) Pavement Maintenance (RTA, RCF, Seal) Construct Fuel System Wildlife Hazard Assessment (WHA) and Wildlife Hazard Management Plan (WHMP) Construct Wildlife Fence and Signage Construct Taxiway Construct New Hangar Install Airfield Light Improvements (D' 19 & C '21) Runway 13/31, Taxiway & Apron Pavement Rehabilitation (D '22, C'23) | 32 31 45 12 46 45 32 56 56 56 22 31 31 45 12 56 56 | 36 42 48 29 47 45 66 66 17 55 38 55 29 45 66 | 3000 700 500 200 1500 200 400 | 500 100 200 300 100 150 500 700 |

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| | AIRPORT | Based | PROJECT | NDAC | FAA | | t Costs sands) |
|-------|--------------------|-------------|---|--|----------|----------------------------|-------------------|
| | 7 | Aircraft | 1100201 | Priority | Priority | 1 1 to 5 | 6 to 10 |
| | | LOCAL | Access Road Improvements | 21 | 33 | 300 | 0.00 |
| 15 | Casselton | 54 | Taxiway A Rehabilitation | 54 | 64 | 500 | |
| | 5N8 | | Runway 13/31 Reconstruction, EA, Land Acquisition (E '21, D '23, C '24) | 56 | 66 | 10000 | |
| | | | NW Apron Reconstruction | 44 | 55 | 1500 | 14.54 |
| | | | SE Apron Reconstruction | 44 | 55 | 1500 | |
| | | | Construct Hangar | 12 | 29 | 1000 | 700 |
| | | | Pavement Maintenance (RTA, RCF, Seal) | 56 | 66 | 100 | 300 |
| | | LOCAL | Install Taxiway Lighting | THE RESERVE THE PARTY OF THE PA | | 100 | |
| 16 | Cavalier | 14 | | 45 | 64 | 200 | 300 |
| 10 | 2C8 | 14 | Pavement Maintenance (RTA, RCF, Seal) Relocate Powerline | 56 46 | 66 48 | 300 200 | 400 |
| | 200 | | Runway Rehabilitation | | | | |
| | | + | | 46 | 66 | 1000 | 700 |
| | | _ | Construct Hangar | 12 | 29 | | 700 |
| | | | Purchase SRE Equipment | 32 | 36 | | 250 |
| | | + | Wildlife Hazard Assessment (WHA) and Wildlife Hazard Management Plan (WHMP) | 31 | 55 | 500 | 100 |
| | | | Rehabilitate Airfield Lights (D'19, C 20' or 21") | 56 | 45 | 500 | |
| | | | Construct Fence and Signage | 31 | 38 | | 2000 |
| | | + | Construct Drainage Improvements | 31 | 38 | | 100 |
| | | | Construct Full Length Taxiway | 45 | 64 | | 1200 |
| | | | Construct T-Hangar Taxilane | 45 | 47 | 600 | |
| - | | BASIC | Land Acquistion RPZ / Transitional Surfaces (70 Acres) | 41 | 42 | 400 | |
| 17 | Cooperstown | 13 | ALP/MP Update with AGIS Component | 31 | 42 | 300 | |
| | S32 | MAN A S | Pavement Maintenance (RTA, RCF, Seal) | 56 | 66 | 300 | 400 |
| | | | Runway 13/31 , Taxiway and Apron Rehabilitation | 56 | 66 | 1000 | |
| 4 6 | CHARLEST TO THE RE | 1 1 1 1 1 1 | Construct Apron Expansion | 44 | 38 | all restricted to the said | 500 |
| | | | Construct Crosswind Runway | 46 | 49 | | 1000 |
| | | 1 | Construct Fence and Signage | 31 | 38 | | 2000 |
| | | 1 | Construct Parallel Taxiway | 45 | 38 | | 1000 |
| - 1 | | | Improve Access Road | 33 | 20 | | 300 |
| ĺ | | BASIC | ISnow Removal Equipment | 32 | 42 | 300 | |
| 18 İ | Crosby | 1 8 | Construct New Beacon and Windsock | 41 | 42 | 100 | |
| i | D50 | i | Construct New SRE Building | 32 | 36 | 500 | |
| | | | Construct Runway Rehabilitation | 46 | 51 | 1200 | |
| | | | Construct Hangar | 12 | 29 | | 700 |
| | | | ALP/MP Update with AGIS | 31 | 42 | | 300 |
| | | _ | Construct Jet A Fuel System | 12 | 17 | | 300 |
| | | 1 | Pavement Maintenance (RTA, RCF, Seal) | 56 | 66 | 200 | 400 |
| 1 | | BASIC | Pavement Maintenance (RTA, RCF, Seal) | 56 | 66 | 200 | 400 |
| 19 | Dunseith - IPG | 0 | Environmental Assessment Runway 29 | 42 | 52 | 300 | 400 |
| -10 | S28 | + - | Land Acquistion - Runway 28 extension/RPZ | 41 | 42 | 500 | |
| | 320 | | Runway, Taxiway, and Apron Reconstruction | 56 | 66 | 300 | 2000 |
| | | | Construct Fence and Signage | 31 | 38 | | 1500 |
| | | - | Transfer out Entitlements (\$103,500) | X | X X | | 1500 |
| | | + | Install MIRLs, PAPI and NPI Remarking | 56 | 45 | 600 | |
| | | I DAGIO | | | | | |
| 00 | E de ales | BASIC | Construct SRE Building | 32 | 42 | 500 | |
| 20 | Edgeley | 11 | Purchase Snow Removal Equipment | 32 | 36 | 300 | 100 |
| | 51D | - | Pavement Maintenance (RTA, RCF, Seal) | 56 | 66 | 300 | 400 |
| | | - | Construct Runway Extension | 46 | 51 | | 1200 |
| | | - | Wildlife Hazard Assessment (WHA) and Wildlife Hazard Management Plan (WHMP) | 31 | 55 | | 100 |
| - ! | | | Construct Fence and Signage | 31 | 38 | | 1000 |
| | | | Improve Access Road | 33 | 20 | 400 | 1 1 8 1 |
| 21 | Ellendale | 11 | Pavement Maintenance (RTA, RCF, Seal) | 56 | 66 | 600 | 400 |
| 1 1/2 | 4E7 | 110.00 | Runway 17/35 Rehabilitation | 56 | 66 | 200 | Mr. Server Co. |
| | | | Runway 13/31 Rehabilitation | 56 | 66 | | 400 |
| 1 | | | Wildlife Assessment (WHA) / Wildlife Hazard Management Plan (WHMP) | 31 | 55 | | 200 |
| | | | ALP/MP Update with AGIS | 31 | 42 | | 300 |
| 1 | | | Construct Wildlife Fence and Signage | 31 | 38 | | 1000 |
| - 1 | | | Hangar Taxilane Construction | 45 | 52 | 500 | |
| | | BASIC | Construct New Terminal Building & Misc Improvements | 32 | 36 | 600 | |
| 22 | Ft. Yates | 0 | Aeronautical Survey / IAP Development | 37 | 50 | 100 | |
| | Y27 | | New PAPIs and Threshold Lights | 56 | 45 | 300 | |
| İ | | | Pavement Maintenance (RTA, RCF, Seal) | 56 | 66 | 200 | 300 |
| | | İ | Construct Hangar | 12 | 29 | | 600 |
| 1 | | | Construct SRE Building | 32 | 36 | | 700 |
| | | 1 | Access Road Improvements | 33 | 20 | | 600 |
| 1 | | | Rehabilitate Runway, Taxiway, Apron | 32 | 38 | | 1500 |
| | | | Transfer out to Gwinner (\$150,000) | X | X | | .500 |
| + | | BASIC | Reconstruct S. Hangar Taxilane (C '19) | 45 | 38 | 400 | |
| 23 | Garrison | 14 | Construct GA Terminal Building | 21 | 29 | 600 | |
| 20 | D05 | 1 14 | Pavement Maintenance (Seal Coat 22') | 45 | 38 | 600 | 400 |
| + | DUS | + | | 32 | 48 | 400 | 400 |
| - 1 | | + | RPZ Land Acquisition | | | 400 | 200 |
| - 1 | | + | Purchase SRE Equipment | 41 | 41 | | 300 |
| | | 1 | Construct Fence and Signage | 32 | 36 | | 1000 |
| | | | | | | | |
| | | 1 | Update ALP/MP with AGIS and Exhibit A Construct North Hangar Taxilane | 31 45 | 38 | | 200 600 |

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| | AIRPORT | Based | PROJECT | NDAC Priority | FAA - | (Thou: | sands) |
|----------|------------|---|--|------------------|--|--------------------|--------|
| | | | | 1 ' | · 1 | 1 to 5 | 6 to 1 |
| | | | | | - | | 300 |
| 24 | Glen Ullin | 8 | | | - | | |
| | D57 | | | | | 1500 | |
| _ | | | | | | | 200 |
| | | | | | | 500 | |
| | | | | | | | 700 |
| | | Aircraft PROJECT Priority Priority (Thousan | 700 | | | | |
| | | | Construct Parallel Taxiway | 45 | 52 | | 1500 |
| | | LOCAL | Pavement Maintenance (RTA, RCF, Seal) | 56 | 66 | 300 | 400 |
| 5 | Grafton | 27 | Taxilane & Apron Rehabilitation | 45 | 38 | 500 | |
| | GAF | | | 12 | | 700 | |
| i | G, | i | | | | | |
| - 1 | | 1 | | | | | |
| | | | Wildlife Hazard Assessment (WHA) and Wildlife Hazard Management Plan (WHMP) | | | 000 | 150 |
| | | | | | | | 100 |
| - | | D.4.010 | | | | 400 | 1 100 |
| | | | | | | | |
| 5 | Gwinner | 12 | | | | | |
| | GWR | | | | | | |
| | | | Purchase SRE Equipment | | | 400 | |
| | | | Construct SRE Building | 32 | 36 | | 500 |
| | | | Land Acquistion - Wildlife Fence and Signage | 32 | 48 | | 300 |
| | | | | | 55 | | 100 |
| | | | | | | | |
| | | | | 31 | 38 | | 100 |
| | | | | | | 300 | 400 |
| | | BASIC | | | | | 300 |
| , - | Uar: | | | | | | 300 |
| 27 | Harvey | 1 12 | | | AND DESCRIPTION OF THE PERSON NAMED IN COLUMN 2 AND THE PERSON NAM | 500 | 450 |
| | 5H4 | - | | | | 2. 2 | 150 |
| | | | | | | 24 24 | 800 |
| | | 1 | | | | 300 | |
| | | | Parallel Taxiway | 45 | 64 | | 100 |
| | | | Apron Expansion | 44 | 38 | | 300 |
| 1 | | | Wildlife Fence and Signage | 31 | 38 | | 100 |
| Ì | | BASIC | | j 56 | 66 II | 100 | 200 |
| 3 | Hazen | | | | | | |
| _ | HZE | 10 | 5 Rehabilitate Runway, Taxiway, Apron (D' 19, C'21) 56 6 | | | 100 | |
| _ | I IZL | _ | | | | | 700 |
| - | | | | | - 11 | | 300 |
| _ | | | | | | | 500 |
| | | | | | | | |
| | | | | | | | 150 |
| _ | | | | | | | |
| _ | | | | | | 600 | |
| | Hettinger | 20 | Rehabilitate Taxiway B | | | | 500 |
| | HEI | | Apron Rehabilitation | 54 | 55 | 1000 | |
| Ť | | | Wildlife Hazard Site Visit / Signage / Fence | 31 | 62 | 50 | 100 |
| 1 | | İ | | 56 | 66 1 | 200 | 300 |
| 1 | | + | | | 00 | 200 | |
| - | | 110041 | | 1 40 | FO | 50 | |
| | | | | | | | |
| | Hillsboro | 41 | | | - 11 | 2000 | |
| | 3H4 | | 1 . | | | | 700 |
| | | | Construct Hangar | 12 | 29 | | 700 |
| | | | Apron Reconstruction (D'20, C'21) | 45 | 48 | 3000 | |
| İ | | | | | | | 500 |
| Ť | | 1 | | | - 11 | | 100 |
| | | + | ALP/Master Plan Update | 31 | 55 | 300 | 100 |
| - | | + | | | - :: | | 200 |
| | | 1 | Pavement Maintenance (RTA, RCF, Seal) | 54 | 64 | 200 | 300 |
| | | - | East Apron Construction | 45 | 47 | | 700 |
| | Kenmare | 31 | Construct Partial Parallel Taxiway and Hangar Taxilane | 45 | 47 | 1000 | 1 |
| | 7K5 | 18 12 5 | Relocate Fuel System | 22 | 17 | 50/4 (1.11) (1.11) | 100 |
| | | 14 | Construct Access Road Extension and Parking Lot Expansion | 33 | 20 | | 300 |
| | | 1 | Construct Runway 16/35 and Parallel Taxiway | 46 | 42 | | 600 |
| | | | Pavement Maintenance, Seal Coat 20' | 56 | 66 | 500 | 300 |
| _ | | | Construct Terminal Building | 21 | 35 | 300 | 500 |
| - | | 1004 | | | | 1200 | 300 |
| | | LOCAL | Drainage Improvements, Turf Taxiway and Windcone with Segmented Circle (C '19) | 31 | 59 | 1200 | |
| <u> </u> | Kindred | 40 | Land Acquisition and Wetland Mitigation | 45 | 52 | | 700 |
| 32 | K74 | | Taxiway Rehabilitation | 55 | 65 | 500 | |
| | | | Construct Runway 11/29 Extension | 46 | 48 | | 700 |
| | | | Wildlife Hazard Assessment (WHA) and Wildlife Hazard Management Plan (WHMP) | 31 | 55 | | 100 |
| | | | | | | | |
| | | | Construct New Hangar | 12 | 29 II | | 7()(|
| | | | Construct New Hangar | 12 45 | 29 52 | 1000 | 700 |
| | | | Construct New Hangar Construct Parallel Taxiway Construct Fence and Signage | 12 45 31 | 29 52 38 | 1000 | 100 |

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| | AIRPORT | Based Aircraft | PROJECT | NDAC Priority | FAA Priority | | t Costs sands) I 6 to 10 |
|------|-----------|-------------------|---|------------------|-----------------|---------------------|--------------------------------|
| | | BASIC | Construct Fuel System | 22 | 17 | 300 | 6 10 10 |
| 33 | Lakota | 12 | Taxilane and Apron Rehabilitation (D 20', C 21') | 55 | 65 | 600 | |
| | 5L0 | | Runway 15/33 Rehabilitation and Reconstruct Runway Lighting System | 56 | 66 | 1000 | C 1 1 1 1 1 1 1 1 |
| | | | Pavement Maintenance (RTA, RCF, Seal) | 56 | 66 | 300 | 400 |
| | | | Wildlife Hazard Assessment (WHA) and Wildlife Hazard Management Plan (WHMP) | 31 | 55 | | 100 |
| | | | Construct Fence and Signage | 31 | 38 | | 1000 |
| | | | Construct Taxilane | 45 | 47 | | 500 |
| | | 177 | Construct Parking Lot | 23 | 27 | | 200 |
| | | NC | Pavement Maintenance (RTA, RCF, Seal) | 56 | 66 | 100 | 200 |
| 34 | LaMoure | 7 | Replace Runway 16/34 Lighting System | 56 | 45 | 300 | |
| | 4F9 | | Reconstruct Taxiway | 45 | 64 | 300 | |
| | | | Reconstruct Apron | 44 | 38 | 500 | |
| | | | Land Acquisition / RPZ | 41 | 42 | | 400 |
| | | | Wetland Mitigation | 31 | 59 | | 200 |
| | | | Wildlife Hazard Assessment (WHA) and Wildlife Hazard Management Plan (WHMP) | 31 | 55 | | 100 |
| | | | Construct Terminal Building | 21 | 35 | 400 | |
| | | | Construct Hangar | 12 | 29 | | 700 |
| | | | Construct Fuel System | 22 | 17 | | 200 |
| | | | Rehabilitate Terminal Building | 21 | 29 | | 200 |
| 35 | Langdon | | ALP/MP Update with Exhibit A and AGIS Component | 31 | 42 | 300 | |
| | D55 | | Purchase Snow Removal Equipment | 32 | 36 | 400 | K. Eye-Tir |
| | | | Reconstruct Taxilane | 45 | 64 | 700 | |
| | | | Construct Parallel Taxiway | 45 | 64 | | 1000 |
| | | 100 | Construct Hangar | 12 | 29 | e viere proje | 700 |
| | | | Crosswind Runway Rehabilitation | 56 | 66 | | 600 |
| | | | Pavement Maintenance (RTA, RCF, Seal) | 56 | 66 | 300 | 400 |
| 1111 | | - | Wildlife Hazard Assessment (WHA) and Wildlife Hazard Management Plan (WHMP) | 31 | 55 | | 150 |
| | | LOCAL | Install New MIRL, Windcone, Beacon and Vault (C '19) | 56 | 51 | 500 | |
| 36 | Linton | 11 | Pavement Maintenance (RTA, RCF, Seal) | 56 | 66 | 300 | 400 |
| | 7L2 | | Taxiway and Access Road Rehabilitation | 45 | 65 | 800 | |
| | | | Runway 9/27 Extension | 46 | 51 | | 1000 |
| | | | ALP/MP Update with AGIS Component | 31 | 42 | | 300 |
| | | | Construct Parallel Taxiway | 45 | 64 | | 1500 |
| | | | Construct Hangar | 12 | 36 | | 700 |
| | | | Construct SRE Building | 44 | 38 | | 500 |
| | | BASIC | Construct Fence and Signage | 31 | 38 | | 1000 |
| 37 | Lisbon | 16 | Update ALP/MP with AGIS and Exhibit A | 31 | 42 | 300 | 3500 |
| | 6L3 | | Construct Parallel Taxiway | 45 | 64 | | 1000 |
| | | | Runway 14/32 and Taxiway Rehabilitation | 56 | 66 | Shell of the second | 1500 |
| | | | Construct Rwy 3/21 Extension | 46 | 51 | | 1000 |
| | | - 2-4 | Rwy 14/32 Light Rehabitation (LED) | 46 | 45 | Service Control | 400 |
| | | | Construct Apron Expansion/Helipad (D'21, C'22) | 45 | 48 | 500 | |
| | | 1000 | Construct SRE/Terminal Building | 32 | 36 | | 500 |
| | | | Pavement Maintenance (RTA, RCF, Seal) | 56 | 66 | 400 | 300 |
| | | LOCAL | Wetland Mitigation/ Drainage (D' 19, C'20) | 31 | 38 | 300 | |
| 38 | Mandan | 84 | Reconstruct Taxilanes | 45 | 46 | 2000 | |
| | Y19 | | Construct South Development Taxilane | 45 | 46 | 1500 | |
| | | | Pavement Maintenance (RTA, RCF, Seal) | 56 | 70 | 300 | 300 |
| | | | Construct Runway Expansion (EA '18) | 46 | 48 | | 5000 |
| | | | ALP/MP Update with AGIS Component | 31 | 42 | | 300 |
| | | | Construct Corporate Apron and Taxilanes | 31 | 41 | | 1000 |
| | | | Construct Terminal Building Expansion | 21 | 29 | 500 | |
| | | | Relocate County Road and Powerlines | 46 | 48 | 2000 | |
| | | | Construct Hangar | 12 | 29 | 1000 | 1000 |
| | | | Reconstruct Apron | 45 | 46 | | 1000 |
| | | | Construct Runway 13 Extension and Widening (D '19, C '20) | 46 | 51 | 1700 | 10.7 |
| 39 | Mohall | | Land Acquisition and Wetland Mitigation for Runway 13-31 Extension | 46 | 48 | 600 | 1 post 100 |
| | HBC | | Install AWOS | 42 | 48 | 300 | |
| | | | Pavement Maintenance (RTA, RCF, Seal) | 56 | 66 | 300 | 300 |
| | | | Wildlife Hazard Assessment (WHA) and Wildlife Hazard Management Plan (WHMP) | 31 | 55 | | 150 |
| | | | Construct Fence and Signage | 31 | 38 | | 1500 |
| 201 | | | Construct Parallel Taxiway | 45 | 46 | | 1000 |
| | | | Construct Hangar | 12 | 29 | | 700 |
| 0 | Mott | | Pavement Maintenance (19' Seal Coat) | 56 | 66 | 500 | 400 |
| | 3P3 | | Construct Partial Parallel Taxiway | 41 | 42 | 800 | |
| | | | Construct Fence and Signage / Conduct Wildlife Hazard Assessment (WHA) | 31 | 64 | | 1500 |
| | | | Construct Hangar Taxilane | 45 | 46 | | 1500 |
| | | | Install AWOS | 32 | 42 | | 300 |
| | | | Construct Runway Extension | 46 | 56 | | 2000 |
| | İı | | Construct Taxilane and Apron Expansion (EA '19, D '20, C '21) | 45 | 46 II | 700 | |
| 11 | Northwood | | Pavement Maintenance (RTA, RCF, Seal) | 56 | 66 | 400 | 400 |
| | 4V4 | | Construct Fuel System | 22 | 17 | 400 | 7-1-y |
| | | | Construct Terminal Building | 21 | 29 | January R. S. Co. | 700 |
| | | | Construct New Runway 14/32 | 46 | 52 | | 5000 |
| | | | Environmental and Land Acquisition for Runway Development | 42 | 48 | | 1000 |

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| | AIRPORT | Based Aircraft | PROJECT | NDAC Priority | FAA Priority | | ct Costs usands) 1 6 to 1 |
|----------|-----------------|-------------------|--|------------------|-----------------|---------------|---------------------------------|
| | | LOCAL | Taxiway Overlay and Airfield Seal Coat (D' 19,C '20) | 45 | 52 | 500 | 0.0 |
| 2 | Oakes | 16 | Wildlife Hazard Assessment (WHA) and Wildlife Hazard Management Plan (WHMP) | 31 | 55 | | 150 |
| | 2D5 | | Construct Fence and Signage (D '19, C '20) | 31 | 38 | | 1000 |
| | | | Construct Parallel Taxiway | 45 | 64 | | 1200 |
| | | | Pavement Maintenance (RTA, RCF, Seal) | 56 | 66 | 400 | 300 |
| | | | ALP/MP Update with AGIS Component | 51 | 62 | 300 | |
| | | BASIC | Construct Terminal Parking Lot and Access Road | 23 | 27 | 300 | |
| 3 | Park River | 11 | Install AWOS | 32 | 42 | 300 | |
| , | Y37 | - '' | Wildlife Hazard Assessment (WHA) and Wildlife Hazard Management Plan (WHMP) | 31 | 55 | 1 300 | 150 |
| _ | 137 | | Construct Fence and Signage | 31 | 38 | 4 - 4 - 5 - 5 | 100 |
| - | | | Pavement Maintenance (RTA, RCF, Seal) | 56 | 66 | 200 | 300 |
| - | | | Construct Runway Extension (EA 21') | 56 | 66 | 2000 | 300 |
| | | 54010 | | | | | - |
| . | | BASIC | ALP/MP Update with AGIS Component | 51 | 62 | 300 | - |
| 4 | Parshall | 10 | Runway, Taxiway and Apron Seal Coat (D '21 , C '22) | 55 | 65 | 500 | |
| _ | Y74 | | Construct Runway Extension | 46 | 51 | | 200 |
| ļ | | | Install AWOS | 32 | 42 | | 300 |
| | | | Construct Apron Expansion | 44 | 38 | | 500 |
| | | | Construct Fence and Signage | 31 | 38 | | 100 |
| | | | Wildlife Hazard Assessment (WHA) and Wildlife Hazard Management Plan (WHMP) | 31 | 55 | | 150 |
| | | | Upgrade Jet Fuel System | 22 | 17 | 300 | |
| | | | Pavement Maintenance (RTA, RCF, Seal) | 56 | 66 | 300 | 300 |
| - 1 | | BASIC | Construct Hangar Taxilane | 1 45 | 52 | 500 | 1 |
| . | Dombino | | | 32 | 36 | | 1 |
| 5 | Pembina | 12 | Construct SRE Building (D '21, C '22) | | | 600 | 404 |
| | PMB | | Install Fuel System | 22 | 17 | | 400 |
| - - | | | Runway and Taxiway Rehabilitation | 56 | 66 | | 130 |
| | | | Pavement Maintenance (RTA, RCF, Seal) | 56 | 66 | 300 | 300 |
| | | | Wildlife Hazard Assessment (WHA) and Wildlife Hazard Management Plan (WHMP) | 31 | 55 | | 150 |
| | | | Construct Fence and Signage | 31 | 38 | | 100 |
| | | BASIC | Airfield Electrical Rehabilitation | 56 | 66 | 400 | Ì |
| 6 İ | Rolla | 13 | Pavement Maintenance (22' Seal Coat, 21' D) | 56 | 66 | 400 | 500 |
| 1 | 06D | | ALP Update / AGIS and Exhibit A | 32 | 55 | 300 | 1 |
| - 1 | | | Land Acquisition (RPZ) | 41 | 44 | | 400 |
| 1 | | | Wildlife Hazard Assessment (WHA) and Wildlife Hazard Management Plan (WHMP) | 31 | 55 | 1 | 150 |
| - | | | | 31 | 64 | 1 | 100 |
| + | | | Construct Fence and Signage | | | 700 | 1 100 |
| | | | Construct Hangar | 12 | 29 | 700 | 1 70 |
| | | BASIC | Construct Hangar | 12 | 29 | | 700 |
| 7 | Rugby | 10 | Pavement Maintenance (RTA, RCF, Seal) | 56 | 66 | 300 | 300 |
| | RUG | | Construct SRE Building (D '21, C '22) | 32 | 36 | 500 | |
| | | | Runway 12-30, Taxiway and Taxilane Rehabilitation | 56 | 66 | A | 200 |
| . | | | ALP Update / AGIS and Exhibit A | 32 | 55 | 300 | |
| | | | Wildlife Hazard Assessment (WHA) and Wildlife Hazard Management Plan (WHMP) | 31 | 55 | | 150 |
| | | | Construct Fence and Signage | 31 | 38 | | 100 |
| | | LOCAL | Pavement Maintenance (RTA, RCF, Seal) | 56 | 66 | 400 | 300 |
| 3 İ | Stanley | 31 | Construct Jet Fuel System | 22 | 17 | 400 | Î |
| | 08D | | Construct Runway Extension | 46 | 51 | Ì | 350 |
| Ť | 005 | | Construct Road and Parking Improvements | 1 12 | 27 | 800 | 1 |
| | | | Construct SRE Building | 32 | 36 | 500 | 1 |
| - | | | | 1 12 | | 700 | 700 |
| - | | | Construct Hangar | | 27 | * | 1 700 |
| _ | | _ | AGIS Survey (LPV Approach, Both Ends) | 42 | 52 | 100 | 15 |
| | | | Wildlife Hazard Assessment (WHA) and Wildlife Hazard Management Plan (WHMP) | 31 | 55 | ļ | 150 |
| Į. | | | Construct Fence and Signage | 31 | 38 | Ļ | 100 |
| | | | Taxilane Rehabilitation D '19, C '20) | 45 | 46 | 600 | |
|) | Tioga | 23 | Pavement Maintenance (RTA, RCF, Seal) | 56 | 68 | 300 | 300 |
| | D60 | | Purchase SRE Equipment | 45 | 62 | 300 | |
| | | | Wildlife Hazard Assessment (WHA) and Wildflife Hazard Management Plan (WHMP) | 45 | 62 | | 150 |
| Ì | | | Construct Fence and Signage | 31 | 64 | | 200 |
| İ | | | Runway 12-30 Rehabilitation | 56 | 66 | 2000 | |
| İ | | | Construct Full Length Parallel Taxiway | 41 | 42 | | 200 |
| - 1 | | LOCAL | Construct Hangar | 1 12 | 17 | 700 | 700 |
| | Valley City | 40 | Install and Flight Check PAPI's/ Replace Beacon | 45 | 52 | 150 | 1 , 0, |
| _ | BAC | 40 | Runway 5/23 Construction | 46 | 59 | 100 | 150 |
| - | DAU | | | 44 | 38 | | 100 |
| _ | | _ | Apron Reconstruction | | | 500 | 100 |
| | | | Land Acquisition (95 Acres) | 41 | 42 | 500 | |
| | | | ALP/MP Update with AGIS Component | 31 | 42 | | 300 |
| | | | Pavement Maintenance (RTA, RCF, Seal) | 56 | 66 | 500 | 500 |
| | | LOCAL | Construct Hangar | 12 | 17 | | 700 |
| | Wahpeton | 65 | Apron Rehabilitation (D'19, C'21) | 44 | 48 | 5000 | 1795 |
| | BWP | | Land Acquisition (Rwy 33 End-House) | 46 | 48 | ENGRAP N | 200 |
| | | | Rwy 3/21 Paving (Crosswind) | 46 | 59 | | 100 |
| - | | | Wildlife Fence and Signage | 31 | 38 | 24. 1. 1. 1. | 100 |
| | | | Pavement Maintenance (RTA, RCF, Seal) | 56 | 66 | 300 | 400 |
| | | | | 1 00 | | | + +00 |
| | | NC | Construct Hangar | 12 | 20 1 | 700 | 1 |
| | Malt - II - | NC 7 | Construct Hangar | 12 | 29 | 700 | |
| 2 | Walhalla | NC 7 | Upgrade Runway Lighting (MIRL) | 56 | 45 | 700 400 | 200 |
| 2 | Walhalla 96D | | | | | | 300 |



| | AIRPORT | Based Aircraft | PROJECT | | FAA Priority | Project (Thous | |
|-------|-----------------------|-------------------|---|------------|-----------------|-------------------|---------|
| | | | | Priority | 1 ′ Ц | 1 to 5 | 6 to 10 |
| | | BASIC | Construct Fueling System, Apron, and GPS Approach (0 '19, C '20) | 22 | 59 | 600 | |
| 53 | Washburn | 14 | Pavement Maintenance (RTA, RCF, Seal) | 56 | 66 | 300 | 300 |
| | 5C8 | | Construct Hangar Taxilane | 45 | 46 | 600 | |
| | | | Construct Fence and Signage | 31 | 64 | | 1000 |
| | | | Construct Access Road | 33 | 20 | 300 | |
| | | | Construct Hangar | 12 | 17 | | 700 |
| | | LOCAL | Land Acquisition, Design for Runway Development, Earthwork Construction | 41 | 42 | 5500 | |
| 54 | Watford City | 35 | Runway Realignment and Extension and Full Parallel Taxiway | 46 | 48 | 13000 | |
| | S25 | | Construct Fence and Signage | 31 | 64 | | 1500 |
| Ì | | | Pave Access Road / Parking | 33 | 21 | 500 | |
| | | | Pavement Maintenance (RTA, RCF, Seal) | 56 | 68 | 300 | 300 |
| | | | Construct Taxilane | 45 | 52 | | 600 |
| STATE | State PCI | | Statewide PCI Study Update | | 56 | 600 | 1200 |
| STATE | State Aviation Impact | | | | 64 | | 600 |
| STATE | State System Plan | | State Aviation System Plan Update | | 64 | | 600 |
| | | 4647 | General Aviation Airp | ort Projec | t Totals | 137,600 | 181,100 |
| | Total Based Aircraft | 1647 | Commercial Airp | ort Projec | t Totals | 334,650 | 196,000 |
| | | | Total Airp | ort Projec | t Totals | 472,250 | 377,100 |

Airports Not Included within Analysis:

| Non | NDI | AC | Paved | 1/12\ |
|-----|-----|----|-------|-------|
| | | | | |

| | 55 | | Beulah |
|---|-----|---|--------------|
| | 56 | | Drayton |
| | 57 | | Enderlin |
| | 58 | | Killdeer |
| | 59 | | Larimore |
| | 60 | | Leeds |
| | 61 | | Maddock |
| | 62 | | Mayville |
| | 63 | | Minto |
| | 64 | | Napoleon |
| | 65 | | New Rockford |
| | 66 | | New Town |
| | 67 | | Page |
| 1 | | | Rolette |
| | | | St. Thomas |
| ` | | 4 | West Fargo |
| | 71 | | Westhope |
| | 72. | | Wishek |
| | | | |

Non NPIAS Turf (17):

| 73 | Arthur |
|----|-------------|
| 74 | Bowbells |
| 75 | Columbus |
| 76 | Elgin |
| 77 | Fessenden |
| 78 | Gackle |
| 79 | Hazelton |
| 80 | Kulm |
| 81 | Lidgerwood |
| 82 | McClusky |
| 83 | McVille |
| 84 | Milnor |
| 85 | Plaza |
| 86 | Richardton |
| 87 | Riverdale |
| 88 | Towner |
| 89 | Turtle Lake |
| | |

Banuary 18, 2019





YTD Boardings Comparison of Commercial Service Airports

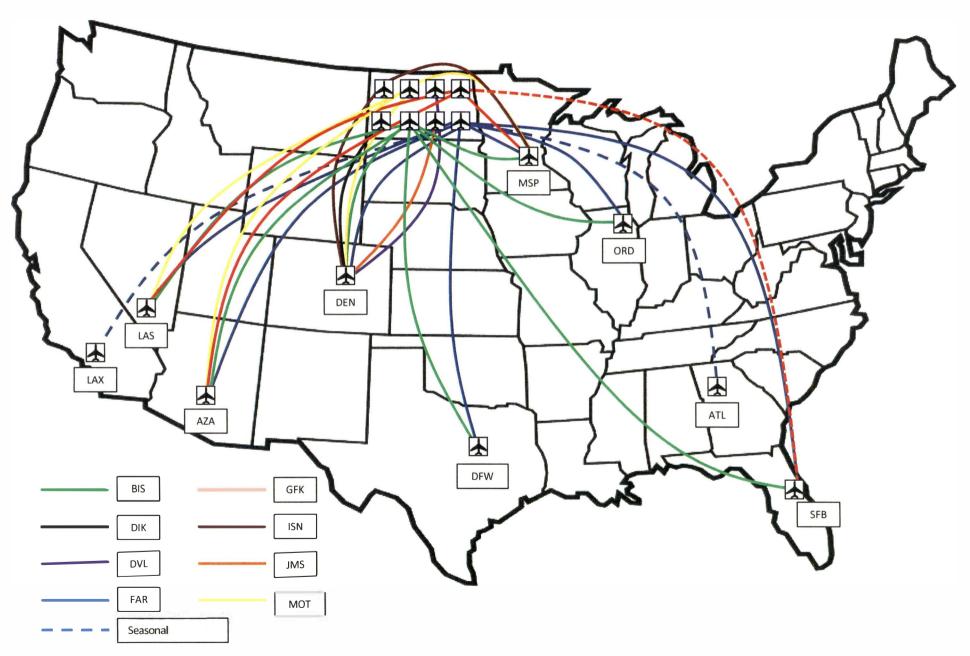
Through December

Prepared by: N.D. Aeronautics Commission

14-Jan-19

| | YTD 2018 | YTD 2017 | YTD 2016 | YTD 2015 | YTD 2014 | YTD 2013 | YTD 2012 | YTD 2011 | YTD 2010 | YTD 2009 | Difference | % Change |
|--------------------------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|----------|----------|----------|------------|----------|
| Bismarck | 282,363 | 272,739 | 271,022 | 259,734 | 245,205 | 237,683 | 236,172 | 196,414 | 194,043 | 181,114 | 9,624 | 3.53% |
| Devils Lake | 6,684 | 6,644 | 6,290 | 4,760 | 2,676 | 2,667 | 2,998 | 5,488 | 4,943 | 3,756 | 40 | 0.60% |
| Dickinson | 22,592 | 18,938 | 16,795 | 41,846 | 58,843 | 35,277 | 23,796 | 18,958 | 10,354 | 8,961 | 3,654 | 19.29% |
| Fargo | 422,190 | 392,889 | 395,614 | 429,251 | 448,848 | 398,677 | 364,727 | 350,458 | 363,138 | 348,951 | 29,301 | 7.46% |
| Grand Forks | 112,027 | 114,707 | 128,847 | 142,639 | 142,782 | 146,068 | 135,209 | 116,938 | 115,483 | 94,901 | (2,680) | -2.34% |
| Jamestown | 11,808 | 12,865 | 11,123 | 7,996 | 3,428 | 2,672 | 3,861 | 5,689 | 4,284 | 3,438 | (1,057) | -8.22% |
| Minot | 151,658 | 143,172 | 151,706 | 182,872 | 222,144 | 222,083 | 224,421 | 150,450 | 90,823 | 66,771 | 8,486 | 5.93% |
| Williston | 73,795 | 68,685 | 68,021 | 106,945 | 119,069 | 94,459 | 37,359 | 27,860 | 15,897 | 11,229 | 5,110 | 7.44% |
| TOTALS | 1,083,117 | 1,030,639 | 1,049,418 | 1,176,043 | 1,242,995 | 1,139,586 | 1,028,543 | 872,255 | 798,965 | 719,121 | 52,478 | 5.09% |
| Commercial (BIS- FAR-GFK-MOT-WIL) | 1,042,033 | 992,192 | 1,015,210 | 1,121,441 | 1,178,048 | 1,098,970 | 997,888 | 842,120 | 779,384 | 702,966 | 49,841 | 5.02% |
| Regional (DVL-DIK- JMS) | 41,084 | 38,447 | 34,208 | 54,602 | 64,947 | 40,616 | 30,655 | 30,135 | 19,581 | 16,155 | 2,637 | 6.86% |

AH B1006 1-18-19



2

HB HB1006 1-18-19



January 15th, 2019

Kyle C. Wanner, Executive Director North Dakota Aeronautics Commission (701) 328-9650

FOR IMMEDIATE RELEASE

North Dakota Airports Accommodate 1,083,117 Airline Passenger Boardings in 2018

North Dakota's commercial service airports finished calendar year 2018 with a statewide total of 1,083,117 passenger boardings. This is a growth of 52,478 passengers or a 5% increase from 2017 numbers.

In 2018, the airports also saw 1,081,283 passenger deplanements for a grand total of 2,164,400 passengers that traveled through the commercial service terminal buildings of North Dakota over the past year.

Six of the eight commercial service airports in the state saw more passengers this past year than they did in 2017. The Bismarck and Devils Lake airports were also able to announce that they had each posted their highest annual airline passenger count on record in calendar year 2018.

The increased number of passengers throughout the state has allowed communities to attract and retain additional air service opportunities. 9 non-stop destinations (of which two are seasonal) are currently available to connect North Dakota to the rest of the world. All eight of the commercial service airports also continue to provide their communities with reliable jet service. The state is currently averaging approximately 55 airline flight departures per day with an estimated 3,800 available daily seats. The top destination airline passenger markets in 2018 for North Dakota travelers were as follows:

- 1. Phoenix / Mesa, AZ
- 2. Las Vegas. NV
- 3. Denver, CO
- 4. Orlando / Sanford, FL
- 5. Minneapolis / St. Paul, MN

- 6. Dallas/Ft. Worth, TX
- 7. Los Angeles, CA
- 8. Chicago, IL
- 9. Washington D.C MD
- 10. Houston, TX

"The increased utilization of aviation transportation within North Dakota shows that our airports continue to play an important role in providing efficient transportation options for our residents and visitors," stated Kyle Wanner, Executive Director of the North Dakota Aeronautics Commission. "North Dakota's businesses compete within a global economy and the ability to connect our communities to the rest of the world allows our state to remain competitive. As efforts to diversify and grow North Dakota's economy moves forward, the benefits that aviation transportation provides will continue to play a significant role."

January 18,2019





Past Projects (2014-2018)

| Year | Airport | Description of work | | AIP Federal Funds | State Funds | Local Funds | otal Project Cost |
|-------|---|---------------------------------|----|-------------------|---------------|---------------|-------------------|
| 2014 | Jamestown Regional | Environmental Mitigation | \$ | 729,000 | \$ 40,500 | \$ 40,500 | \$ 810,000 |
| 2014 | Bismarck Municipal | Environmental Mitigation | \$ | 1,818,000 | \$ 101,000 | \$ 101,000 | \$ 2,020,000 |
| 2015 | Jamestown Regional | Environmental Mitigation | \$ | 110,700 | \$ 6,150 | \$ 6,150 | \$ 123,000 |
| 2015 | Bismarck Municipal | Environmental Mitigation | \$ | 1,890,000 | \$ 105,000 | \$ 105,000 | \$ 2,100,000 |
| 2016 | Jamestown Regional | Environmental Mitigation | \$ | 779,400 | \$ 43,300 | \$ 43,300 | \$ 866,000 |
| 2016 | Williston Basin International Airport | Purchase Wetland Credits | \$ | 297,000 | \$ 16,500 | \$ 16,500 | \$ 330,000 |
| 2018 | Mandan Municipal | Purchase Wetland Credits | \$ | 373,500 | \$ 20,750 | \$ 20,750 | \$ 415,000 |
| 2018 | Dickinson - Theodore Roosevelt Regional | Purchase Wetland Credits | \$ | 125,550 | \$ 6,975 | \$ 6,975 | \$ 139,500 |
| Total | | | \$ | 6,123,150 | \$ 340,175 | \$ 340,175 | \$ 6,803,500 |

Future Projects (Estimates)

| Year | Airport | Description of work | AIP | Federal Funds | State Funds | Local Funds | T | otal Project Cost |
|-------|--------------------|--------------------------|-----|---------------|---------------|---------------|----|-------------------|
| 2019 | Mohall Municipal | Purchase Wetland Credits | \$ | 180,000 | \$ 10,000 | \$ 10,000 | \$ | 200,000 |
| 2020 | Bismarck Municipal | Environmental Mitigation | \$ | 5,000,000 | \$ 277,778 | \$ 277,778 | \$ | 5,555,555 |
| 2020 | Mandan Municipal | Environmental Mitigation | \$ | 810,000 | \$ 45,000 | \$ 45,000 | \$ | 900,000 |
| 2021 | Bismarck Municipal | Environmental Mitigation | \$ | 5,000,000 | \$ 277,778 | \$ 277,778 | \$ | 5,555,555 |
| 2022 | Bismarck Municipal | Environmental Mitigation | \$ | 5,000,000 | \$ 277,778 | \$ 277,778 | \$ | 5,555,555 |
| Total | | | \$ | 15,989,999 | \$ 888,333 | \$ 888,333 | \$ | 17,766,665 |

Banuary 18,2019

HB1006







Project Update: Sloulin Field International Airport

2



Sloulin Field International Airport

- Designed for category B-II aircraft (small turboprop)
- Fall 2012, Delta and United airlines began operating category D-II regional jets
- With larger aircraft, required expansion of gate areas of the terminal
- Numerous design standard deficiencies and operational challenges:
 - Sloped runway
 - Runway weight bearing capacity
 - Powerlines
 - Parallel taxiway distances
 - · Proximity to wildlife attractants
 - Federally protected recreational areas
 - Neighboring homes and businesses
 - Limited expansion without significant community impact
 - Terminal designed to handle 7,000-10,000 people per year built in 2005

Att. D HB1006 1-18-19



Requirements Comparison

Sloulin Field is designed for 30 passenger turboprops.

Currently, 50 passenger regional jets are operating at Sloulin Field.

Williston Basin
International Airport will
accommodate 70 to 220
passenger aircraft.



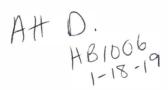


Exponential Growth



Airport Growth

- Enplanements (from NDAC)
 - 2008 12,000
 - 2014 120,000
 - Current 73,795 (up 7.4% December '18 vs '17)
- Rental Car Operations
 - Went from two to three operators
 - Increase from approximately 50 cars to 400 car fleet
 - Repurposed building for wash facility and created return lot
- Parking
 - Three parking lot expansions
 - 250 spaces to 450 spaces





Commercial and Charter Aircraft





AH. D HB10069



AH. D HB 1006 1-18-19



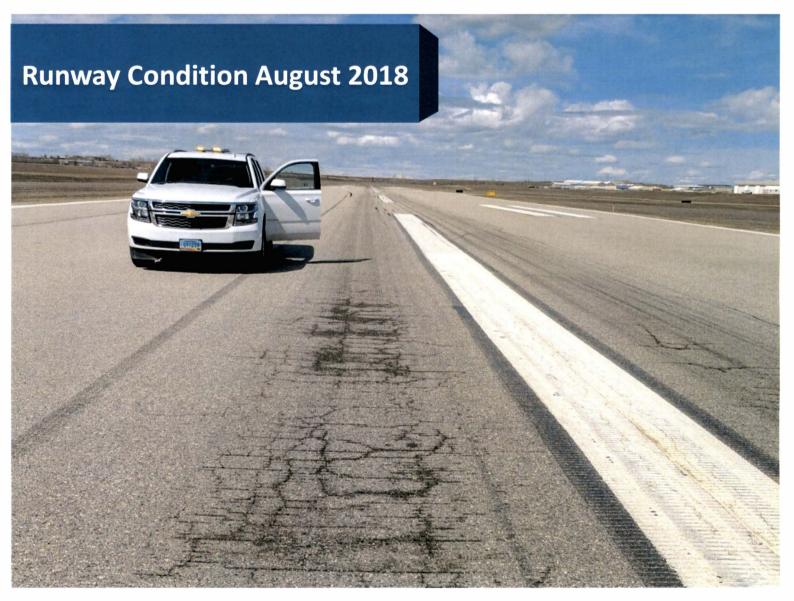
Pavement Damage

 Taxiway A damage due to overweight aircraft operations

 FAA provided discretionary funding for an emergency mill and overlay



Att. DO06 HB1006





What Should We Do?

AH.D HB1006 1-18-19



Final Site Selection

 Through environmental study and FAA approval process, the location outlined in pink was chosen.



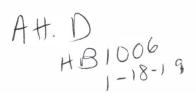


How do we fund it?



Funding Program

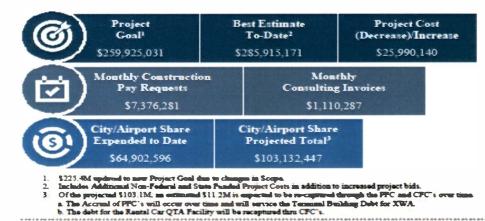
- Originally sought an LOI with FAA
- Changed to Pay-Go method
- Work through State of ND legislative sessions to acquire funding commitments totaling \$55M
- Estimated total cost of construction is ~\$285.9M up from original estimates at \$259.9M
 - Caused by Higher Bid Prices or Inadvertent Omissions
 - Commercial Apron General Aviation Apron and Taxiways
 - Access Roads
 - Parking Lots Commercial Terminal & Fire Station
 - Electrical Vault
 - Customs & Border Protection Facility
 - On-Site Water & Sewer Installation
 - Site Grading & Tribal Coordination
 - Rental Car Wash and Parking Facilities





XWA Project Dashboard - 12/31/2018





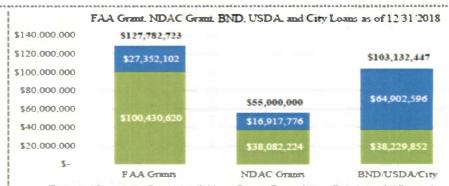
| DECEMBER FAA FUNDING REQUESTS | | | | | | | | |
|-------------------------------|---------------|--|--|--|--|--|--|--|
| AIP Grant/Request # | S's Requested | | | | | | | |
| Grant 002 | \$5,414,410 | | | | | | | |
| Grant 003 | \$3,925,289 | | | | | | | |
| Grant 004 | \$936,937 | | | | | | | |
| Grant 005 | \$484,271 | | | | | | | |
| Total | \$10,760,907 | | | | | | | |

- · CWP projects requested, but not yet approved.
- NOTE: The Sponsor (City of Wilkston) is at risk for funding the projects. The sponsor understands that there is no gramative of federal funding and no commitment on the part of the FAA to provide a future grant agreement for the above project." (FAA Application citation)

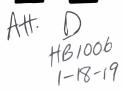
Breakdown of XWA Estimated Project Cost \$68,301,541 24% \$109,868,848 38%

- Remaining to be Contracted
- Current Outstanding Contracts
- Actual Completed to Date

*Current One-coding Contract amounts refer to 5 amounts that have been awarded for Construction find Engineering Services but not yet sand



■ Estimated Remaining Funds Available ■ Project Expenditures Reimbursed Allocated





Design of XWA: Williston Basin International Airport



New Airport Design Guidelines

- Design Aircraft ARC D-III(737/A320) with the ability to expand to accommodate D-IV(757) aircraft.
- 7,500 x 150 concrete primary runway, expandable to 8,500
- 4,500 x 100 crosswind runway
- ~100,000 square foot commercial terminal
- ~35,000 square foot ARFF/SRE facility
- Adequate general aviation space
- Rental car parking and wash facility
- Ability to capture all de-ice fluid





Actual Photo

GIS Model

18

AH D HB1006 1-18-19







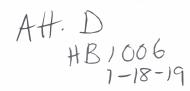


AHD HB 1006 1-18-19





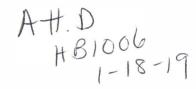






Past Projects - 2017

- Land acquisition of 1620 acres finalized
- Mass site grading ~2.1M cubic yards of dirt moved
- Terminal site surcharge (complete)
- Re-route of 59th St. on the north side of the property (complete)
- Re-route of numerous utilities
 - 2 Oil and 3 natural gas pipelines (complete)
 - VOR communication and power (complete)
 - 115 kV transmission line
 - Site specific natural gas, electrical, and communication
- Commercial terminal footings (complete)
- Commercial terminal walls
- Check out <u>www.xwaproject.com</u> for up to date photos and videos





Current and Future Projects

- 2018
 - Primary runway and taxiway construction
 - Commercial apron
 - Commercial terminal
 - ARFF/SRE facility
 - NAVAIDs
 - Perimeter fence and road
 - On-site utilities

- 2019
 - Public airport access road
 - Fuel containment
 - Begin disposal of current property
 - Crosswind runway (may be constructed in 2020)
 - General Aviation Apron
 - FBO & Customs Facility

Open to the public October 10th, 2019!

Att. D HB 1006 1-18-19



Att. D HB/006 1-18-19

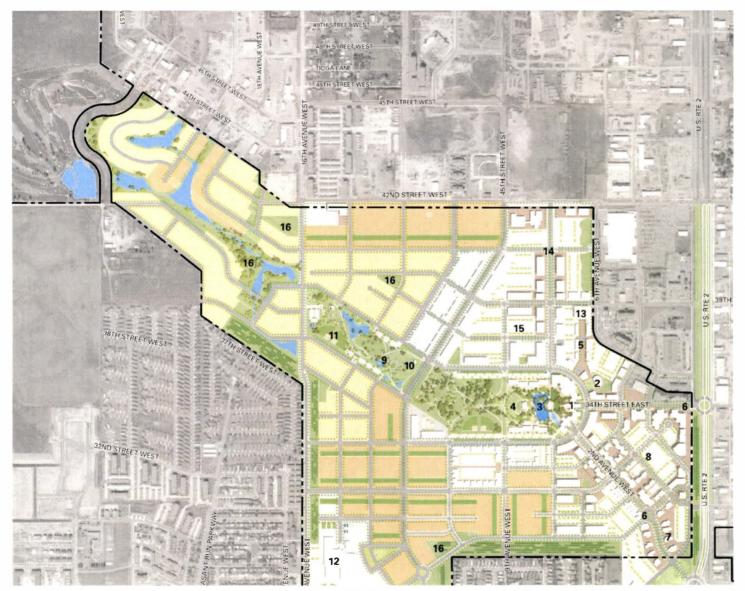




What Happens to Sloulin Field?

25

Att. D +B1006 1-18-19



CIVIC CENTER/ HOTEL EXISTING TERMINAL / FUTURE MUSEUM ICE RIBBON / SKATE RINK **AMPHITHEATRE** RETAIL PROMENADE GATEVVAY RESTAURANT / FOOD SERVICE COMMERCIAL / RETAIL REGIONAL PARK SMALL PERFORMANCE SPACE/SLED HILL SPORTS FIELDS SCHOOL EXISTING AIRPORT HANGAR 13 INNOVATION CENTER CAMPUS BUSINESS EXPANSION / COMMERCIAL AREA NEIGHBORHOOD PARK / STORMWATER MANAGEMENT



Anthony Dudas
Airport Director
anthonyd@ci.williston.nd.us
701-774-8594
www.xwaproject.com
www.flywilliston.net

February 1, 2019

HB1006

attachnest &

Aeronautics Commission - Budget No. 412 House Bill No. 1006 Base Level Funding Changes

| | | Executive Bud | get Recommendation | 1 | | Hou | se Version | | House Changes to Executive Budget | | | | | | |
|---|----------|---------------|--------------------|---------------|----------|--------------|-------------|--------------|-----------------------------------|-------------------|----------------------|----------------|--|--|--|
| | | | | | | | | | | Increase (Decreas | e) - Executive Budge | et | | | |
| | FTE | | | | FTE | | | | FTE | | | | | | |
| | Position | General Fund | Other Funds | Total | Position | General Fund | Other Funds | Total | Positions | General Fund | Other Funds | Total | | | |
| 2019-21 Biennium Base Level | 7.00 | \$900,000 | \$9,985,412 | \$10,885,412 | 7.00 | \$900,000 | \$9,985,412 | \$10,885,412 | 0.00 | \$0 | \$0 | \$0 | | | |
| 2019-21 Ongoing Funding Changes | | | | | | | | | | | | | | | |
| Base payroll changes | | | \$22,266 | \$22,266 | | | \$22,266 | \$22,266 | | | | \$0 | | | |
| Salary increase | | | 60,008 | 60,008 | | | 35,957 | 35,957 | | | (24,051) | (24,051) | | | |
| Health insurance increase | | | 26,452 | 26,452 | | | 31,234 | 31,234 | | | 4,782 | 4,782 | | | |
| Retirement contribution increase | | | 7,822 | 7,822 | | | | 0 | | | (7,822) | (7,822) | | | |
| Reduces ongoing grant funding | | (\$45,000) | (950,000) | (995,000) | | (45,000) | (950,000) | (995,000) | | | | 0 | | | |
| Reduces funding for building, ground, maintenance | | | (220,000) | (220,000) | | | | 0 | | | 220,000 | 220,000 | | | |
| Removes funding for capital assets | | | (100,000) | (100,000) | | | | 0 | | | 100,000 | 100,000 | | | |
| Increases other operating expenses | | | 19,810 | 19,810 | | | | 0 | | | (19,810) | (19,810) | | | |
| Adds Microsoft Office 365 licensing | | | 754 | 754 | | | | 0 | | | (754) | (754) | | | |
| Total ongoing funding changes | 0.00 | (\$45,000) | (\$1,132,888) | (\$1,177,888) | 0.00 | (\$45,000) | (\$860,543) | (\$905,543) | 0.00 | \$0 | \$272,345 | \$272,345 | | | |
| One-time funding items | | | | | | | | | | | | | | | |
| Energy impact grants for airports | | | \$22,000,000 | \$22,000,000 | | | | \$0 | | | (\$22,000,000) | (\$22,000,000) | | | |
| Total one-time funding changes | 0.00 | \$0 | \$22,000,000 | \$22,000,000 | 0.00 | \$0 | \$0 | \$0 | 0.00 | \$0 | (\$22,000,000) | (\$22,000,000) | | | |
| Total Changes to Base Level Funding | 0.00 | (\$45,000) | \$20,867,112 | \$20,822,112 | 0.00 | (\$45,000) | (\$860,543) | (\$905,543) | 0.00 | \$0 | (\$21,727,655) | (\$21,727,655) | | | |
| 2019-21 Total Funding | 7.00 | \$855,000 | \$30,852,524 | \$31,707,524 | 7.00 | \$855,000 | \$9,124,869 | \$9,979,869 | 0.00 | \$0 | (\$21,727,655) | (\$21,727,655) | | | |

Other Sections for Aeronautics Commission - Budget No. 412

fund

Executive Budget Recommendation

Transfer - Strategic investment and improvements

Section 3 would provide for a transfer at the direction of the Aeronautics

Section 3 would provide for a transfer at the direction of the Aeronautics Commission of \$22 million from the strategic investment and improvements fund for airport energy impact grants during the 2019-21 biennium

House Version

19.0194.01002

Sixty-sixth Legislative Assembly of North Dakota

HOUSE BILL NO. 1006

Introduced by

Appropriations Committee

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

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3 BE IT ENACTED BY THE LEGISLATIVE ASSEMBLY OF NORTH DAKOTA:

4 **SECTION 1. APPROPRIATION.** The funds provided in this section, or so much of the funds

5 as may be necessary, are appropriated out of any moneys in the general fund in the state

6 treasury, not otherwise appropriated, and from special funds derived from federal funds and

other income, to the North Dakota aeronautics commission for the purpose of defraying the

expenses of the North Dakota aeronautics commission, for the biennium beginning July 1,

9 2019, and ending June 30, 2021, as follows:

| | | Governor's | |
|--------------------------------|--------------|----------------|---------------|
| | Base Level | Recommendation | Appropriation |
| Salaries-and-wages | \$1,431,222 | \$1,547,770 | \$1,431,222 |
| Operating expenses | 2,204,190 | 2,004,754 | 2,204,190 |
| Capital assets | 100,000 | 0 | 100,000 |
| Grants | 7,150,000 | 28,155,000 | 7,150,000 |
| Total-all-funds | \$10,885,412 | \$31,707,524 | \$10,885,412 |
| Less-estimated-income | 9,985,412 | 30,852,524 | 9,985,412 |
| Total-general-fund | \$900,000 | \$855,000 | \$900,000 |
| Full-time-equivalent-positions | 7.00 | 7.00 | 7.00 |
| | | Adjustments or | |
| | Base Level | Enhancements | Appropriation |
| Salaries and wages | \$1,431,222 | \$89,457 | \$1,520,679 |
| Operating expenses | 2,204,190 | (199,436) | 2,004,754 |
| Capital assets | 100,000 | (100,000) | 0 |

AH. A HB100b 2-5-19

Sixty-sixth Legislative Assembly

| 1 | Grants | 7,150,000 | 3,650,000 | 10,800,000 | | | |
|----|---|---------------------------|-------------------------|------------------|--|--|--|
| 2 | Total all funds | \$10,885,412 | \$3,440,021 | \$14,325,433 | | | |
| 3 | Less estimated income | 9,985,412 | 3,840,021 | 13,825,433 | | | |
| 4 | Total general fund | \$900,000 | (\$400,000) | \$500,000 | | | |
| 5 | Full-time equivalent positions | 7.00 | 0.00 | 7.00 | | | |
| 6 | SECTION 2. ONE-TIME FUNDING. The following amounts reflect the one-time funding | | | | | | |
| 7 | items approved by the sixty-fifth legislative assembly for the 2017-19 biennium and the 2019-21 | | | | | | |
| 8 | biennium one-time funding items included in the appropriation in section 1 of this Act: | | | | | | |
| 9 | One-Time Funding Descrip | tion | 2017-19 | 2019-21 | | | |
| 10 | Airport energy impact grants | | <u>\$0</u> | \$5,000,000 | | | |
| 11 | Total special funds | | \$0 | \$5,000,000 | | | |
| 12 | The 2019-21 biennium one-time fun | ding amounts are not a p | oart of the entity's ba | ase budget for | | | |
| 13 | the 2019-21 biennium. The aeronau | tics commission shall re | port to the appropria | ations | | | |
| 14 | committees of the sixty-seventh legi | slative assembly on the | use of this one-time | funding for the | | | |
| 15 | biennium beginning July 1, 2019, ar | nd ending June 30, 2021 | | | | | |
| 16 | SECTION 3. STRATEGIC INVE | STMENT AND IMPROV | EMENTS FUND - A | MIRPORT | | | |
| 17 | ENERGY IMPACT GRANTS. The estimated income line item in section 1 of this Act includes | | | | | | |
| 18 | the sum of \$5,000,000 from the strategic investment and improvements fund for the aeronautics | | | | | | |
| 19 | commission to provide airport energ | y impact grants during th | ne biennium beginni | ng July 1, 2019, | | | |
| 20 | and ending June 30, 2021. | | | | | | |
| | | | | | | | |

4181006

attachment B

19.0194.01002 Title.

Fiscal No. 1

Prepared by the Legislative Council staff for House Appropriations - Government Operations Division Committee February 1, 2019

PROPOSED AMENDMENTS TO HOUSE BILL NO. 1006

Page 1, replace lines 10 through 19 with:

| п | | Adjustments or | |
|--------------------------------|--------------|---------------------|----------------------|
| | Base Level | Enhancements | <u>Appropriation</u> |
| Salaries and wages | \$1,431,222 | \$89,457 | \$1,520,679 |
| Operating expenses | 2,204,190 | (199,436) | 2,004,754 |
| Capital assets | 100,000 | (100,000) | 0 |
| Grants | 7,150,000 | <u>3,650,000</u> | 10,800,000 |
| Total all funds | \$10,885,412 | \$3,440,021 | \$14,325,433 |
| Less estimated income | 9,985,412 | <u>3,840,021</u> | <u>13,825,433</u> |
| Total general fund | \$900,000 | (\$400,000) | \$500,000 |
| Full-time equivalent positions | 7.00 | 0.00 | 7.00 |

SECTION 2. ONE-TIME FUNDING. The following amounts reflect the one-time funding items approved by the sixty-fifth legislative assembly for the 2017-19 biennium and the 2019-21 biennium one-time funding items included in the appropriation in section 1 of this Act:

| One-Time Funding Description | <u> 2017-19</u> | <u>2019-21</u> |
|------------------------------|-----------------|----------------|
| Airport energy impact grants | <u>\$0</u> | \$5,000,000 |
| Total special funds | \$0 | \$5,000,000 |

The 2019-21 biennium one-time funding amounts are not a part of the entity's base budget for the 2019-21 biennium. The aeronautics commission shall report to the appropriations committees of the sixty-seventh legislative assembly on the use of this one-time funding for the biennium beginning July 1, 2019, and ending June 30, 2021.

SECTION 3. STRATEGIC INVESTMENT AND IMPROVEMENTS FUND - AIRPORT ENERGY IMPACT GRANTS. The estimated income line item in section 1 of this Act includes the sum of \$5,000,000 from the strategic investment and improvements fund for the aeronautics commission to provide airport energy impact grants during the biennium beginning July 1, 2019, and ending June 30, 2021."

Renumber accordingly

STATEMENT OF PURPOSE OF AMENDMENT:

House Bill No. 1006 - Aeronautics Commission - House Action

| | Base Budget | House Changes | House Version |
|-----------------------|----------------|------------------|------------------|
| Salaries and wages | \$1,431,222 | \$89,457 | \$1,520,679 |
| Operating expenses | 2,204,190 | (199,436) | 2,004,754 |
| Capital assets | 100,000 | (100,000) | |
| Grants | 7,150,000 | 3,650,000 | 10,800,000 |
| | | | |
| Total all funds | \$10,885,412 | \$3,440,021 | \$14,325,433 |
| Less estimated income | 9,985,412 | 3,840,021 | 13,825,433 |
| General fund | \$900,000 | (\$400,000) | \$500,000 |
| | | | |
| FTE | 7.00 | 0.00 | 7.00 |

Department 412 - Aeronautics Commission - Detail of House Changes

| Coloring and wages | Adjusts Funding for Base Payroll Changes 200 066 | Adds Funding for Salary and Benefit Increases ² \$67,191 | Reduces Funding for Building, Ground, and Maintenance ³ | Adds Funding for Operating Expenses ⁴ | Adds Funding for Microsoft Office 365 Licensing ⁵ | Reduces Ongoing Grant Funding⁵ |
|--|--|---|--|--|---|---|
| Salaries and wages Operating expenses Capital assets Grants | \$22,266 | \$67,191 | (\$220,000) | \$19,810 | \$754 | (\$1,350,000) |
| Total all funds Less estimated income General fund | \$22,266 22,266 \$0 | \$67,191 67,191 \$0 | (\$220,000) (220,000) \$0 | \$19,810 19,810 \$0 | \$754 754 \$0 | (\$1,350,000) (950,000) (\$400,000) |
| FTE | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| | Removes Funding for Capital Assets ⁷ | Adds Funding for Airport Energy Impact Grants [§] | Total House Changes | | | |
| Salaries and wages Operating expenses Capital assets Grants | (\$100,000) | \$5,000,000 | \$89,457 (199,436) (100,000) 3,650,000 | | | |
| Total all funds Less estimated income General fund | (\$100,000) (100,000) \$0 | \$5,000,000 5,000,000 \$0 | \$3,440,021 3,840,021 (\$400,000) | | | |
| FTE | 0.00 | 0.00 | 0.00 | | | |

¹ Funding is adjusted for base payroll and budget changes.

² The following funding is added for 2019-21 biennium salary adjustments of 2 percent per year and increases in health insurance premiums from \$1,241 to \$1,427 per month:

| | Other Funds |
|---------------------------|---------------|
| Salary increase | \$35,957 |
| Health insurance increase | <u>31,234</u> |
| Total | \$67,191 |

³ Reduces funding for building, ground, and maintenance to provide a total of \$62,005.

Adds a section to identify \$5 million in the estimated income line item in Section 1 of the bill is from the strategic investment and improvements fund for energy impact grants to airports.

⁴ Increases funding for operating expenses to provide a total of \$2,004,754.

⁵ Increases operating expenses for Microsoft Office 365 licensing.

⁶ Ongoing funding is reduced from the general fund (\$400,000) and federal funds (\$950,000) for grants to airports.

⁷ Removes funding for capital assets.

⁸ One-time funding from the strategic investment and improvements fund is added for providing energy impact grants to airports.

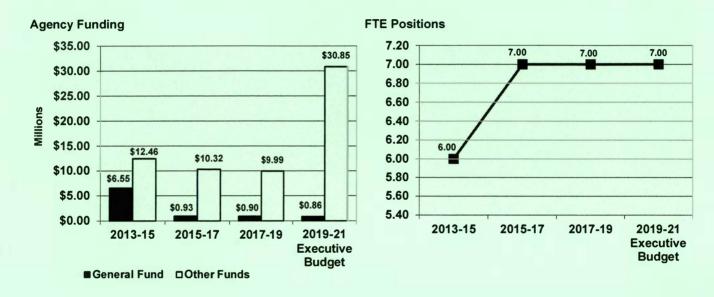
Department 412 - Aeronautics Commission House Bill No. 1006

Executive Budget Comparison to Prior Biennium Appropriations

| | FTE Positions | General Fund | Other Funds | Total |
|------------------------------------|---------------|--------------|--------------|--------------|
| 2019-21 Executive Budget | 7.00 | \$855,000 | \$30,852,524 | \$31,707,524 |
| 2017-19 Legislative Appropriations | 7.00 | 900,000 | 9,985,412 | 10,885,412 |
| Increase (Decrease) | 0.00 | (\$45,000) | \$20,867,112 | \$20,822,112 |

Ongoing and One-Time General Fund Appropriations

| | Ongoing General Fund Appropriation | One-Time General Fund Appropriation | Total General Fund Appropriation |
|------------------------------------|---------------------------------------|-------------------------------------|----------------------------------|
| 2019-21 Executive Budget | \$855,000 | \$0 | \$855,000 |
| 2017-19 Legislative Appropriations | 900,000 | 0 | 900,000 |
| Increase (Decrease) | (\$45,000) | \$0 | (\$45,000) |



Executive Budget Comparison to Base Level

| Excedite Danger companies to Date Level | | | | | | | |
|---|--------------|--------------|--------------|--|--|--|--|
| | General Fund | Other Funds | Total | | | | |
| 2019-21 Executive Budget | \$855,000 | \$30,852,524 | \$31,707,524 | | | | |
| 2019-21 Base Level | 900,000 | 9,985,412 | 10,885,412 | | | | |
| Increase (Decrease) | (\$45,000) | \$20,867,112 | \$20,822,112 | | | | |

First House Action

Attached is a comparison worksheet detailing first house changes to base level funding and the executive budget.

Executive Budget Highlights (With First House Changes in Bold)

| | | General Fund | Other Funds | Total |
|----|--|--------------|-------------|-------------|
| 1. | Adds funding for state employee salary and benefit increases, of which \$60,008 is for salary increases, \$26,452 is for health insurance increases, and \$7,822 is for retirement contribution increases. The House added funding for salary adjustments of 2 percent per year and increases in health insurance premiums from \$1,241 to \$1,427 per month. The House did not add funding for retirement contribution increases. | \$0 | \$94,282 | \$94,282 |
| 2. | Reduces ongoing grant funding to provide \$855,000 from the general fund. The House reduced ongoing grant funding to provide \$500,000 from the general fund. | (\$45,000) | (\$950,000) | (\$995,000) |
| 3. | Reduces funding for building, ground, and maintenance in operating expenses | \$0 | (\$220,000) | (\$220,000) |

| 4. | Removes funding for capital assets | \$0 | (\$100,000) | (\$100,000) |
|----|--|-----|--------------|--------------|
| 5. | Increases other operating expenses | \$0 | \$19,810 | \$19,810 |
| 6. | Adds funding for Microsoft Office 365 licensing | \$0 | \$754 | \$754 |
| 7. | Adds one-time funding from the strategic investment and improvements fund for energy impact grants to airports. The House provided \$5 million from the strategic investment and improvements fund for energy impact grants to airports. | \$0 | \$22,000,000 | \$22,000,000 |

Other Sections in House Bill No. 1006

Strategic investment and improvements fund - Section 3 identifies \$5 million from the strategic investment and improvements fund for airport energy impact grants during the 2019-21 biennium.

Continuing Appropriations

There are no continuing appropriations for this agency.

Significant Audit Findings

There are no significant audit findings for this agency.

Major Related Legislation

House Bill No. 1066 - Creates an airport infrastructure fund and changes the deposits of the state's share of oil and gas tax revenue to provide \$20 million for the airport infrastructure fund to provide grants for airport infrastructure projects.

Aeronautics Commission - Budget No. 412 House Bill No. 1006 Base Level Funding Changes

| Date Level I all all good | | Executive Budge | et Recommendation | | | House | e Version | |
|--|-----------------|-------------------|---|---|-----------------|-----------------|--|---|
| | FTE Position | General Fund | Other Funds | Total | FTE Position | General Fund | Other Funds | Total |
| 2019-21 Biennium Base Level | 7.00 | \$900,000 | \$9,985,412 | \$10,885,412 | 7.00 | \$900,000 | \$9,985,412 | \$10,885,412 |
| 2019-21 Ongoing Funding Changes Base payroll changes Salary increase Health insurance increase Retirement contribution increase Reduces ongoing grant funding Reduces funding for building, ground, maintenanc Removes funding for capital assets Increases other operating expenses Adds Microsoft Office 365 licensing | ce | (\$45,000) | \$22,266 60,008 26,452 7,822 (950,000) (220,000) (100,000) 19,810 754 | \$22,266 60,008 26,452 7,822 (995,000) (220,000) (100,000) 19,810 754 | | (\$400,000) | \$22,266 35,957 31,234 (950,000) (220,000) (100,000) 19,810 754 | \$22,266 35,957 31,234 0 (1,350,000) (220,000) (100,000) 19,810 754 |
| Total ongoing funding changes | 0.00 | (\$45,000) | (\$1,132,888) | (\$1,177,888) | 0.00 | (\$400,000) | (\$1,159,979) | (\$1,559,979) |
| One-time funding items Energy impact grants for airports Total one-time funding changes Total Changes to Base Level Funding | 0.00 | \$0 (\$45,000) | \$22,000,000 \$22,000,000 \$20,867,112 | \$22,000,000 \$22,000,000 \$20,822,112 | 0.00 | \$0 (\$400,000) | \$5,000,000 \$5,000,000 \$3,840,021 | \$5,000,000 \$5,000,000 \$3,440,021 |
| 2019-21 Total Funding | 7.00 | \$855,000 | \$30,852,524 | \$31,707,524 | 7.00 | \$500,000 | \$13,825,433 | \$14,325,433 |

Other Sections for Aeronautics Commission - Budget No. 412

Strategic investment and improvements fund

Executive Budget Recommendation

Section 3 would provide for a transfer at the direction of the Aeronautics Commission of \$22 million from the strategic investment and improvements fund for airport energy impact grants during the 2019-21

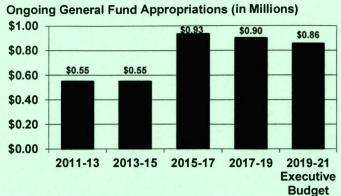
biennium,

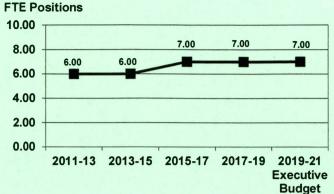
House Version

Section 3 identifies \$5 million from the strategic investment and improvements fund for airport energy impact grants during the 2019-21 biennium.

Historical Appropriations Information

Ongoing General Fund Appropriations Since 2011-13





| Ongoing General Fund Appropriations | | | | | | | |
|---|-----------|-----------|-----------|------------|--------------------------------|--|--|
| | 2011-13 | 2013-15 | 2015-17 | 2017-19 | 2019-21 Executive Budget | | |
| Ongoing general fund appropriations | \$550,000 | \$550,000 | \$934,500 | \$900,000 | \$855,000 | | |
| Increase (decrease) from previous biennium | N/A | \$0 | \$384,500 | (\$34,500) | (\$45,000) | | |
| Percentage increase (decrease) from previous biennium | N/A | 0.0% | 69.9% | (3.7%) | (5.0%) | | |
| Cumulative percentage increase (decrease) from 2011-13 biennium | N/A | 0.0% | 69.9% | 63.6% | 55.5% | | |

Major Increases (Decreases) in Ongoing General Fund Appropriations

2013-15 Biennium

| No major increases or decreases | |
|---|--|
| 2015-17 Biennium | |

1. Increased funding for airport grants to provide \$1,000,000 \$384,500

2017-19 Biennium

1. Reduced funding for airport grants to provide \$900,000 (\$34,500)

2019-21 Biennium (Executive Budget Recommendation)

1. Reduced funding for airport grants to provide \$855,000. The House reduced ongoing grant (\$45,000) funding to provide \$500,000 from the general fund.

\$0

GOVERNOR'S RECOMMENDATION FOR THE AERONAUTICS COMMISSION AS SUBMITTED BY THE OFFICE OF MANAGEMENT AND BUDGET

SECTION 1. APPROPRIATION. The funds are provided in this section, or so much of the funds as may be necessary, are appropriated out of any moneys in the general fund in the state treasury, not otherwise appropriated, and from special funds derived from federal funds and other income, to the North Dakota aeronautics commission for the purpose of defraying the expenses of the North Dakota aeronautics commission, for the biennium beginning July 1, 2019 and ending June 30, 2021, as follows:

| Salaries and wages | <u>Base Level</u> \$1,431,222 | Adjustments or Enhancements \$116,548 | Appropriation \$1,547,770 |
|--|--|---|--|
| Operating expenses | 2,204,190 | (199,436) | 2,004,754 |
| Capital assets | 100,000 | (100,000) | 0 |
| Grants Total all funds Less estimated income | 7,150,000 \$10,885,412 9,985,412 | 21,005,000 \$20,822,112 20,867,112 | 28,155,000 \$31,707,524 30,852,524 |
| Total general fund Full-time equivalent positions | \$900,000 7.00 | (\$45,000) 0.00 | \$855,000 7.00 |

SECTION 2. ONE-TIME FUNDING. The following amounts reflect the one-time funding items approved by the sixty-fifth legislative assembly for the 2017-19 biennium:

| One-Time Funding Description | <u>2017-19</u> | <u>2019-21</u> |
|--|-------------------|------------------------------|
| Airport energy impact grants Total other funds | <u>\$0</u> \$0 | \$22,000,000 \$22,000,000 |

The 2019-21 one-time funding amounts are not a part of the entity's base budget for the 2021-23 biennium. The aeronautics commission shall report to the appropriations committees of the sixty-seventh legislative assembly on the use of this one-time funding for the biennium beginning July 1, 2019, and ending June 30, 2021.

SECTION 3. SPECIAL FUNDS TRANSFER – STRATEGIC INVESTMENT AND IMPROVEMENTS FUND. The less estimated income line item in section 1 of this Act includes the sum of \$22,000,000, or so much of the sum as may be necessary, from the strategic investment and improvements fund which may be transferred at the direction of the aeronautics commission for airport energy impact grants during the biennium beginning July 1, 2019, and ending June 30, 2021.

1 HB 1006 3-7-2019 Pg1

TESTIMONY OF

KYLE C. WANNER

EXECUTIVE DIRECTOR, NORTH DAKOTA AERONAUTICS COMMISSION

BEFORE THE

SENATE APPROPRIATIONS

MARCH 7th, 2019

HOUSE BILL 1006

Chairman Holmberg and members of the committee,

My name is Kyle Wanner and I am the Director of the North Dakota Aeronautics Commission and will be providing testimony today regarding House Bill 1006.

(Slide 2)

The Aeronautics Commission agency was created by the Legislature in 1947 to support the aviation community in North Dakota. The agency's mission is "to serve the public by providing economic and technical assistance for the aviation community while ensuring the cost effective advancement of aviation in North Dakota."

(Slide 3)

The agency is overseen by a Governor appointed board of 5 members who appoint a director who in turn; hires and supervises the staff required to operate the agency. The Aeronautics Commission is also currently allowed up to 7 full time equivalent staff members which is seen as adequate for the upcoming biennium.

(Slide 4)

To introduce our commissioners: Kim Kenville of Grand Forks is currently the commission chairwoman, Cindy Schreiber-Beck of Wahpeton, Jay B. Lindquist of Hettinger, Maurice Cook of Bismarck, and Warren Pietsch of Minot cumulatively comprise the full commission. This group is geographically represented well and each member brings a different set of aviation expertise for the agency's utilization.

(Slide 5)

The North Dakota Aeronautics Commission serves multiple functions. One of those functions includes providing airport infrastructure grant funding and planning services to the 89 public service airports throughout the state. The commission also offers aviation education funding and works with the

1 HB 1006 3.7.2019

pg J

Aviation Museums to encourage and promote aviation in North Dakota. The aeronautics staff visits at least 1/3 of all of the public airports in the state annually which is a great opportunity to develop a positive relationship with the airports, learn about their needs and priorities, and make recommendations on safety enhancing projects. The staff also updates critical airport information after each inspection so that pilots have the most up to date information to use as they utilize the North Dakota airport system. Additionally, the commission updates and provides aviation publications on statewide aviation studies and the state airport directory.

The commission also has regulatory functions which includes the collection of aviation taxes and fees through aircraft registrations, aerial applicator registrations, aircraft dealers, aircraft excise tax, and aviation fuel taxes

The commission and its staff also represents the state in aeronautical matters before other state and federal agencies.

(Slide 6)

Aviation is important to North Dakota and serves a variety of important functions from emergency transportation to aerial crop spraying. Our airports become especially critical during a time when our state is looking for ways to diversify and grow the economy.

Not only is aviation a safe and efficient way to transport goods and people, but our airports act as key economic engines for their communities as documented by the 2015 economic impact study which revealed that the public airports in the state provide an annual economic impact of 1.6 billion to the state's economy while supporting over 12,200 jobs.

Our state currently provides support for 89 Public-use airports. 71 of those airports maintain paved surfaces and 18 of those airports maintain turf runways. 54 of our airports are eligible to receive federal funding as a part of the National Plan of Integrated Airport Systems and 35 of our airports are reliant solely on state and local funding to survive.

Over 200 private airstrips also exist throughout the state.

(Slide 7)

An important issue to be aware of is the issue of a labor shortage that is impacting the aviation industry all over the globe. Airlines are looking to increase aircraft fleet sizes and are experiencing record levels of mandatory retirements. A recent study released by Boeing shows the demand for commercial pilots in North America to increase by 206,000 pilots in the next 20 years. Shown on the graphic on this slide is a recent study conducted by the University of North Dakota shows the rising shortage of pilots that will continue to grow and eventually have an impact on communities.

Flights in rural markets are in danger of losing air service capacity as aircraft are utilized in the most profitable markets. A reduction in air service could result in both less convenient flight times as well as economic losses due to lack of air service. This impact would likely hit the smallest rural markets around the country and North Dakota is commonly seen as a state that could experience great impacts in the near future if solutions on this workforce shortage are not realized.

#/ HB 1006 3-7-2019

09 3

It is important to also note that this trend is not isolated to the pilot profession. The entire industry is experiencing similar growth with a major concern with the population of aircraft maintenance technicians (mechanics). The number of mechanics needed is forecasted to grow by 189,000 over the next 20 years. Over the last 10 years, the United States has averaged 6,300 mechanic certificates issued per year. If current trends continue, the shortage of qualified maintenance technicians will cause aircraft to be grounded while waiting for repairs or inspections.

Another growing market in the aviation industry is the UAS (Unmanned Aircraft Systems) field. Currently the UAS industry is projected to require nearly triple the current number of remote pilots needed over the next five years. Some of these remote pilots would also be qualified to enter the workforce as manned aircraft pilots.

(Slide 8)

The ND Aeronautics Commission is promoting interest in aviation careers and is working with other states and organizations around the country to find solutions to the aforementioned workforce challenges. Many opportunities now exist for our youth to learn more about their options in considering a career within an aeronautics field.

North Dakota currently has five high school Career and Technical Education High school programs that provide aviation classroom opportunities for students. They are located in Grand Forks, West Fargo, Bismarck, Williston and Minot. In addition, there are distance education opportunities available through the Canter for Distance Ed and the MRACTC (Missouri River Area Career and Tech Center). These programs have shown to be productive in increasing interest in aviation careers and the University of North Dakota has seen an increase in North Dakota enrollments within their aviation program. More opportunities may be provided for students if additional career and technical programs are developed throughout the state as proposed by the Governor.

Currently the Air museums in Minot and Fargo each conduct youth aviation camps and see more than 2,000 young students in attendance annually. We also work with multiple groups throughout the state in providing aviation educational events by offering educational grants. These grant funds are helping to supply materials, transportation and other costs of hosting an educational event. We have also supported aviation career days in multiple cities with our most successful event being held at the Bismarck airport where more than 800 5 th grade students attend annually.

In 2018, one of our programs - the Flight Training Assistance Program (FTAP) received a national award from NASAO (National Association of State Aviation Officials) recognizing the FTAP as a national example for aviation education programming.

We also have a variety of other programs that support the aviation community as shown on this slide. More information on our programs can also be found on our website.

(Slide 9)

There currently exists 33 Automated Weather Observation Systems at airports across the state which greatly help to provide weather to pilots, businesses, and medical providers as they fly into and around our communities. The aeronautics commission currently covers the costs of the scheduled tri-annual inspections at these airports to help reduce the overall cost of maintenance to each community. Each local airport however, is responsible for the costs of any repair parts that will be needed as breakdowns occur, but the Aeronautics Commission grant program may be used to help with those costs as well.

#/ HB 1006 3-7-2019

This program has been a great success as the state continues to support the maintenance of these weather reporting facilities.

For your reference, this slide shows a map of the AWOS coverage within the state. Each of the blue shaded areas depicted on this map represents a 30-nautical mile radius of on-site weather reporting. The challenge that our state currently faces is that their currently exists approximately a half of a million dollars in deferred maintenance and technology update costs at these sites. Our agency is working with the airports throughout the state to phase these updates and ensure that the network continues to be maintained.

(Slide 10)

Our commercial service airports provide incredible value to our state and the graphic on this slide shows all of the routes and destinations that are currently available to the general public. Nine different direct flight destinations (two seasonal) are available to connect North Dakota to the rest of the world. All eight commercial service airports continue to boast jet service and the state is also currently averaging approximately 60 airline flight departures per day with an estimated 4,000 available daily seats.

(Slide 11)

This slide provides a highlight of the top destinations traveled by North Dakota residents. Phoenix, Las Vegas, Denver, Minneapolis, and Orlando are consistently ranked in the top 5 destinations.

(Slide 12)

This slide highlights the amount of airline passengers that are boarding commercial service flights in North Dakota and tells a very interesting story. Back in 2009, the state boarded close to 700,000 passengers and due to a consistent 3% growth trend, it was forecasted at that time that we would reach 1 million annual airline passenger enplanements sometime around the year 2030. In all actuality we surpassed the 1 million mark only 3 years later in 2012 and that growth continued until the boarding numbers grew to over 1.2 million passengers in 2014. This resulted in an astounding 18% average annual growth trend in passenger numbers over a 5 year time period.

During the state's economic downturn from 2015 – 2017, we saw an average 5.5% decline over those three years. 2018 was seen as a recovery year as we once again started to see growth return to our airline passenger numbers with a 5% year over year growth.

As you can see in the graphic - the actual passenger numbers in 2018 are currently not at the peak that we saw in 2014, but are still being maintained at much higher levels than what was expected prior to the oil boom taking place in the state. In fact, the 2018 passenger numbers are still over 50% higher than they were in 2009. This story helps to give a good perspective of the current condition and outlook of the state's air service.

(Slide 13)

To provide some highlights from this past biennium I will start by discussing some key Infrastructure projects have been completed at our 8 commercial service airports.

| HB 1006 3-7-2019

 Fargo received the funding required to complete the final phase of its major taxiway rehabilitation project. The airport has also begun work on a cargo apron expansion which will continue in the following years as the airport has been named a UPS and FEDEX hub for the region.

- Grand Forks completed its work on redeveloping a general aviation area on the east side
 of the airport and is also currently working through a master plan update that has
 identified a large amount of projects over the next 10 years.
- Devils Lake recently completed a crosswind runway rehabilitation and snow removal equipment upgrade. The airport is looking for taxiway and apron improvements in the near future.
- Jamestown also completed a crosswind runway rehabilitation and expanded its parking lot capacity to accommodate the increase in passenger numbers. The airport is also looking for taxiway and apron improvements in the following years.

(Slide 14)

- Minot completed the first phase of the rehabilitation of its general aviation airport as well as the rehabilitation of its aircraft rescue and firefighting building. Cargo and general aviation apron and taxiway work is expected to occur in the near future.
- Bismarck has completed the first two phases of its \$60 million dollar project to replace ageing pavements on the main runway. The final phase of construction will occur in 2019 and the airport will then be moving forward with a large wetland removal and drainage project.
- Dickinson completed the lengthy environmental review for a reconstruction and extension of its primary parallel taxiway and runway and acquired land needed for the project last summer. This estimated \$60 million-dollar project will be moving forward with 4 phases over the next 4 years with the first beginning next summer.
- Crews are hard at work at the new Williston airport site as the goal of opening in October of 2019 is still being planned. To date, the airport has been provided \$101 million from the federal government and \$55 million from the state. Updated cost projections have the inaugural airport at approximately \$240 million.

(Slide 15)

Multiple high priority projects were also completed for the general aviation airports this last biennium. To mention a few:

- Ashley, Hettinger, Hillsboro, and Northwood all underwent major runway rehabilitation projects.
- Ashley, Crosby, Hillsboro, Pembina, Northwood, Beach, Cavalier and Wahpeton underwent major taxiway and apron construction projects.
- Grafton, Langdon, and Rugby received major runway lighting rehabilitations.

#/ HB 1006 3-7-2019

Mandan and Valley City had Wildlife Fencing installed to enhance operational safety.

The state has also identified multiple high priority projects at the general aviation airports that will be a focus this next biennium which includes runway rehabilitations at Cando, Hazen, New Rockford, and the beginning stages of a runway shift and extension at Watford City.

(Slide 16)

To provide a list of some of the agency's accomplishments over the last biennium:

- In 2016, the Aeronautics Commission unveiled a new and improved website that has become a one-stop shop for aviation needs and information within North Dakota. The new website has information on the agency's programs, allows for online credit card payments of aircraft registrations, provides information from statewide aviation studies, and gives valuable information for our airport managers. Since launching the new website, we have seen an incredible increase in the amount of traffic that has visited the site and we hope that continues as we work to make information easily accessible to the public.
- The agency's social media presence has continued to grow
- We have finalized an updated airport grant database system to help track and manage grant allocations and payments
- We provide articles and help guide the North Dakota Aviation Quarterly publication to help inform the aviation community throughout the state and the publication was recognized for a national award in 2017
- In 2018, our Flight Training Assistance Program received a national award in 2018 as well as we work to help provide solutions to the pilot shortage.
- We allocated \$6.7 million in aeronautics commission funds for airport infrastructure improvements and recommended the allocation of \$35 million in airport oil impact grants
 - Our efforts over the last two years has resulted in a record allocation from the Federal Aviation Administration of \$131 million dollars into North Dakota for airport infrastructure projects.

We are also currently working to implement a new Aviation Information Management System to better process and track aircraft registrations, aircraft excise tax payments, aerial applicator licenses, and aircraft dealer licenses. Ideally, the new database will also help us to reduce costs of managing these programs as the utilization of e-mail to send reminders and certifications will reduce mail costs.

Lastly, we are currently working to update the pavement condition inventories of the airports throughout the state. Final results and an interactive website update will be available within the next few months.

(Slide 17)

Every three years, the aeronautics commission contracts with an experienced pavement consultant firm to inspect and take inventory of all of the airport pavements throughout the state. The recent update will be finalized this spring and the results can be found on our interactive website. This website shows

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the condition of each pavement section at our airports throughout the state, along with deterioration details, photos, projected future conditions, and a recommended funding plan to ensure that the pavements are maintained in the most cost beneficial way. This study has been a revolutionary way for our state to manage its airport pavements and has served us very well.

(Slide 18)

The recent pavement study shows that there exists approximately 57 million square feet of pavement at our airports that needs to be maintained. This pavement represents multi-billion dollars of investments that has occurred over decades that needs to be maintained.

The graphic on this slide shows a summary of the conditions of all of the airport pavements throughout North Dakota. Approximately 72% of the pavement was identified to be in fair to good condition which leaves 28% or 15.7 million square feet of the pavement in moderate to poor condition. These lower conditions require or will require in the near future - a major rehabilitation project.

From our 2018 pavement inspections, our statewide study recently revealed to us that the total pavement repair costs for our existing pavements throughout the state is estimated at \$165 million dollars.

(Slide 19)

72 out of the 89 public use airports in the state are paved. The breakdown includes 8 commercial service airports and 64 general aviation airports. Of those 64 general aviation airports, 45 are eligible to receive federal aid, and 19 general aviation airports rely solely upon state and local funds to stay open.

The two pie charts on the bottom of the slide show how much pavement is being utilized by function (runway, taxiway ect.) and how much pavement exists between our 8 commercial service airports and the 64 paved general aviation airports. As you can see from the graphics, most of our pavement that we need to maintain is for the function of a runway and the 8 commercials service airports actually have more pavement to maintain than the 64 general aviation airports combined.

(Slide 20)

During the fall of each year, the North Dakota Aeronautics Commission staff meets with over 50 of the public use airports in the state to review their capital improvement plan for the next 10 years. Throughout this process, projects are identified and cost estimates are submitted so that the agency can calculate the total amount of projects requests that exist within the system. The agency can then work with the federal government and each local airport to identify and prioritize the projects. There is always the understanding that we will not be able to accommodate all identified projects as shown on this graph, but this process ensures that we find the best and most justified projects.

In our most recent statewide capital improvement plan update, we have found that over \$460 million dollars of identified projects exist at our airports that could take place in the next 5 years and an additional \$440 million that exist in the following 5 years. A document in your packet provides an estimated level of needs of individual airports in our system as identified by the Federal Aviation Administration.

The recent influx of airport infrastructure funds has helped us to reduce the large short-term funding gaps that were seen between 2013-2017, however we still have work to do to continue to try to complete projects and continue to lower the needs throughout the system.

P98

(Slide 21)

This graphic represents the total federal appropriation available nationally for the Airport Improvement Program (AIP) Dollars since 2001. The program has essentially remained flat with an average of \$3.3 billion in infrastructure made available for airports annually. A couple of points to note from this slide:

- Airports compete nationally for this funding and though project needs throughout the country have risen along with inflation and construction costs...the funding has not followed.
- The Airports Council International-North America report for 2017-2021 estimates a total of \$15 billion funding shortfall per year for public airports in the U.S.
- Funding is expected to remain at similar levels for the next 4 years with the exception of an additional \$1 billion of federal grant funding being made available for certain airports until 2020.
 - 42 of North Dakota's airports qualify for this additional funding and we are competing against 1,376 airports throughout the U.S.

(Slide 22)

As we work to maintain our airport infrastructure, federal funding has and will continue to be a key part of solving the infrastructure funding challenges that our state is currently facing. 54 of our 89 airports are eligible to receive federal dollars and they compete for these funds nationally and may receive up to 90% funding if funds are available. It is very important to understand that federal funding is not guaranteed, that not all projects are eligible to receive federal funding, and that there have been many cases where federal grants have been provided at less than 90% due to this being the case.

A recent example of funding being provided at less than 90% is the Bismarck runway project. Over the past three years, three different phases of the Bismarck runway reconstruction project have been bid and the federal government has provided approximately 70% of the grant funding for a \$63 million-dollar project which left approximately \$18.5 million in remaining funds for the state or local governments to pick up.

Nationally, the federal dollars that are made available for airport infrastructure projects has remained very similar to the levels provided since 2001, however costs for maintaining and growing airports across the country has continued to increase resulting in higher competition for those federal dollars. The industry has faced continual short term continuing resolution over the last 10 years, however in 2018 we were excited to see that FAA funding has been authorized through 2023. Though the funds still need to be appropriated, having a long-term authorization in place will greatly help to stabilize the program.

Knowing how important it is to leverage federal funding for much needed infrastructure projects in North Dakota, I have met multiple times with upper level FAA personnel at their national and regional offices. It is important for us to continually engage the federal government to educate on the needs of the state. By presenting high priority projects that are justified and shovel ready, we increase the

1 HB 1006 3-7-2019

chances of our ability to receive federal funds. Also, having the flexibility to access state and local funds to partner with the federal government on key projects is critical to leveraging every federal dollar.

This chart shows the historical FAA funding that has been brought into North Dakota. The state's normal historical average of annual funding for airport infrastructure projects has been approximately 22.6 million dollars. Though the amount of federal funds available for projects has remained flat since 2001 (as shown on the previous slide), you can see that over the last 7 years that we have been successful in bringing in significantly higher than average federal funding for airport infrastructure projects.

North Dakota has been exceptional at leveraging federal funding into the state since 2012 due to our pro-activeness in:

- Identifying good justifiable projects that receive high priority consideration
- Ensuring that projects are shovel ready and prepared to receive grant funding during the federal fiscal year window
- Ensuring the availability of higher amounts of state and local funding to match the federal funds

We are hopeful that as we continue to educate the FAA on the needs within the state, that an adequate level of funding and commitment to help with our infrastructure challenges continues into the future.

(Slide 23)

This graphic represents the state dollars that have been made available over the last 10 years for airport infrastructure grants. You may notice that the increase in state funding has occurred in the years that we have also seen an increase in federal funds being brought into the state which was shown on the previous slide. The additional state dollars that have been made available for airport projects has been and will continue to be critical to leverage and maintain federal funding at a high level.

The increase in state funding from the Aeronautics Commission in previous years has been made from one-time general fund allocations and from an increase being seen in special fund revenue from aircraft fuel sales and excise tax revenue.

To provide an update on the previous biennium allocations:

- The state legislature appropriated \$60 million dollars in oil impact funding in the 2013-2015 biennium.
- In the 2015-2017 biennium, an additional \$48 million in oil impact dollars had been appropriated through the oil impact fund, however due to the oil downturn and the lack of revenues to that fund, only \$3 million was able to be allocated and utilized in that biennium.
- In the current 2017-2019 biennium, an additional 40 million dollars was appropriated from the state. 35 million was provided to help fund the Williston airport relocation project and 5 million was provided to help start the critical infrastructure improvements at the Dickinson airport.

(Slide 24)

Since North Dakota has taken a pro-active role in identifying, justifying, and providing additional financial assistance on projects, the state has received \$384 million from the federal government for

1 41 1006

airport projects over that time. In that same time period, the state has invested a total of \$131 million \mathcal{M}^{10} in airport projects to bring us to an approximate 3:1 return on investment ratio.

These dollars support construction jobs and allow our airport infrastructure to be maintained while helping to grow our communities.

These investments are also supported by a 2015 economic impact study which revealed that the public airports in the state provide an annual economic impact of 1.6 billion to the state's economy while supporting over 12,200 jobs with an annual payroll of over \$500 million dollars.

(Slide 25)

This slide provides a graphical view of the executive budget recommendations

The Aeronautics Commission budget is comprised of both special fund and general fund dollars. The special fund dollars are received from multiple revenue streams such as fuel taxes, aircraft excise, and registrations taxes. We also receive funding from the federal government for conducting airport inspections and in the form of grants for statewide aeronautical studies.

The Aeronautics Commission was budgeted to receive \$855,000 in general fund allocation for airport improvements in the next biennium which is a \$45,000 or 5% reduction from last biennium to meet the Governor's budget request guidelines. The reduction of general fund expenditures occurs in the airport grant line item.

For our base budget request, we were requested to reduce our overall budget request by 5%, however – due to the current status of our special fund and future projected revenues, it was determined that additional reductions would be necessary. The base budget request that was submitted calls for a 12% total reduction or approximately a \$1.27 million-dollar decrease.

These reductions were made in the following areas:

- \$200,190 in operating expenses
- \$100,000 capital assets
- \$995,000 in airport infrastructure grants

Throughout our budget request, we also asked for the consideration of a minimum of \$22 million dollars for the final phases of the Dickinson and Watford City airport runway projects. We also requested that the state's leadership help to identify long-term airport infrastructure funding solutions for the entire state as we have consistently identified additional funding needs throughout the rest of the state.

The executive budget recommendation accepted the base budget proposal and also recommended a one-time transfer from the strategic investment and improvement fund of \$22 million to accommodate the aforementioned project needs in Dickinson and Watford City.

(Slide 26)

This slide provides a graphical view of the budget in its current form as passed by the House.

The major differences between the executive budget and the house approved version include:

1 #18 1006

 Further reduction of the general fund allocation to \$500,000 (executive budget proposed \$855,000) pg 11

 A one-time allocation from SIIF of \$5 million for airport infrastructure (executive budget proposed \$22 million from SIIF)

(Slide 27)

Major related legislation that is important to mention includes HB 1066 which is also known as the infrastructure bill or "operation prairie dog"

HB 1066 creates a new airport infrastructure fund of which the bucket currently as proposed would begin to fill after approximately 1.3 Billion of oil revenue is previously deposited in the above buckets.

The bill in its original form allocated \$50 million for airports, but the current amended version as approved by the house contains a reduced amount of \$20 million.

Knowing that legislation can change the allocations each session - Operation Prarie Dog would still allow for a longer-term funding solution for airports to exist instead of a one-time fund infusion.

It is very important to note that appropriation language is required to be added to the Aeronautics Budget Bill to access the airport infrastructure fund created within the Operation Prairie Dog bill.

In conclusion, I also want to mention that no financial audit findings or formal recommendations were present in the most recent audit of our department.

2 HB 1006 3-7-2019 Hg 1



North Dakota Aeronautics Commission Budget Hearing

HB 1006

Senate Appropriations March 7th, 2019

Kyle Wanner, Executive Director

1

Agency Mission

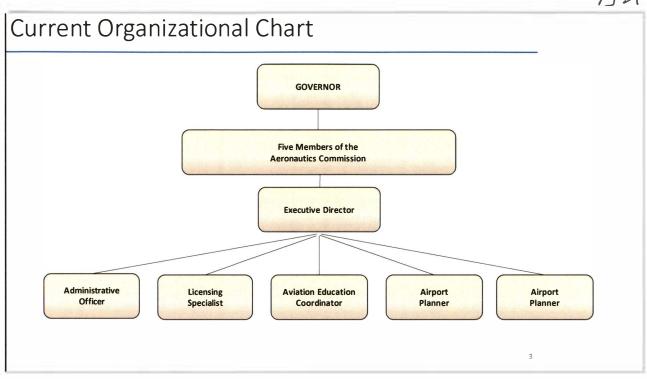
To serve the public by providing economic and technical assistance for the aviation community while ensuring the safe and cost effective advancement of aviation in North Dakota.

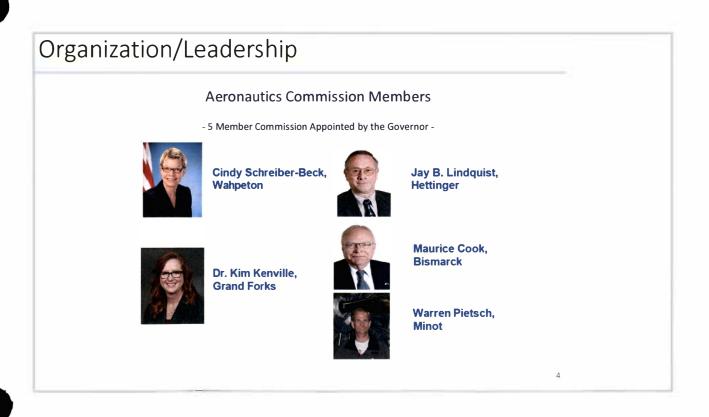


2

#2 HB 1006 3-7-2019

Pg 2





2 HB 1006 3-7-2019 P43

Core Agency Duties

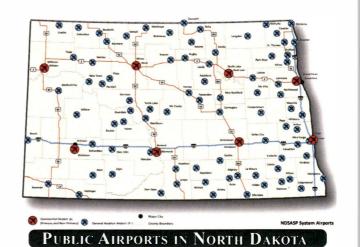
- · Airport Infrastructure Grant Funding
- Airport Planning Support
 - · Airport Layout Plan Development
 - · Airport Inspections
 - Airspace Analysis
 - · Airport Management Support and Resources
- · Aviation Education Promotion and Grant Funding
- Update Aviation Publications and Planning Documents
- Own and Manage Two Public Airports: International Peace Garden Airport and Garrison Dam Recreational Airpark
- · Regulatory Functions to include:
 - · Aircraft Registrations
 - · Aerial Applicator Licensing
 - · Aircraft Dealer Licensing
 - · Aircraft Excise and Fuel Tax
- Represent the state in aeronautical matters before state and federal agencies



5

North Dakota's Airport System

- 89 Public-Use Airports in North Dakota
 - 71 airports are paved
 - 18 airports maintain turf only runways
- 54 are eligible to receive federal funding
- 35 are maintained utilizing state and local funding only
- Over 200 private airstrips also exist throughout the state

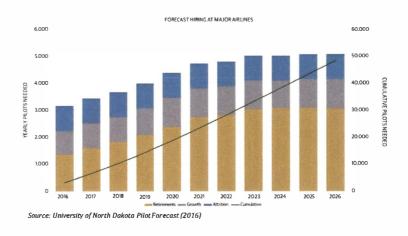


6

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Aviation Workforce Shortage

- · Industry forecasts call for increased hiring in the aeronautics sector
 - Student Pilot numbers have been decreasing over last 40 years
 - Trend is similar for maintenance technicians
 - Unmanned aircraft pilot demand is also increasing at a rapid pace

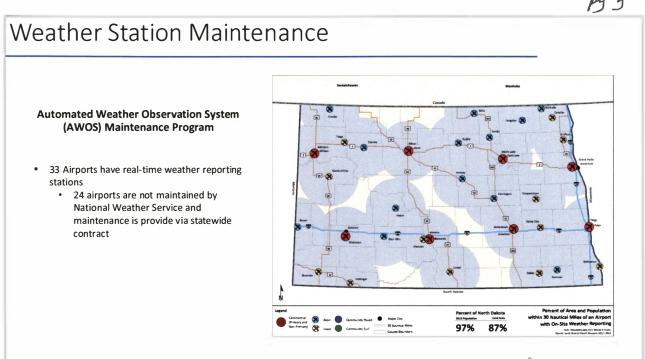


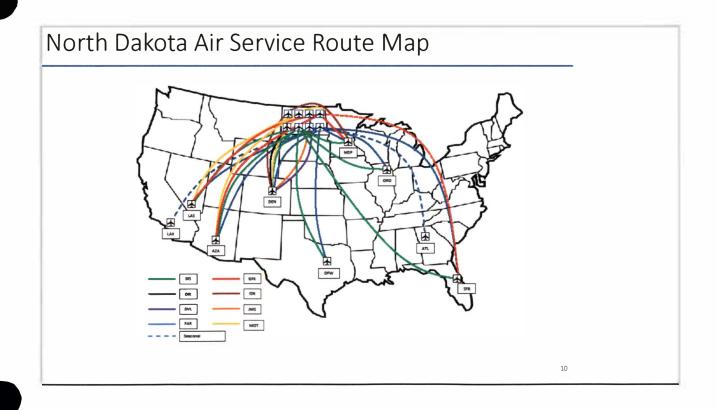
Agency Programs

- · Passport Program
- · Aviation Museum Support
- Flight Training Assistance Program (FTAP)
- · Airport Internship Program
- · Aviation Education Grants
- Aviation Career Day Involvement
- Youth Aviation Art Contest
- High School Curriculum Assistance
- · Windsock Program
- · Airport Supply Surplus
- · Aerial Applicator Alert Map
- Automated Weather Observation System (AWOS) Maintenance Program

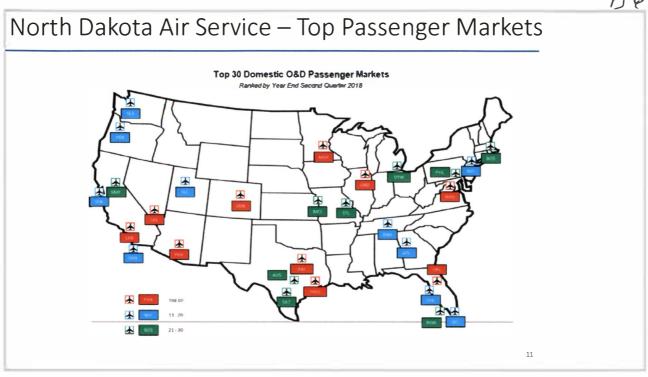


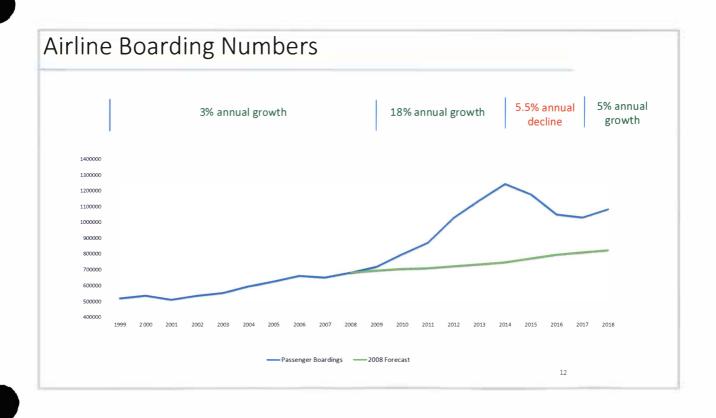
2 HB 1006 3.7-2019 PG 5





2 #B 1006 3.7-2019





2 HB 100/2 3-7-2019

Project Highlights – Commercial Service

- Fargo
- Parallel Taxiway Rehabilitation Final Phase
- Cargo Apron Expansion
- Grand Forks
 - Eastside General Aviation Area Redevelopment
 - · Master Plan Update
 - Runway Lighting Improvements
- Devils Lake
 - · Snow Removal Equipment Upgrades
 - · Crosswind Runway Rehabilitation
- Jamestown
 - · Crosswind Runway Rehabilitation
 - · Parking Lot Expansion



Taxiway paving at the Fargo Airport - 2017

13

Project Highlights - Commercial Service

- Minot
 - General Aviation Apron Rehabilitation Phase 1
 - · Rehabilitate Aircraft Rescue & Firefighting Building
- Bismarck
 - Master Plan Update
 - Primary Runway Rehabilitation 2 of 3 phases completed
 - Final phase of Runway construction to occur in 2019
- Dickinson
 - Completed Environmental Process for Runway Expansion
 - · Land Acquisition
 - Construction on First Phase of Runway/Taxiway Expansion to occur in 2019
- Williston
 - New airport is on schedule to open in Fall of 2019



Bismarck Airport Primary Runway Reconstruction - 2018

14

2 +1B 1006 3-7-2019 198

Project Highlights - General Aviation

Runway Rehabilitation

· Ashley, Hillsboro, Hettinger, Northwood

Taxiway/Apron Rehabilitations

 Ashley, Crosby, Hillsboro, Pembina, Northwood, Beach, Cavalier, Wahpeton

Airport Lighting Rehabilitations

• Grafton, Langdon, Rugby – New runway lighting

Wildlife Fencing

· Mandan, Valley City

Upcoming Runway Rehabilitations

- Cando
- Hazen
- New Rockford
- Watford City
 - Includes proposed runway extension



New Hettinger Runway - 2018

15

Biennial Accomplishments

- · Website redevelopment
 - · Online aircraft registrations renewal
- · Social Media Presence
- · Airport Grant Database Creation
- ND Aviation Quarterly Received 2017 National Award
- Flight Training Assistance Program Received 2018 National Award
- Airport Grant Funding
 - \$6.7 million in Aeronautics Grants
 - \$35 million in oil impact grants
 - Leveraged a record \$131 million from the FAA

Currently working on:

- Updates to the Aviation Information Management System (AIMS)
- Update to the State's Interactive Database for Airport Pavements



16

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18

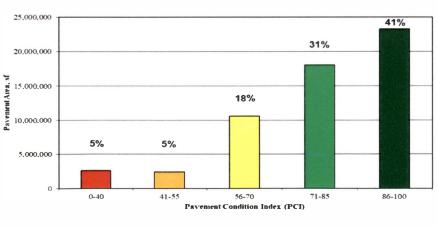




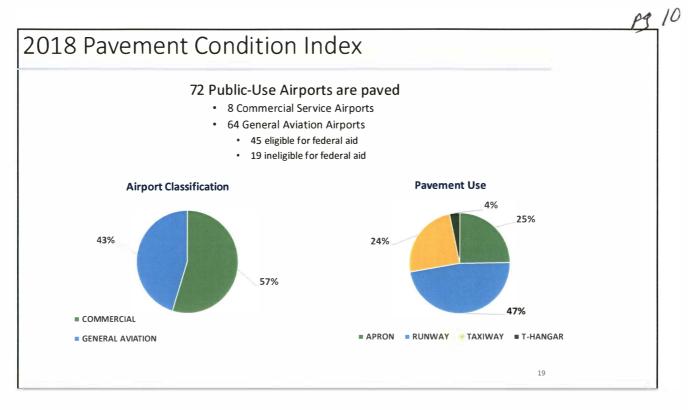
2018 Pavement Condition Index (PCI)

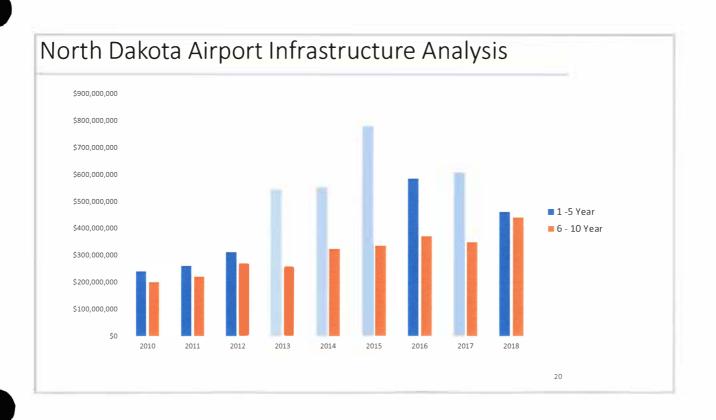
Condition Summary of Total Airport Pavements

- Approximately 57 million square feet of pavement exists on our airports
 - 15.7 million square feet or approximately 28% is in moderate to failing condition
- The Sum of all current airport pavement work in analysis totals \$165 million.



2 HB 1006 3-7-2019



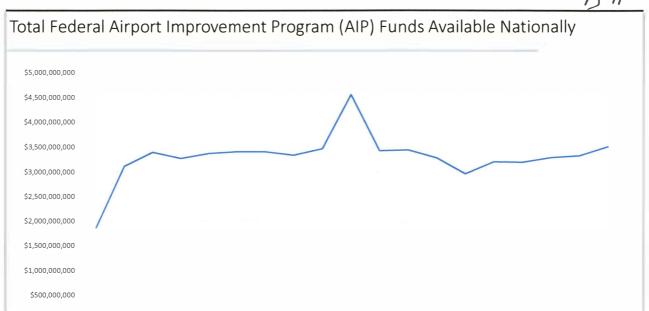


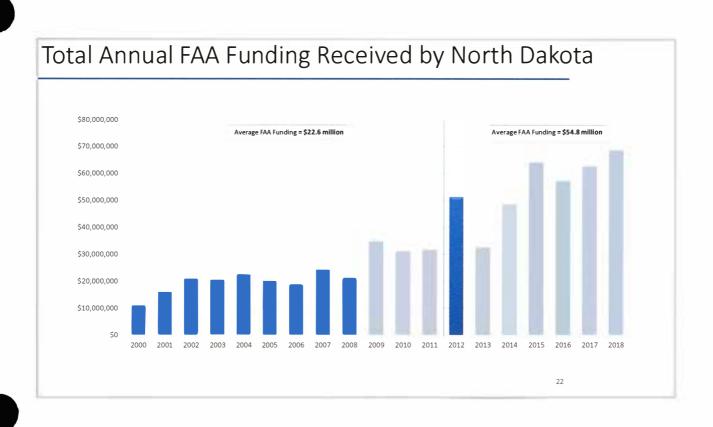
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2015 2016 2017 2018

21

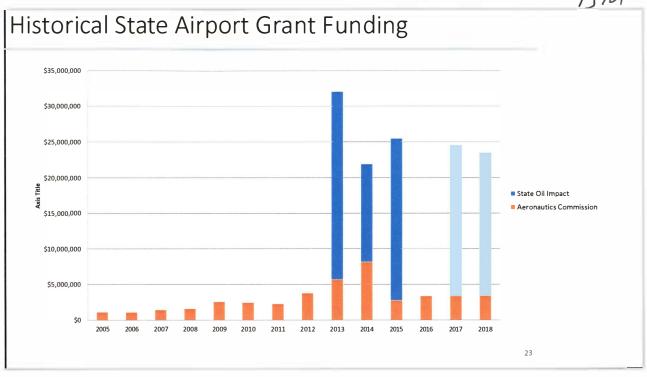
2011 2012 2013 2014





2 HB 1006 3-7-2019

P912



North Dakota's Return on Investment

From 2012-2018:

- North Dakota has received \$384 million from Federal Government for Airport projects
- The State of North Dakota has invested a total of \$131 million in airport projects.
 - This is an approximate 3:1 Return on Investment

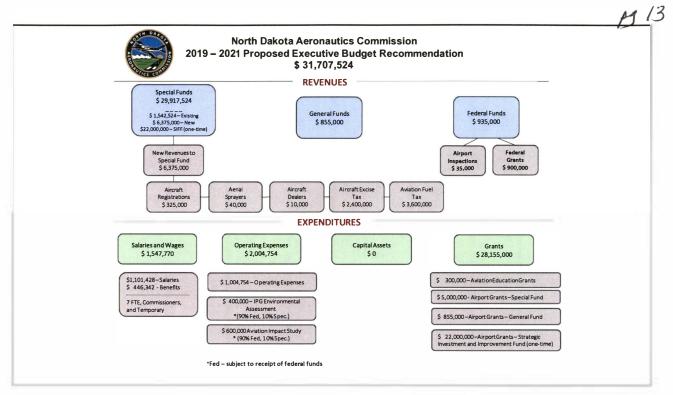
According to the 2015 Economic Impact of Aviation Study

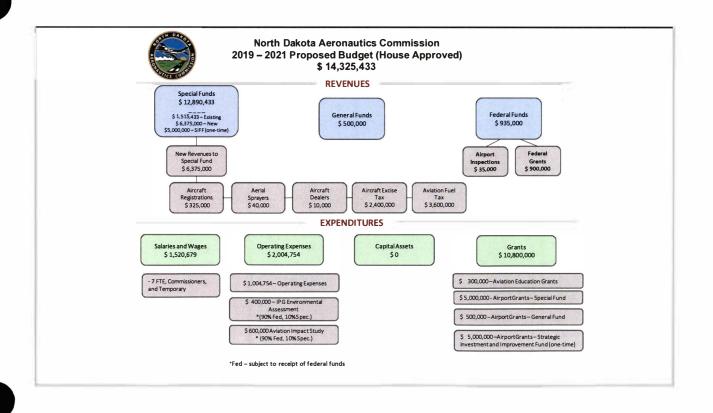




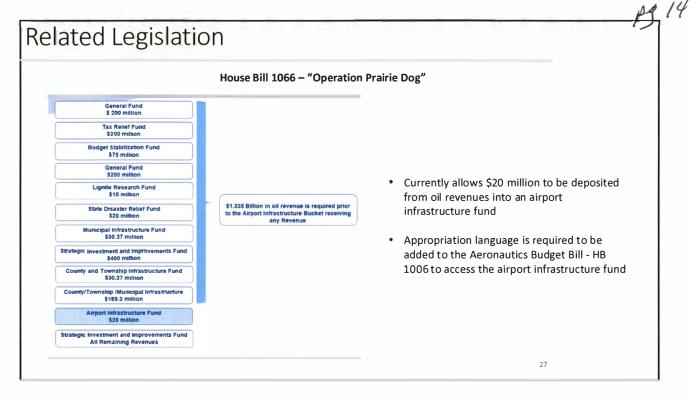
24

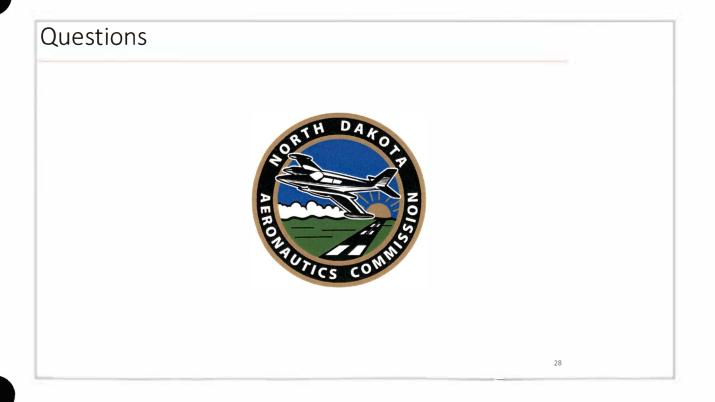
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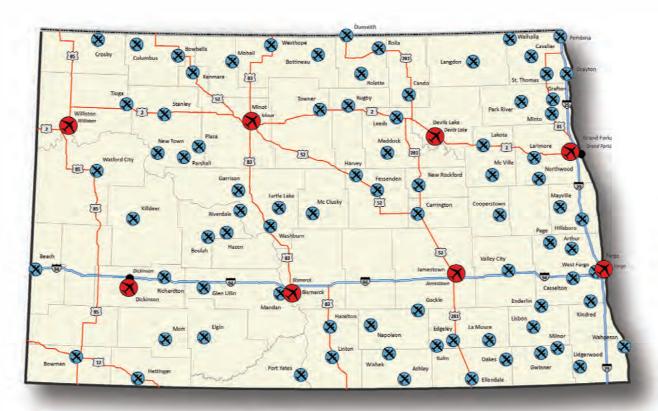




North Dakota Aeronautics Commission

PO Box 5020 • Bismarck, ND 58502 701.328.9650 ndaero@nd.gov www.aero.nd.gov







NDSASP System Airports

Public Airports in North Dakota



Greetings and welcome to the skies of North Dakota!

The North Dakota Aeronautics Commission is committed to providing the public with a safe and efficient air transportation system. North Dakota's 89 public-use airports are conveniently located throughout the state and support a full range of business, commercial, and recreational activities. An economic impact study undertaken by our agency in 2015, has shown that our public-use airports have an estimated annual economic impact of \$1.6 billion dollars on the state's overall economy while providing support for over 12,200 jobs.

The numbers clearly show that our public airports are valuable assets to our communities, but they do so much more than what the numbers and statistics can reveal. Our airports are providing many opportunities for current and future generations to discover their passion for the field of aviation. Public access to the skies has enabled all of us with the ability to participate in endless possibilities and lifetime experiences.

I also want to encourage you to also take a tour of our website which can be found at https://aero.nd.gov. Our office works hard to ensure that this website is a one-stop shop for all of your North Dakota aviation needs.

As you travel throughout the state for business or pleasure, I sincerely hope that you will enjoy the time that you spend with us.

Wishing you smooth flying,

Kyle C. Wanner Kyle C. Wanner

Executive Director

COPIES OF THIS DIRECTORY ARE AVAILABLE BY WRITING OR CALLING:



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FAX: (701) 328-9656 E-mail: ndaero@nd.gov Visit our website: http://aero.nd.gov



AMENITIES LISTED FOR EACH AIRPORT

























WX Directory Lounge Maintenance Hanger Courtesy Car Food

Golf Fishing

Hikina

FLY North Dakota AIRPORTS!

North Dakota's passport program rewards pilots who fly to North Dakota's publically-owned airports, attend FAA safety seminars, and visit North Dakota's aviation museums. Fly North Dakota airports promotes safety and education, and encourages pilots to



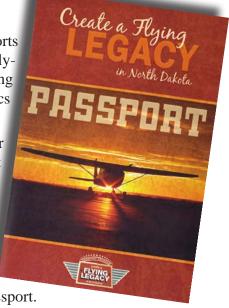
practice approaches and landings in many different environments. It's also a great way to support general aviation airports, businesses, and tourism. Just visit one of the places or events listed in our passports, and have your passport stamped in the appropriate box. It's as easy as that!

HOW TO PARTICIPATE.

Get a Fly North Dakota Airports Passport at your local publicallyowned airport or by contacting the North Dakota Aeronautics Commission

Fill in the page at the front of your passport with your name and contact information. Each time you visit a North Dakota publically-owned airport, aviation museum, or participating FAA safety seminar, have your passport stamped in the appropriate box. The location of

the airport stamp is stated in the passport.



When you have earned the proper number of stamps, submit your passport (they will be returned) to the North Dakota Aeronautics Commission, P.O. Box 5020, Bismarck, ND 58502. Phone: (701) 328-9650. Email: ndaero@nd.gov

Visit a community event or attraction by searching NDtourism.com





North Dakota Airport Association







BEACH 20U BEACH AIRPORT

ATTENDANCE: UNATTENDED FUEL: 100LL, JET A REPAIRS: NONE

Pilot Controlled Lights: CTAF

SNOW REMOVAL: Confirm after storm Instrument Approach: Non-Precision

CTAF: 122.8 WX: 118.175



REMARKS

2756

Attended: May - Sept. 10am - 7pm AWOS Phone: 701-872-9225

Donnel Michels

PHONE: 701-872-6704 PUBLIC TERMINAL PHONE: Yes



BEULAH 95D

BEULAH MUNICIPAL

ATTENDANCE: UNATTENDED / ON CALL FUEL: 100LL JETA REPAIRS: MAJOR

Pilot Controlled Lights: CTAF

SNOW REMOVAL: Confirm after storm

CTAF: 122.9 WX: 118.675 HAZEN



FIELD ELEVATION

REMARKS

IN-PERSON CONTAC

1791

Unlighted Stacks 600' Agl-6 miles N. Lighted Stack 498' Agl-1.8 nm south. Code for terminal: 1229.

Courtesy car inside shop. Call: 701-873-4100 for fuel

Shawn Morten

PHONE: 701-873-4100 Addl: 701-873-2259

PUBLIC TERMINAL PHONE: Yes



BISMARCK BIS

BISMARCK MUNICIPAL

ATTENDANCE: 24 HOUR SERVICE FUEL: 100LL JET A REPAIRS: MAJOR

LIGHTS: CTAF when tower closes SNOW REMOVAL: Regular Service INSTRUMENT APPROACH: Precision

GROUND: 121.9 UNICOM: 122.95 TOWER/CTAF: 118.3 WX: 119.35 ATIS



FIELD ELEVATION

REMARKS

IN-PERSON CONTACT

1661

AWOS Phone: 701-255-7563.

Greg Haug/Tim Thorsen PHONE: 701-355-1808 PUBLIC TERMINAL PHONE: Yes



BOTTINEAU D09

BOTTINEAU MUNICIPAL

ATTENDANCE: ON CALL

FUEL: 100LL-Call Ahead REPAIRS: NONE

Pilot Controlled Lights: CTAF

SNOW REMOVAL: Confirm after storm Instrument Approach: Non-Precision

CTAF: 122.8

WX: 118.125 ROLLA



1680

3/21 Closed Winter Months

Leo Jostad / Chuck Refling PHONE: 701-871-2096

Addl: 701-228-2236

PUBLIC TERMINAL PHONE: Yes



BOWBELLS 5B4

BOWBELLS MUNICIPAL

ATTENDANCE: UNATTENDED

FUEL: NONE

REPAIRS: NONE

LIGHTS: NONE

SNOW REMOVAL: Call after storm

CTAF: 122.9

WX: 118.575

TIOGA



FIFLD FLEVATION

REMARKS

IN-PERSON CONTAC

1955

Standing water after rain.

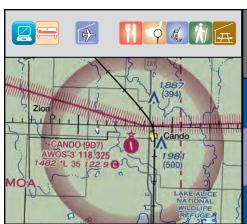
Confirm runway condition prior to use.

Wayne Jacobson

PHONE: 701-377-2731/339-1574

Addl: 701-377-2608





CANDO 9D7

CANDO MUNICIPAL

ATTENDANCE: UNATTENDED FUEL: NONE REPAIRS: NONE

Pilot Controlled Lights: CTAF

SNOW REMOVAL: Confirm after storm Instrument Approach: non-precision

CTAF: 122.9 WX: 118.325



FIELD ELEVATION

REMARKS

IN-PERSON CONTACT

1482

AWOS: 701-968-3625. Contact airport manager for vehicle access. Rollie Bjornstad PHONE: 701-739-8026 / 968-3043 PUBLIC TERMINAL PHONE: NONE



AWOS: 701-652-1875 1607

FIELD ELEVATION

Confirm snow removal: 701-652-5206

REMARKS

Mitch Otten

PHONE: 701-652-2911 / 652-5206 PUBLIC TERMINAL PHONE: Yes

IN-PERSON CONTACT



CASSELTON 5N8

ROBERT MILLER REGIONAL

ATTENDANCE: MON-FRI 8AM-5PM FUEL: 100LL **REPAIRS: MAJOR**

Pilot Controlled Lights: CTAF

SNOW REMOVAL: Confirm after storm Instrument Approach: Non-Precision

CTAF: 122.8 WX: 124.5 FARGO



FIELD ELEVATION

IN-PERSON CONTACT

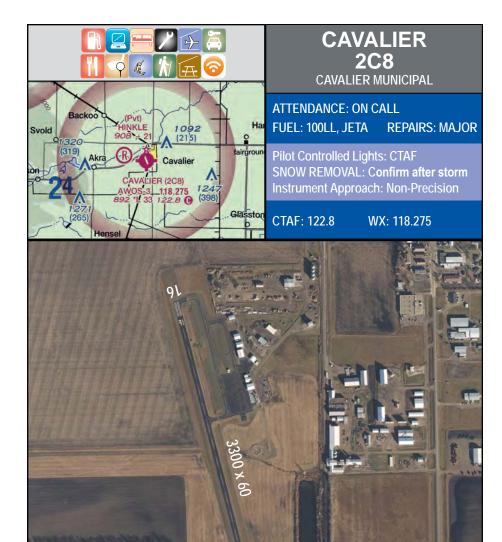
933

Confirm winter conditions: 701-347-4680. www.Casselton.com/community/airport

PHONE: 701-347-0201

Robert Miller

ADDL. PHONE: 701-347-5519 **PUBLIC TERMINAL PHONE: Yes**



FIELD ELEVATION

REMARKS

IN-PERSON CONTACT

892

AWOS: 701-265-8050. Ry 34 - 31' powerline 1300' from threshold. Elevator SE of centerline. Harrold McConnell PHONE: 701-520-3186 ADDL. PHONE: 701-520-5066 PUBLIC TERMINAL PHONE: Yes



COLUMBUS D49

COLUMBUS MUNICIPAL

ATTENDANCE: UNATTENDED

FUEL: NONE REPAIRS: NONE

LIGHTS: Reflectors

SNOW REMOVAL: Closed winter months

CTAF: 122.9 WX: 118

WX: 118.025 CROSBY

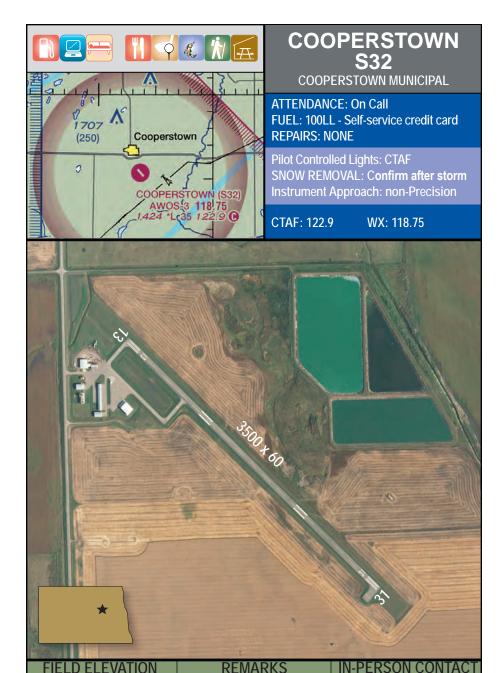


FIELD ELEVATION REMARKS IN-PERSON CONTACT

1931

Closed winter months. Call for grass mowing.

Rich Castell - Manager PHONE: 701-339-0355 ADDL. PHONE: 701-939-7831 PUBLIC TERMINAL PHONE: No



1424

Fuel-self service credit card. AWOS: 701-797-2566 May-Sept. M-F 8am-5pm Oct.-April On Call

John Wakefield PHONE: 701-789-0666 ADDL. PHONE: 701-789-0667 PUBLIC TERMINAL PHONE: Yes



CROSBY D50

CROSBY MUNICIPAL

ATTENDANCE: UNATTENDED
FUEL: 100LL - Self Service Credit Card
REPAIRS: NONE

Pilot Controlled Lights: CTAF SNOW REMOVAL: Confirm after storm Instrument Approach: Non-Precision

CTAF: 122.9 WX: 118.025



FIELD ELEVATION

REMARKS

IN-PERSON CONTACT

1950

Runway 3-21 closed winter mos. AWOS: 701-965-6732 Traffic Pattern: 2750. Mike Melby -Chairman PHONE: 701-570-0944 ADDL. PHONE: 701-965-6512 PUBLIC TERMINAL PHONE: Yes





DICKINSON DIK

DICKINSON THEODORE ROOSEVELT REGIONAL

ATTENDANCE: M-F 8-5PM MST

FUEL: 100LL, JET A - Self-serve after 2200

REPAIRS: MAJOR

Pilot Controlled Lights: CTAF SNOW REMOVAL: Regular Instrument Approach: Precision

CTAF: 123.00 WX: 118.375



FIELD ELEVATION

REMARKS

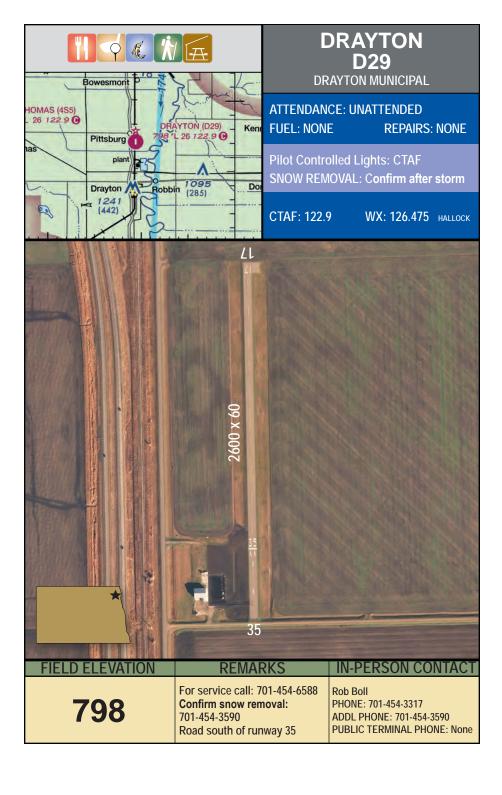
IN-PERSON CONTACT

2592

On Call After Hrs: 701-264-9466 AWOS: 701-227-0280 Kelly Braun

PHONE: 701-483-1062 ADDL. PHONE: 701-483-4221

PUBLIC TERMINAL PHONE: Yes





DUNSEITH S28

INTERNATIONAL PEACE GARDEN

ATTENDANCE: UNATTENDED

FUEL: NONE

REPAIRS: NONE

SNOW REMOVAL: REGULAR

CTAF: 122.8 WX: 118.125 ROLLA



FIELD ELEVATION

REMARKS

IN-PERSON CONTACT

2316

Unattended US Customs: 701-263-4513 Canadian Customs: 204-534-6820 Kyle Wanner PHONE 701-328-9650 ADDL. PHONE: 701-425-5926 PUBLIC TERMINAL PHONE: None



EDGELEY 51D

EDGELEY MUNICIPAL

ATTENDANCE: UNATTENDED FUEL: 100LL - Self Service Credit Card REPAIRS: NONE

Pilot Controlled Lights: CTAF SNOW REMOVAL: Confirm after storm

Instrument Approach: non-precision

CTAF: 122.8 WX: 118.675 OAKES

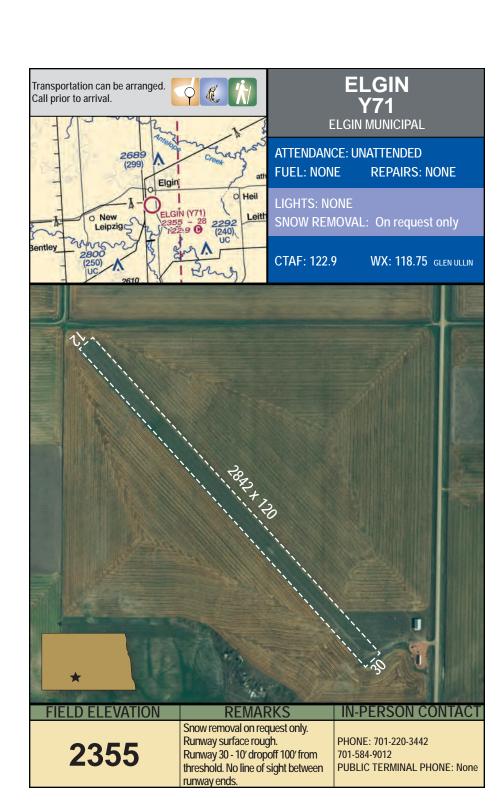


1603

Confirm snow removal before use. Heated Hanger available for transient aircraft.

Dave Lux

PHONE: 701-320-8740 ADDL PHONE: 701-493-2927 **PUBLIC TERMINAL PHONE: Yes**





ELLENDALE 4E7

ELLENDALE MUNICIPAL

ATTENDANCE: UNATTENDED

FUEL: NONE REPAIRS: NONE

Pilot Controlled Lights: CTAF

SNOW REMOVAL: Confirm after storm Instrument Approach: Non-Precision

CTAF: 122.9 WX: 118.675 OAKES



FIELD ELEVATION

REMARKS

IN-PERSON CONTACT

1457

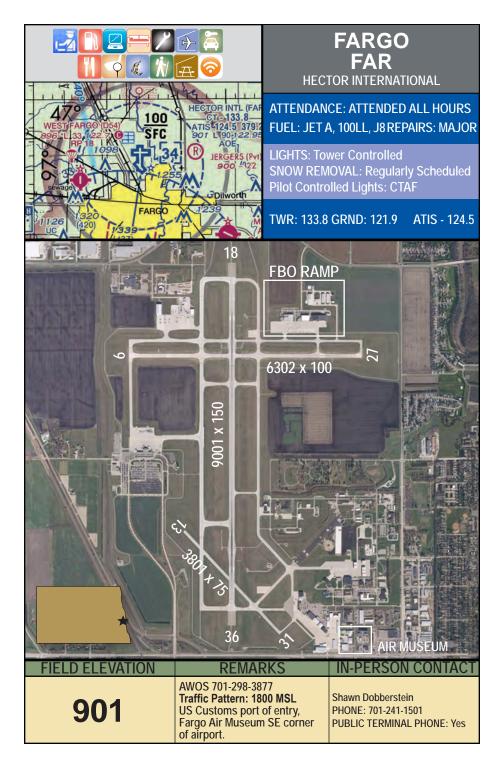
Ry 17/35 closed winter months, Power lines N. of Airport. Tom Ulmer

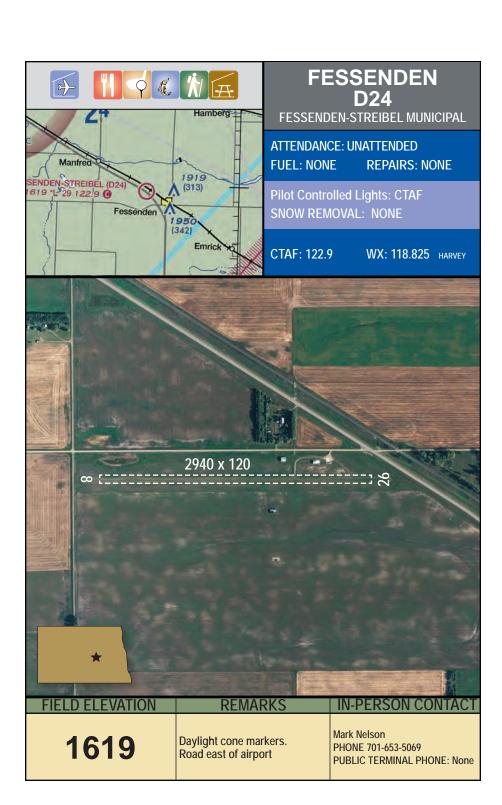
, PHONE: 701-710-0105

City of Ellendale: 701-349-3252

PUBLIC TERMINAL PHONE: Yes













GARRISON D05

GARRISON MUNICIPAL

ATTENDANCE: UNATTENDED FUEL: 100LL - Self Service Credit Card

REPAIRS: NONE

Pilot Controlled Lights: CTAF

SNOW REMOVAL: Confirm after storm Instrument Approach: Non-Precision

CTAF: 122.9 WX: 118.675 HAZEN



1936

RY 3/21 closed in winter.

Jim Wilcox- Chairman
PHONE: 701-301-1055
ADDL PHONE: 701-463-2600 City
PUBLIC TERMINAL PHONE: Yes



GLEN ULLIN D57

GLEN ULLIN REGIONAL

ATTENDANCE: UNATTENDED
FUEL: 100LL - Self-service credit card
REPAIRS: NONE

Pilot Controlled Lights: CTAF SNOW REMOVAL: **Confirm after storm** Instrument Approach: non-Precision

CTAF: 122.9 WX: 118.75



2091

AWOS: 701-348-9581 Hangar space available, call ahead.

Gene Glasser
PHONE 701-226-1147
ADDL PHONE: 701-226-7994
PUBLIC TERMINAL PHONE: Yes





FIELD ELEVATION

REMARKS

IN-PERSON CONTACT

3300 x 60

35R

844

AWOS: 701-722-3486 US Customs: 701-772-3301 TFR West of Airport Heavy Student Traffic

35L

Ryan Riesinger PHONE: 701-795-6981 FBO PHONE: 701-772-5504 PUBLIC TERMINAL PHONE: Yes



GWINNER

GWINNER-ROGER MELROE FIELD

ATTENDANCE: UNATTENDED

FUEL: 100LL, JET A **REPAIRS: NONE**

Pilot Controlled Lights: CTAF

SNOW REMOVAL: Confirm after storm Instrument Approach: non-Precision

CTAF: 122.7 WX: 118.325



FIELD ELEVATION

REMARKS

IN-PERSON CONTAC

1265

AWOS: 701-678-6801 Ry 6/24 closed winter months Rick Hoistad PHONE: 701-680-8000 ADDL PHONE: 701-678-2639 PUBLIC TERMINAL PHONE: Yes



HARVEY 5H4

HARVEY MUNICIPAL

ATTENDANCE: UNATTENDED

FUEL: 100LL - Self Service Credit Card

REPAIRS: NONE

Pilot Controlled Lights: CTAF

SNOW REMOVAL: Regular- confirm Instrument Approach: non-precision

CTAF: 122.8 WX: 118.825



REMARKS

IN-PERSON CONTACT

1607

AWOS: 701-324-2058

Shari Nyhus - Chairperson PHONE: 701-324-2000 ADDL PHONE: 701-324-4137

PUBLIC TERMINAL PHONE: None





HAZEN HZE

MERCER COUNTY REGIONAL

ATTENDANCE: UNATTENDED
FUEL: 100LL JETA - Self Service Credit Card

FUEL: 100LL JETA - Self Service Credit Card REPAIRS: MINOR

Pilot Controlled Lights: CTAF SNOW REMOVAL: **Confirm after storm** Instrument Approach: non-Precision

CTAF: 122.8 WX: 118.675



FIELD ELEVATION

REMARKS

IN-PERSON CONTACT

1814

AWOS: 701-748-2443. Fuel- self-service credit card. Call ahead for hangar Steve Frovarp PHONE 701-880-0042 ADDL PHONE: 701-748-2550 PUBLIC TERMINAL PHONE: Yes



HETTINGER HEI

HETTINGER MUNICIPAL

ATTENDANCE: M-F 8am - 5pm

FUEL: 100II, JET A - Self Service Credit Card REPAIRS: MAJOR

Pilot Controlled Lights: CTAF

SNOW REMOVAL: Confirm after storm Instrument Approach: non-Precision

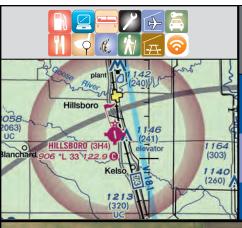
CTAF: 122.8 WX: 119.925



2705

AWOS: 701-567-4594.

J.B. Lindquist PHONE: 701-567-2069 ADDL PHONE: 701-567-4469 PUBLIC TERMINAL PHONE: No



HILLSBORO 3H4

HILLSBORO REGIONAL

ATTENDANCE: MON-FRI 8am-5pm FUEL: 100LL - Self Service Credit Card REPAIRS: MAJOR

KEPAIKS: MAJUK

Pilot Controlled Lights: CTAF SNOW REMOVAL: Confirm after strom Instrument Approach: Non-Precision

CTAF: 122.9 WX: 124.5 FARGO



FIELD ELEVATION

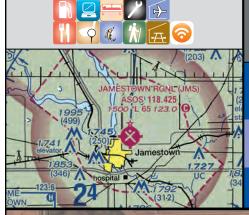
REMARKS

IN-PERSON CONTACT

906

Snow removal: 701-400-1113. flyhillsboro.com MxGWt S-16.5

Larry Mueller PHONE 701-430-1642 ADDL PHONE: 701-400-1113 FBO PUBLIC TERMINAL PHONE: Yes



1499

JAMESTOWN JMS

JAMESTOWN REGIONAL

ATTENDANCE: Mon-Fri 8am-5pm FUEL: 100LL, JETA - Self Service Credit Card REPAIRS: MAJOR

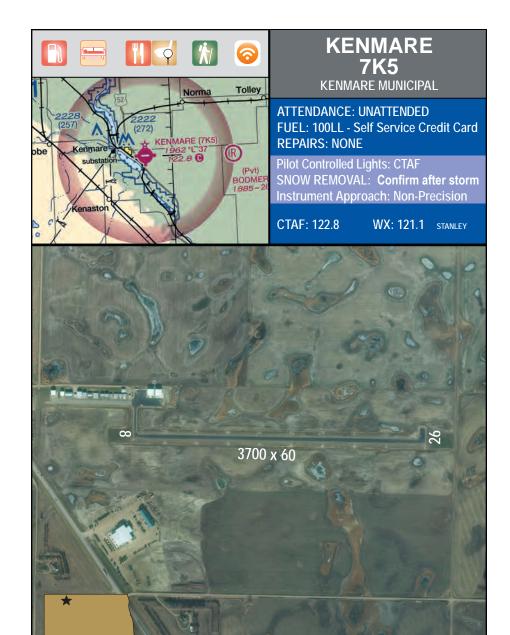
ADDL PHONE: 701-952-1515
PUBLIC TERMINAL PHONE: Yes

Pilot Controlled Lights: CTAF SNOW REMOVAL: Regular Instrument Approach: Precision

CTAF: 123.0 WX: 118.425



AWOS: 701-251-9002



REMARKS

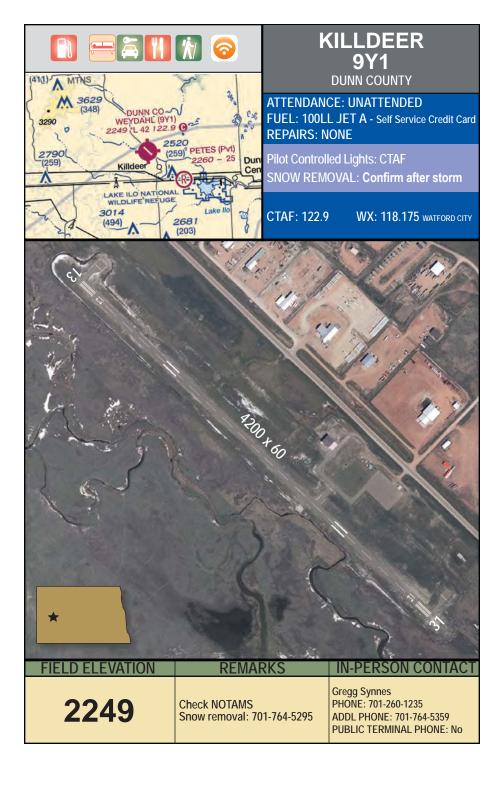
1962

FIELD ELEVATION

Hank Bodmer PHONE 701-848-6322 ADDL PHONE: 701-848-6046

IN-PERSON CONTACT

PUBLIC TERMINAL PHONE: Yes







KULM D03

KULM MUNICIPAL AIRPORT

ATTENDANCE: UNATTENDED

FUEL: NONE REPAIRS: NONE

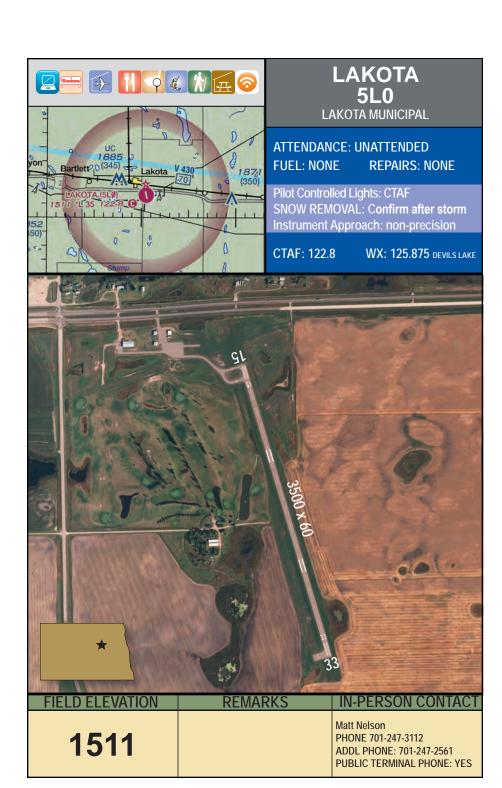
Pilot Controlled Lights: CTAF - LOW SNOW REMOVAL: Confirm after storm

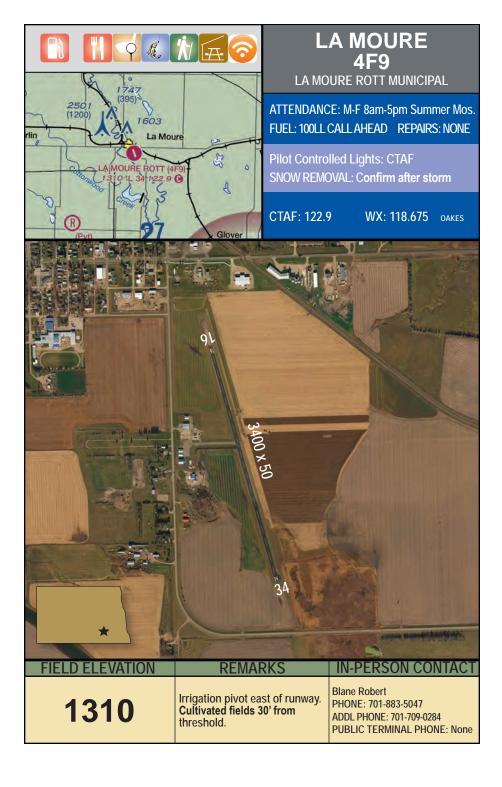
CTAF: 122.9 WX: 118.675 OAKES



1959

Call ahead for car. Mike: 701-830-0292 Jess: 701-830-2218 Lorence Holmgren PHONE: 701-830-2205 PUBLIC TERMINAL PHONE: YES







LANGDON D55

ROBERTSON FIELD

ATTENDANCE: MON-FRI 8AM-5PM FUEL: 100LL REPAIRS: NONE

Pilot Controlled Lights: CTAF SNOW REMOVAL: Confirm after storm Instrument Approach: non-Precision

CTAF: 122.8 WX: 118.225



FIELD ELEVATION

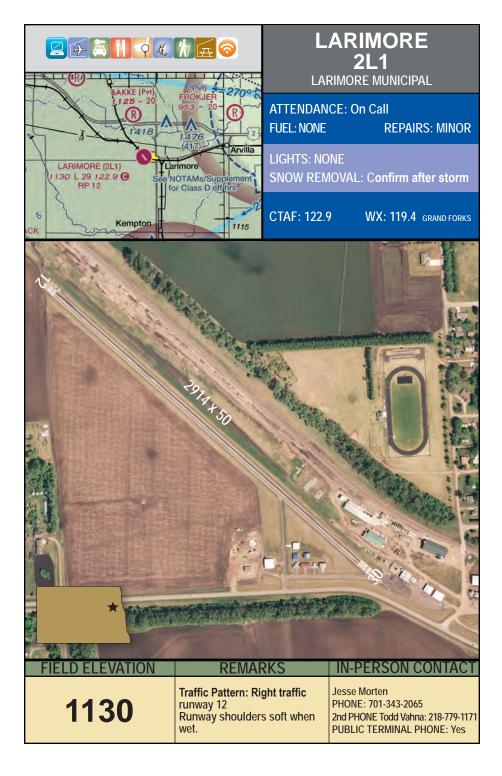
1608

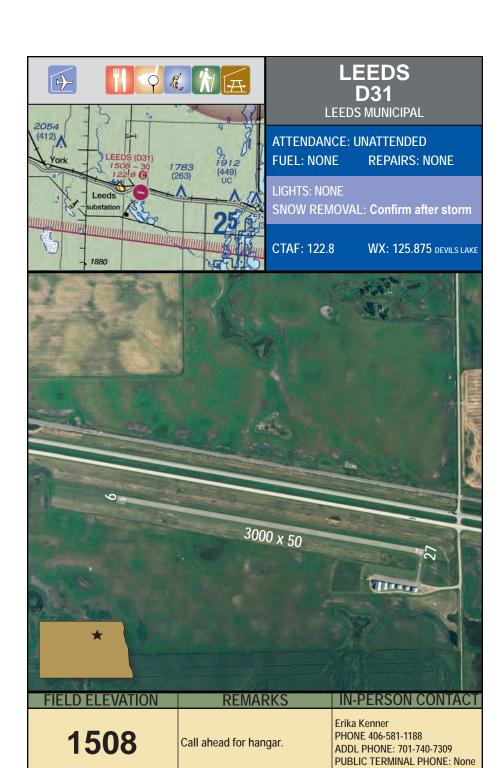
REMARKS AWOS: 701-256-2121

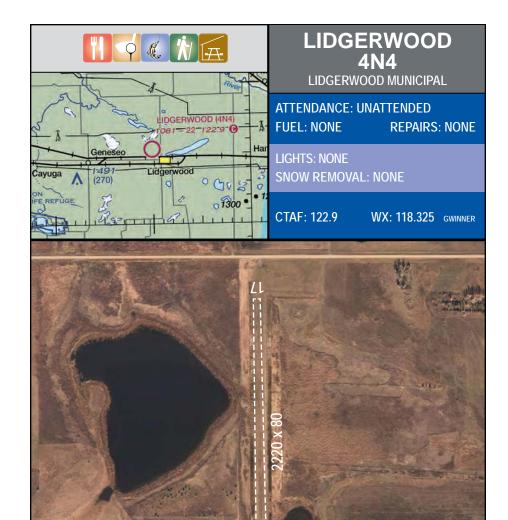
Runway 8/26 closed winter mos. Noise sensitive area NW of field; avoid overflight. Midfield taxiway closed.

IN-PERSON CONTACT

Ryan Howatt PHONE 701-370-9710 ADDL PHONE: 701-256-3639 PUBLIC TERMINAL PHONE: NO







FIELD ELEVATION REMARKS Closed winter months. Alfred Neiber 1081 PHONE: 701-640-0107

PUBLIC TERMINAL PHONE: None

35

Steep drop - water on both sides of runway.



LINTON

LINTON MUNICIPAL

ATTENDANCE: MON-FRI 8-5PM /ON CALL FUEL: 100LL, JET A - Self Service Credit Card **REPAIRS: MAJOR**

Pilot Controlled Lights: CTAF

SNOW REMOVAL: Confirm after storm Instrument Approach: non-Precision

CTAF: 122.9 WX: 118.175



1778

AWOS: 701-254-4965

Mike Gunia PHONE 701-254-5449 ADDL PHONE: 701-321-0913

PUBLIC TERMINAL PHONE: Yes





MADDOCK 6D3

MADDOCK MUNICIPAL

ATTENDANCE: ON CALL

FUEL: NONE

REPAIRS: NONE

LIGHTS: Low/Solar

SNOW REMOVAL: Confirm after storm

CTAF: 122.9

WX: 118.825

HARVEY



D ELEVATION

REMARKS

IN-PERSON CONTAC

1600

Public Apron & Hangar on West side. Private spray pad North. Call ahead for car.

Richard Slater PHONE: 701-739-4875 ADDL PHONE: 701-438-2444 PUBLIC TERMINAL PHONE: None





977

MAYVILLE D56

MAYVILLE MUNICIPAL

ATTENDANCE: M-F 8-5 SUMMER/ON CALL WINTER FUEL: NONE REPAIRS: NONE

Pilot Controlled Lights: CTAF

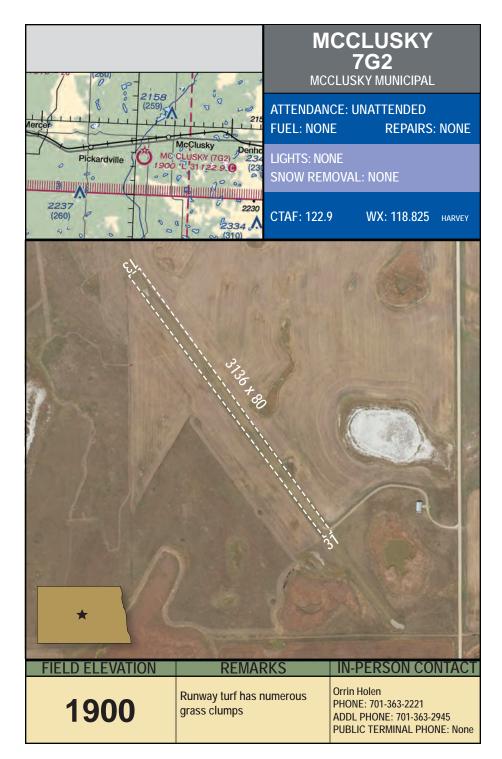
SNOW REMOVAL: Confirm after storm

CTAF: 122.8 WX: 119.4 GRAND FORKS

Lance Fugleberg

PHONE 701-361-0330 ADDL PHONE: 701-430-1521 PUBLIC TERMINAL PHONE: NO







MCVILLE 8M6

MCVILLE MUNICIPAL

ATTENDANCE: UNATTENDED FUEL: NONE REPAIRS: NONE

Pilot Controlled Lights: CTAF

SNOW REMOVAL: Confirm after storm

CTAF: 122.9 WX: 118.75 COOPERSTOWN



FIELD ELEVATION

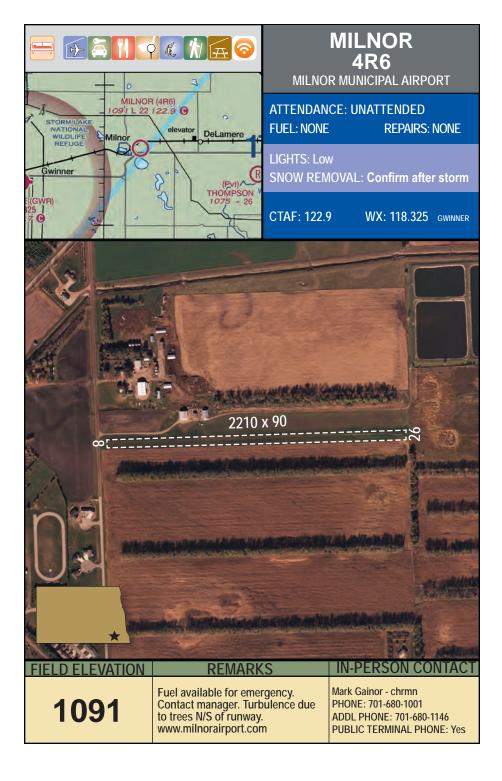
REMARKS

IN-PERSON CONTAC

1473

No lighting 18/36

Chanda Arneson PHONE 701-322-4343 ADDL PHONE: 701-210-2819 PUBLIC TERMINAL PHONE: None





MINOT MOT

MINOT INTERNATIONAL

ATTENDANCE: 24-HOUR SERVICES FUEL: 100LL, JET A REPAIRS: MAJOR

Pilot Controlled Lights: CTAF/ Tower Controlled SNOW REMOVAL: Regular 24-hr Service Instrument Approach: Precision

GROUND 121.9 TOWER/CTAF: 118.2 WX: 118.725 UNICOM: 122.95



FIELD ELEVATION

US Customs: 701-838-6704.

Dakota territory Air Museum north end of field. www.MOTairport.com

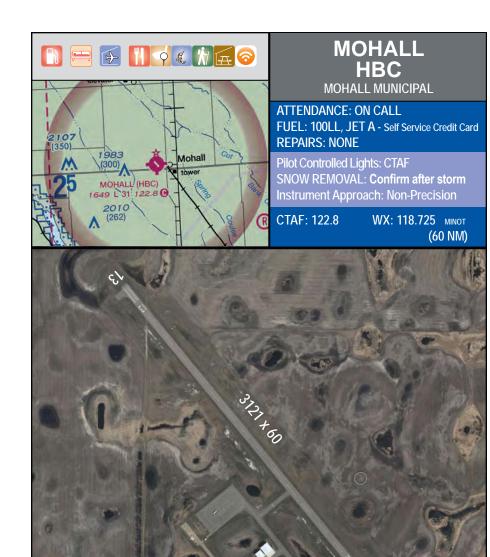
ATC HOURS: 0700-2200 AWOS: 701-837-9379

IN-PERSON CONTACT

Rick Feltner PHONE 701-857-4725 PUBLIC TERMINAL PHONE: Yes

1715



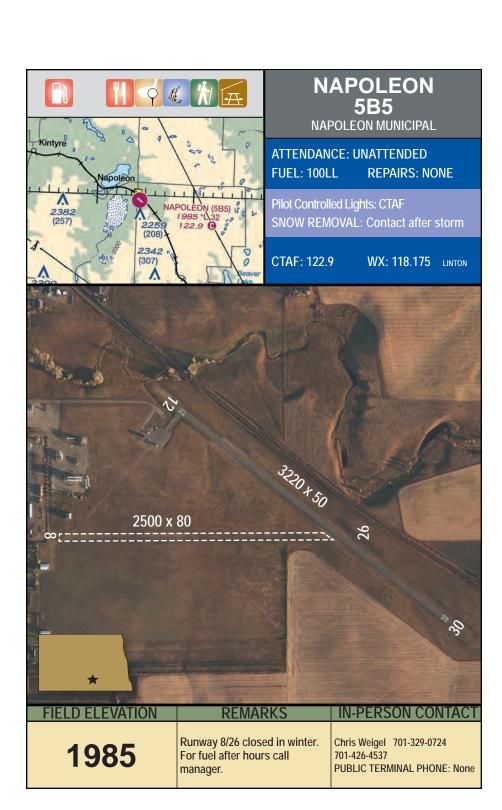


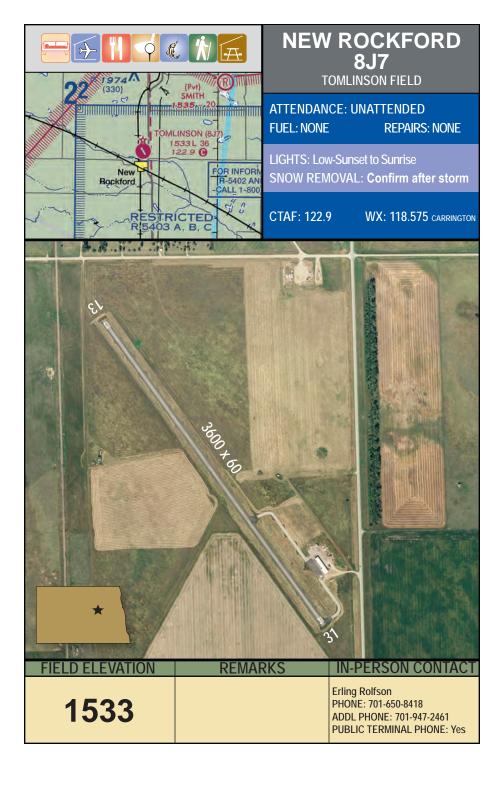
FIELD ELEVATION REMARKS IN-PERSON CONTACT

1649

Mike Nehring PHONE 701-263-1008/756-7177 ADDL PHONE: 701-756-7258/6464 PUBLIC TERMINAL PHONE: Yes









NEW TOWN 05D

NEW TOWN MUNICIPAL

ATTENDANCE: UNATTENDED
FUEL: NONE REPAIRS: NONE

Pilot Controlled Lights: CTAF

SNOW REMOVAL: Confirm after storm

CTAF: 122.9 WX: 121.1 STANLEY



FIELD ELEVATION

REMARKS

IN-PERSON CONTACT

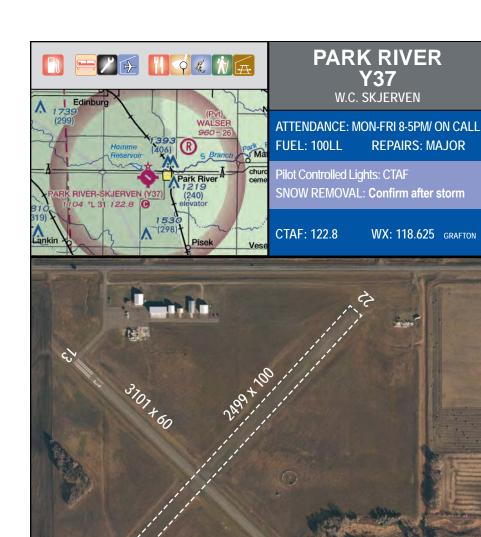
1923

Mylo Wolding PHONE 701-898-4918 ADDL PHONE: 701-421-9019 PUBLIC TERMINAL PHONE: None









FIELD ELEVATION | REMARKS | IN-PERSON CONTACT

1104

Ry 4/22 closed winter months & surface clumpy.

Glenn Wharam
PHONE 701-331-1110
ADDL PHONE: 701-331-0818
PUBLIC TERMINAL PHONE: No



REMARKS

City snow removal 862-3459.

IN-PERSON CONTACT

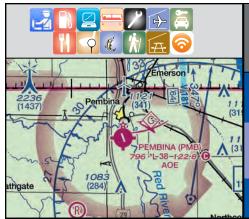
Richard Bolkan

PHONE: 701-898-3144

ADDL PHONE: 701-862-3386 PUBLIC TERMINAL PHONE: Yes

FIELD ELEVATION

2032



PEMBINA PMB

THOMAS NORD FIELD

ATTENDANCE: 8-8, 7 DAYS A WEEK FUEL: 100LL REPAIRS: MAJOR

Pilot Controlled Lights: CTAF

SNOW REMOVAL: Confirm after storm Instrument Approach: Non-Precision

CTAF: 122.8 WX: 126.47 HALLOCK



FIELD ELEVATION

REMARKS

IN-PERSON CONTACT

795

US Customs service-Phone: 701-825-5849 or 701-825-6201.

Terry Nord PHONE 701-825-6615 ADDL PHONE: 701-331-4458 PUBLIC TERMINAL PHONE: Yes





RICHARDTON 4E8

RICHARDTON MUNICIPAL

ATTENDANCE: UNATTENDED

FUEL: NONE REPAIRS: NONE

LIGHTS: NONE

SNOW REMOVAL: NONE

CTAF: 122.9

WX: 118.375 DICKINSON



FIELD ELEVATION

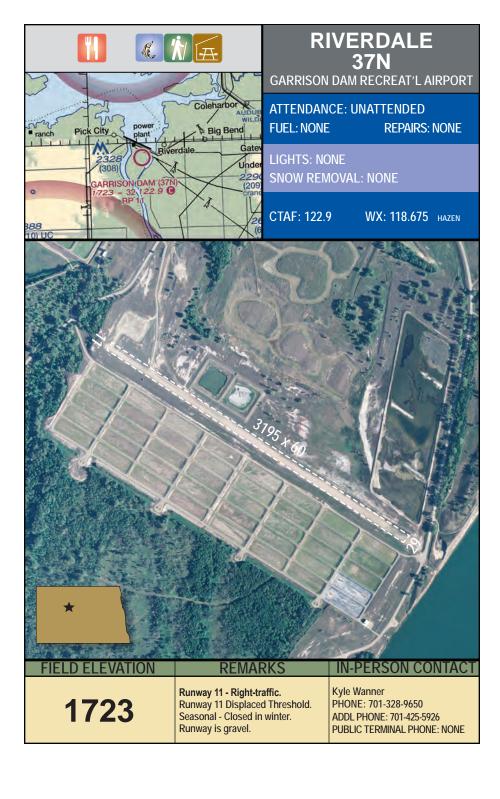
REMARKS

IN-PERSON CONTAC

2498

120' wind tower 800' north.
Cattle grazing Aug-Dec.
Call airport manager 24hr. prior to landing

Jody Hoff PHONE 701-974-3315 ADDL PHONE: 701-974-4230 city PUBLIC TERMINAL PHONE: None





ROLETTE 2H9

ROLETTE AIRPORT

ATTENDANCE: UNATTENDED **FUEL: NONE REPAIRS: NONE**

Pilot Controlled Lights: CTAF

SNOW REMOVAL: Confirm after storm

CTAF: 122.8 WX: 118.125 ROLLA



REMARKS

1623

Rwy width only 40'. Lights 20' from runway edge.

Mark Myhre PHONE 701-246-3395 ADDL PHONE: 701-246-3348 PUBLIC TERMINAL PHONE: None

St John ROLLA (6D) AWOS 3-118. 125 Belcourt 2378 122 8 0 1765 Armo (281) Belcourt 2378 122 8 0 1765 Armo (281) Belcourt 2378 122 8 0 1765 Armo (281) Belcourt 2378 122 8 0 1765 Armo (281) Belcourt 2378 122 8 0 1765 Armo (281) Belcourt 2378 122 8 0 1765 Armo (281) Belcourt 2378 122 8 0 1765 Armo (281) Belcourt 2378 122 8 0 1765 Armo (281)

ROLLA 06D

ROLLA MUNICIPAL

ATTENDANCE: M-F 8am-5pm

FUEL: 100LL, JET A - Self Service Credit Card

REPAIRS: NONE

Pilot Controlled Lights: CTAF

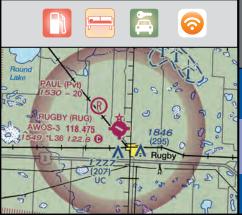
SNOW REMOVAL: Confirm after storm Instrument Approach: non-Precision

CTAF: 122.8 WX: 118.125



1822

Ry 7/25 closed winters. AWOS:701-477-0055 Gordon Krech PHONE: 701-477-5145 ADDL PHONE: 701-477-6780 PUBLIC TERMINAL PHONE: Yes



1549

RUGBY RUG

RUGBY MUNICIPAL

ATTENDANCE: Mon-Fri 8-5pm/ On Call FUEL: 100LL, JETA-Self Service Credit Card REPAIRS: NONE

PHONE 701-776-5171

ADDL PHONE: 701-208-1630 PUBLIC TERMINAL PHONE: Yes

Pilot Controlled Lights: CTAF SNOW REMOVAL: Regular Instrument Approach: non-Precision

CTAF: 122.8 WX: 118.475



AWOS: 701-776-6100.



STANLEY 08D

STANLEY MUNICIPAL

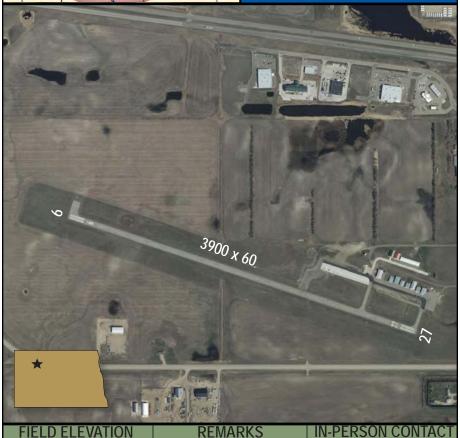
ATTENDANCE: ON CALL

FUEL: 100LL 92 AUTO - Self service credit card RFPAIRS: YFS

Pilot Controlled Lights: CTAF

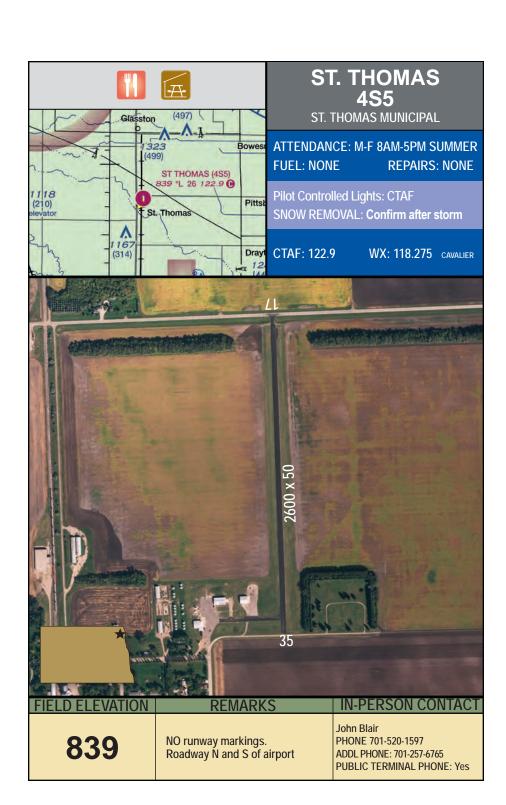
SNOW REMOVAL: Confirm after storm Instrument Approach: non-precision

CTAF: 122.9 WX: 121.1



2245

Activate lights CTAF. Road south of airport. AWOS: 701-628-1737 Jason Bromley
PHONE: 612-867-1849
ADDL PHONE: 701-830-0474
PUBLIC TERMINAL PHONE: Yes





TIOGA D60

TIOGA MUNICIPAL

ATTENDANCE: M-F 8am-5pm

FUEL: 100LL, JET A REPAIRS: MINOR

Pilot Controlled Lights: CTAF

SNOW REMOVAL: Confirm after storm Instrument Approach: non-Precision

Tioga Aero Center

PHONE: 701-641-6020

PUBLIC TERMINAL PHONE: Yes

CTAF: 122.9 WX: 118.575



AWOS: 701-664-4490

Rental cars at Tioga Aero Center

2270



TOWNER D61

TOWNER MUNICIPAL

ATTENDANCE: UNATTENDED

FUEL: NONE

Pilot Controlled Lights: CTAF

SNOW REMOVAL: Confirm after storms

CTAF: 122.8 WX: 118.475 RUGBY



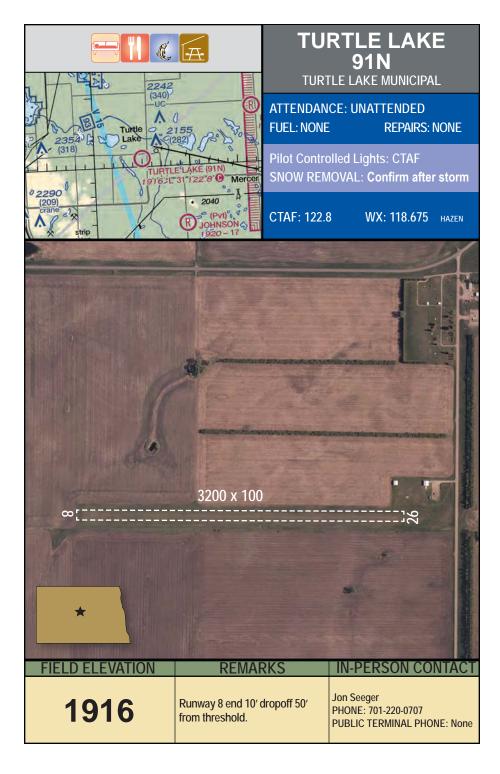
FIELD ELEVATION

REMARKS

IN-PERSON CONTACT

1484

Runway 16 - 30' pole 500 ft. from end. Runway 34 - 3' ditch. Daniel Gunter PHONE 701-537-3519 ADDL PHONE: 701-537-5687 PUBLIC TERMINAL PHONE: NONE





VALLEY CITY BAC

BARNES COUNTY MUNICIPAL

ATTENDANCE: Mon-Fri 8-5pm On Call FUEL: 100LL, JET A - Self Service Credit Card **REPAIRS: MAJOR**

Pilot Controlled Lights: CTAF SNOW REMOVAL: Regular Instrument Approach: non-precision

CTAF: 122.8 WX: 118.725



1401

AWOS: 701-845-9117. Turf Ry's closed winters.

Michael Lerud PHONE 701-840-5903 ADDL PHONE: 701-845-2100 793-0626 FBO **PUBLIC TERMINAL PHONE: Yes**



WAHPETON BWP

HARRY STERN

ATTENDANCE: Mon-Fri 8-5pm

FUEL: 100*LL, JET A - Self Service Credit Card

REPAIRS: MAJOR

Pilot Controlled Lights: CTAF

SNOW REMOVAL: Confirm after storm Instrument Approach: Non-Precision

CTAF: 123.0 WX: 127.875



FIELD ELEVATION

REMARKS

IN-PERSON CONTACT

968

AWOS: 701-642-9800. Turf runway closed winters. Taxi Service: 701-642-5757. Jan Klein

PHONE: 701-361-0230

ADDL PHONE: 701-642-5777
PUBLIC TERMINAL PHONE: Yes



WALHALLA 96D

WALHALLA MUNICIPAL

ATTENDANCE: On Call

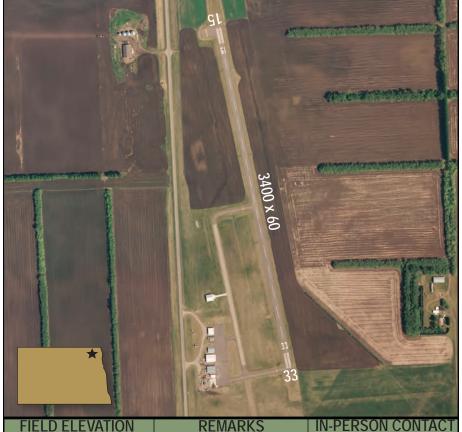
FUEL: 100LL - Self Service Credit Card

REPAIRS: NONE

Pilot Controlled Lights: CTAF

SNOW REMOVAL: Confirm after storm Instrument Approach: non-precision

CTAF: 122.9 WX: 118.175



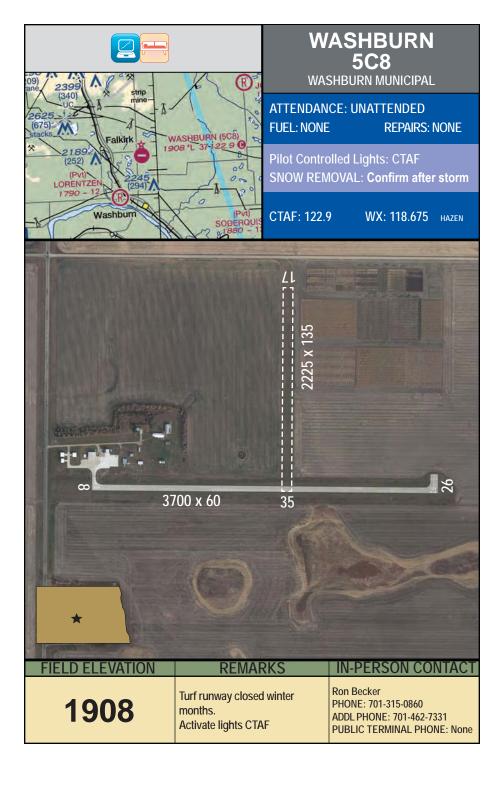
953

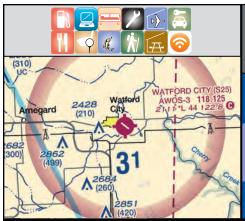
Activate lights CTAF. AWOS: 701-549-3402 IN-PERSON CONTACT

David Carignan

ADDL PHONE: 701-265-2617 PUBLIC TERMINAL PHONE: None

PHONE 701-549-3500





WATFORD CITY **S25**

WATFORD CITY MUNICIPAL

ATTENDANCE: M-F 8AM-5PM/ON CALL FUEL: 100LL, JET A - Full Service

REPAIRS: MINOR

Pilot Controlled Lights: CTAF

SNOW REMOVAL: Confirm after storm Instrument Approach: Non-Precision

CTAF: 122.8 WX: 118.125



FIELD ELEVATION

REMARKS

2111

AWOS: 701-842-4855. Manager Cell: 701-570-2646 Luke Taylor PHONE 701-444-3207

Watford Aero Services: 701-300-3045 PUBLIC TERMINAL PHONE: Yes



WEST FARGO

WEST FARGO MUNICIPAL

ATTENDANCE: Mon-Fri 8-5pm

FUEL: 100LL **REPAIRS: MAJOR**

Pilot Controlled Lights: CTAF

SNOW REMOVAL: Confirm after storm

CTAF: 122.7 WX: 124.5 ATIS FARGO



REMARKS

IN-PERSON CONTAC

896

Traffic Pattern 800 AGL. Runway 18 right traffic. Parachute jumping.

Robbie Grande PHONE: 701-371-2655 **PUBLIC TERMINAL PHONE: Yes**





WILLISTON

SLOULIN FIELD INTERNATIONAL

ATTENDANCE: 5am - 1am

FUEL: 100LL, JET A REPAIRS: MAJOR

Pilot Controlled Lights: CTAF SNOW REMOVAL: Regular Instrument Approach: Precision

CTAF: 122.8 WX: 125.92



1981

REMARKS
AWOS: 701-774-3124.

Pattern Altitude 800 AGL. US Customs: 701-770-2460

Runways 11 & 20 right traffic. Future airport expected to open Fall 2019 - Identifier KXWA

Anthony Dudas

PHONE: 701-774-8594

ADDL PHONE: FBO 701-774-2300 PUBLIC TERMINAL PHONE: YES



METAR ABBREVIATIONS

ABBREVIATIONS

AOI Automated Observation without precipitation discriminator (rain/snow) AO2 Automated Observation with precipitation discriminator (rain/snow)

AMD Amended Forecast (TAF)

Becoming (expected between 2-digit beginning hour and 2-digit ending hour) BECMG

BKN Broken

CLR Clear at or below 12.000 feet (AWOS/ASOS report)

COB Correction to the observation

FFW 1 or 2 octas (eighths) cloud coverage

FM From (4 digit beginning time in hours and minutes)

LDG Landing

In temperature field means "minus" or below zero M

In RVR listing indicates visibility less than lowest reportable sensor value (e.g. M600) M

NO Not available (e.g. SLPNO, RVRNO)

NSW No Significant Weather

Overcast OVC

In RVR indicates visibility greater than highest reportable sensor value (e.g. P6000FT) Ρ

P6SM Visibility greater than 6 SM (TAF only)

PROB4O Probability 40 percent

Runway (used in RVR measurement)

RMK Remark RV/RWY Runway SCT Scattered SKC Skv Clear

SLP Sea Level Pressure (e.g., 1013 reported as 013)

SM Statute mile(s) SPECI Special Report

TEMPO Temporary changes expected (between 2-digit beginning hour and 2-digit ending hour)

TKOF

T01760158, 10142, 20012 and 401120084 In Remarks-examples of temperature information

Varies (wind direction and RVR)

VC Vicinity

VRB Variable wind direction when speed is less than or equal to 6 knots

VV Vertical Visibility

WS Wind shear (In TAFs, low level and not associated with convective activity)

PΕ

Ice Pellets

DESCRIPTORS

BR

| BC | Patches | MI | Shallow |
|----|----------------------|----|--------------|
| BL | Blowing | PR | Partial |
| DR | Low Drifting | SH | Showers |
| FZ | Supercooled/freezing | TS | Thunderstorm |

WEATHER PHENOMENA Mist

| DS | Dust Storm | P0 | Dust/Sand Whirls |
|----|---------------------|----|-------------------------|
| DU | Widespread Dust | PY | Spray |
| DZ | Drizzle | RA | Rain |
| FC | Funnel Cloud | SA | Sand |
| FC | Tornado/Water Spout | SG | Snow Grains |
| FG | Fog | SN | Snow |
| | Smoko | 90 | Squall |

Smoke Squall SS Sandstorm GΑ Hail

GS Small Hail/Snow Pellets UP Unknown Precipitation ΗZ (Automated Observations) Haze

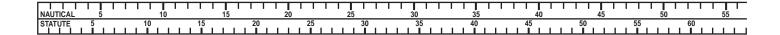
IC Ice Crystals VA Volcanic Ash

CLOUD TYPES

CB Cumulonimbus TCU **Towering Cumulus**

CLOSE YOUR FLIGHT PLAN

| | | | | FI | _IGF | IT PLA | N | S 1-800-992 | -7433 | ABILITY. LITY. NG CAPABILITY. CAPABILITY. ABILITY. |
|--|---|------|------------------------|----------------------|--|--------------------|--------------------------|-------------------------|-------------------------|---|
| 1.TYPE VFR IFR DVFR | 2. AIRCRAFT IDENTIFICAT | ION | 3. AIRCRAFT SPECIAL | TTYPE EQUIPMENT | 4. TRUE AIRSPEED KTS | 5. DEPARTURE POINT | 6. DEPAR PROPOSED (Z) | TURE TIME ACTUAL (Z) | 7. CRUISING ALTITUDE | S CAP, NPABII ICODII DING G CAF |
| S.ROUTE OF S.ROUTE OF S.ROUTE OF S.ROUTE OF S.ROUTE OF S.ROUTE OF S.ROUTE OF S.ROUTE OF S.ROUTE OF S.ROUTE OF S.ROUTE OF S.ROUTE OF S.ROUTE OF | FLIGHT ON (Name of Air | port | 10. EST TIM HOURS | E ENROUTE MINUTES | 11. REMARK | :s | · | _ | | UDE ENCODING CAPABILITY TITUDE ENCODING CAPABILITY DER. 4, BUT NO ALTITUDE ENCODING NINSPONDER. PONDER, BUT NO ALTITUDE PONDER, BUT NO ALTITUDE ENCODING R, BUT NO ALTITUDE ENCODING R, BUT NO ALTITUDE ENCODING R, BUT NO ALTITUDE ENCODING R, BUT NO ALTITUDE ENCODING R, BUT NO ALTITUDE ENCODING R, BUT NO ALTITUDE ENCODING R, BUT NO ALTITUDE ENCODING |
| 12. FUEL ON HOURS | FUEL ON BOARD JRS MINUTES 13. ALTERNATE AIRPORT 14. PILOT'S NAME, ADDRESS & TELEPHONE NUMBER & AIRCRAFT HOME BASE ABOARD 17. DESTINATION CONTACT/TELEPHONE (OPTIONAL) | | | | NO TRANSPONDER. TRANSPONDER NO ALTIT TRANSPONDER WITH ALI DIME, BUT NO TRANSPONDER DIME, AND TRANSPONDER TACAN ONLY, BUT NO TR TACAN ONLY AND TRANS TACAN ONLY AND TRANS TACAN ONLY AND TRANSPONDER TRANA AND TRANSPONDER TRANA AND TRANSPONDER TRANA AND TRANSPONDER TRANA NON TRANSPONDER TRANA BUT NO TRANSPONDER | | | | | |
| 16. COLOR C | DF AIRCRAFT | | | | 1 | | | | 1 | XF5664884689 |



| | | | FLIGHT LC |)G | | | |
|--------------------|------------|------------|------------|-------|----------|----------|-----------------|
| DEPARTURE POINT | VOR | RADIAL | DISTANCE | | TIME | | GROUND SPEED |
| | IDENT. | то | LEG | | - POINT | TAKE OFF | SFEED |
| OUEOU BOINT | FREQ. | FROM | REMAINING | CUMMU | JLATIVE | ETA | |
| CHECK POINT | | | | | | EIA | |
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| DESTINATION | | | | | | | |
| | | | TOTAL | | | | |
| PREF | LIGH | T CHEC | K LIST | DATE | | | |
| EN ROUTE WE | ATHER | / WEATHER | ADVISORIES | | | | |
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| DECTINATION | A/E ATI II | | | | | | |
| DESTINATION | WEATHI | =K | | | WINDS AL | OFT | |
| ALTERNATE WI | EATHER | 2 | | | | | |
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| FORECASTS | | | | | | | |
| | | | | | | | |
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| NOTAMS / AIRS | SPACE F | RESTRICTIO | DNS | | | | |
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GUIDE FOR AIRFIELD SIGNS

SIGN and LOCATION

PILOT ACTION or SIGN PURPOSE

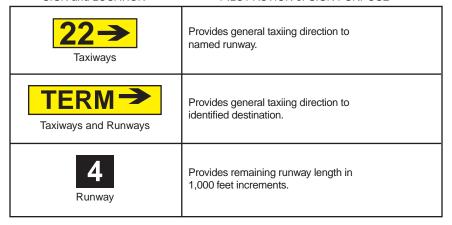
Controlled Airport - Hold unless ATC Clearance has

| 4-22 | Controlled Airport - Hold unless AI C Clearance has been received. |
|--|---|
| On Taxiways at Intersection with a Runway | Uncontrolled Airport - Proceed when no traffic conflict exists. |
| 4-22 | Taxiing - Same action as above. |
| Runway / Runway Intersection | Taking Off or Landing - Disregard unless a "Land, Hold Short" clearance has been accepted. |
| 4-APCH | Controlled Airport - Hold when instructed by ATC. |
| Taxiway in Runway Approach of Departure Area | Uncontrolled Airport - Proceed when no traffic conflict exists. |
| ILS Critical Area | Hold when approaches are being made with visibility less than 2 miles or ceiling less than 800 feet. |
| Areas where Aircraft are Forbidden to Enter | Do not enter. |
| Taxiway | Identifies taxiway on which aircraft is positioned. |
| 22 Runway | Identifies runway on which aircraft is positioned. |
| Edge of Protected Airway for Runway | These signs are used on controlled airports to identify the boundary of the runway protected area. It is intended that pilots exiting this area would use this sign as a guide to judge when the aircraft is clear of the protected area. |
| Edge of ILS Critical Area | These signs are used on controlled airports to identify the boundary of the LS critical area. It is intended that pilots exiting this area would use this sign as a guide to judge when the aircraft is clear of the ILS critical area. |
| Taxiways and Runway | On Taxiways - Provides direction to turn at next intersection to maneuver aircraft onto named runway. |

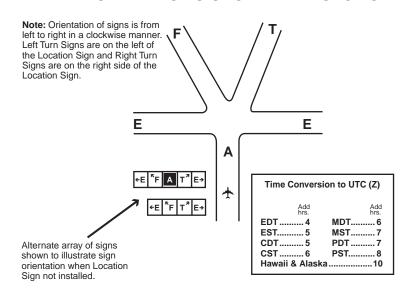
GUIDE FOR AIRFIELD SIGNS

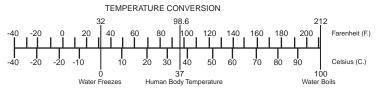
SIGN and LOCATION

PILOT ACTION or SIGN PURPOSE



ARRANGEMENT OF SIGNS AT INTERSECTION





INTERCEPTING SIGNALS

Signals initiated by intercepting aircraft and responses by intercepted aircraft (as set forth in ICAO Annex 2-Appendix A, 2.1)

| Series | Intercepting Aircraft Signals | Meaning | Intercepted Aircraft Responds | Meaning |
|--------|--|--|---|--|
| 1 | Day - Rocking wings from a position slightly above and ahead of, and normally to the left of, the intercepted aircraft and, after acknowledgement, a slow level turn, normally to the left, on to the desired heading. Night - Same and, in addition, flashing navigational lights at irregular intervals. Note 1 - Meteorological conditions or terrain may require the intercepting aircraft to take up a position slightly above and ahead of, and to the right of, the intercepted aircraft and to make the subsequent turn to the right. Note 2 - If the intercept aircraft is not able to | You have been intercepted! Follow me. | Aeroplanes: Day - Rocking wings and following. Night - Same and, in addition, flashing navigational lights at regular intervals. | Understood, will comply. |
| | keep pace with the intercepting aircraft, the latter is expected to fly a series of race-track patterns and to rock its wings each time it passes the intercepted aircraft. | | Helicopters: Day or Night-Rocking Aircraft, flashing navigational lights at irregular intervals and following. | |
| 2 | Day or Night - An abrupt break-away maneuver from the intercepted aircraft consisting of a climbing turn of 90 degrees or more without crossing the line of flight of the intercepted aircraft. | You may proceed. | Aeroplanes: Day or Night - Rocking Wings. Helicopters: Day or Night - Rocking Aircraft. | Understood, will comply. |
| 3 | Day - Circling aerodrome, lowering landing gear and over-flying runway in direction of landing or, if the intercepted aircraft is a helicopter, over-flying the helicopter landing area. Night - Same and, in addition, showing steady landing lights. | Land at this aerodrome. | Aeroplanes: Day - Lowering landing gear, following the intercepting aircraft and, if after over-flying the runway landing is considered safe, proceed to land. Night - Same and, in addition, showing steady lights (if carried). Helicopters: Day or Night - Follow the intercepted aircraft and proceed to land, showing a steady landing light (if carried). | Understood, will comply. |
| 4 | Day or Night - Raising landing gear (if fitted) and flashing landing lights while passing over runway in use or helicopter landing area at a height exceeding 2,000 ft (in case of helicopter, at a height exceeding 170 ft, but not exceeding 330 ft) above the aerodrome level, and continuing to circle runway in use or helicopter landing area. If unable to flash landing lights, flash any other lights available. | Aerodrome you have designated is inadequate. | Day or Night - If it is desired that the intercepted aircraft follow the intercepting aircraft to an alternate aerodrome, the intercepting aircraft raises its landing gear (if fitted) and uses the Series 1 signals prescribed for intercepting aircraft. It is decided to release the intercepted craft, the intercepting aircraft uses the Series 2 signals prescribed for intercepting aircraft. | Understood, follow me. Understood, you may proceed. |
| 5 | Day or Nights - Regular switching on and off of all available lights but in such a manner as to be distinct from flashing lights. | Cannot comply. | Day or Night - Use Series 2 signals prescribed for intercepting aircraft. | Understood |
| 6 | Day or Nights - Irregular flashing of all available lights. | In distress. | Day or Night - Use Series 2 signals prescribed for intercepting aircraft. | Understood |

Light Gun Signals

| Color and Type of Signal | Movement of Vehicles, Equipment and Personnel | Aircraft on the Ground | Aircraft in Flight |
|------------------------------|--|---|---|
| Steady Green | Cleared to Cross, Proceed or Go | Cleared for Take-off | Cleared to Land |
| Flashing Green | Not Applicable | Cleared for Taxi | Return for Landing, to be Followed by Steady Green at the Proper Time |
| Steady Red | STOP | STOP | Give Way to Other Aircraft and Continue Circling |
| Flashing Red | Clear the Taxiway/Runway | Taxi Clear of the Runway in Use. | Airport Unsafe, Do not Land |
| Flashing White | Return to Starting Point on Airport | Return to Starting Point on Airport | Not Applicable |
| Alternating Red and Green | Exercise Extreme Caution | Exercise Extreme Caution | Exercise Extreme Caution |

10 Ways To Help Prevent

Runway Incursions

- **1** See The "Big Picture" Monitor both ground and tower communications when possible.
- **2** Transmit Clearly Make your instructions and read-backs complete and easy to understand.
- **3** Listen Carefully Listen to your clearance. Listen to what you read back. Do not let communications become automatic.
- 4 Copy Clearances
 Clearances can change.
 Keep a note pad and copy
 your clearance. If needed,
 refer to your notes.
- **5** Situational Awareness Know your location. If unfamiliar with an airport keep a current airport diagram available for easy reference.

- 6 Admit When Lost
 If you get lost on an airport,
 ask ATC for help. Better to
 damage your pride than your
 airplane.
- **7** Sterile Cockpit
 Maintain a sterile cockpit
 until reaching cruising altitude.
 Explain to your passengers
 that talking should be kept to
 a minimum.
- **Understand Signs,**Lights And Markings
 Keep current with airport
 signs, lights and markings.
 Know what they mean and
 what action to take.
- **9** Never Assume
 Do not take clearances for granted. Look both ways before entering or crossing taxiways and runways.
- **10** Follow Procedures Establish safe procedures for airport operations. Then follow them.

For more information see the following: www.faa.gov/airports/runway-safety

Automated Weather Observation System

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

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

What every pilot should know about AWOS

Wind

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

Visibility

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

Present weather

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

Sky conditions (ceilings)

- readings are taken every 30 seconds and averaged over a 30-minute period
- ceiling measurements are rounded as follows:

nearest 100' up to 5000' AGL nearest 500' from 5000'-10,000' AGL nearest 1000' above 10,000'

Temperature and dew point

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

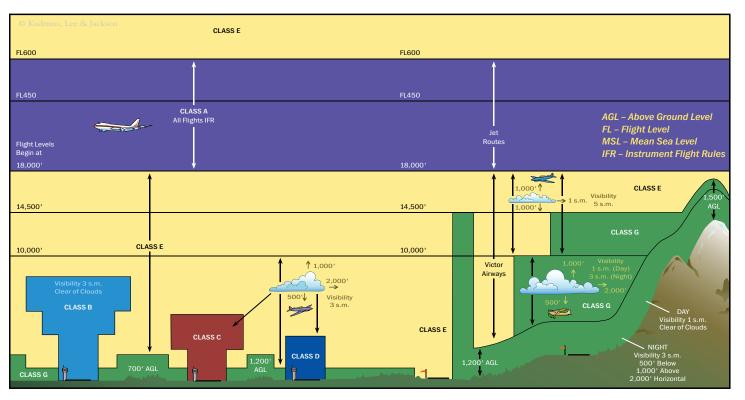
Altimeter (barometric pressure)

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

Remarks

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

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

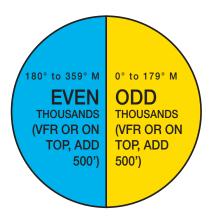


| Classification | Definition |
|----------------|--|
| CLASS A | Generally airspace above 18,000 feet MSL up to and including FL 600. |
| CLASS B | Generally multi-layered airspace from the surface up to 10,000 feet MSL surrounding the nation's busiest airports. |
| CLASS C | Generally airspace from the surface to 4,000 feet AGL surrounding towered airports with service by radar approach control. |

| Classification | Definition |
|----------------|---|
| CLASS D | Generally airspace from the surface to 2,500 feet AGL surrounding towered airports. |
| CLASS E | Generally controlled airspace that is not Class A, Class B, Class C, or Class D. |
| CLASS G | Generally uncontrolled airspace that is not Class A, Class B, Class C, Class D, or Class E. |

DIRECTIONAL ALTITUDE CHART

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



Below 29,000' MSL

MORSE CODE AND PHONETIC ALPHABET

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

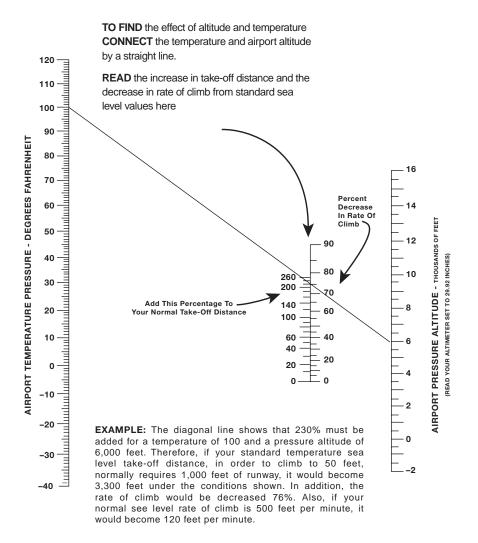
VFR TRANSPONDER CODES

Code 1200 – Surface to 18,000 Feet

Code 7600 - Radio Failure

Code 7700 – Emergency

MODIFIED KOCH CHART FOR ALTITUDE AND TEMPERATURE EFFECTS



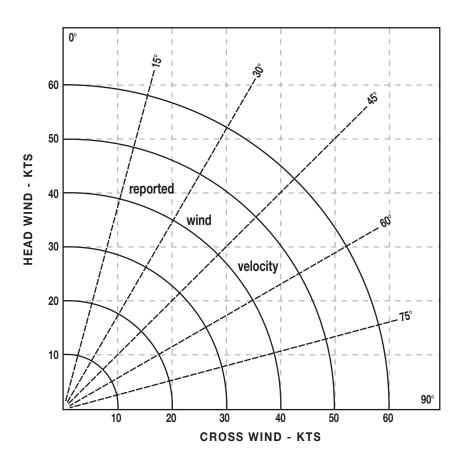
This chart indicates typical representative values for "personal" airplanes.

For exact values, consult your airplane flight manual.

The chart may be conservative for airplanes with supercharged engines.

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

WIND CHART FOR TAKEOFF



INSTRUCTIONS

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

| LOCATION & FREQ. | REMARKS |
|---|---|
| BISMARCK (BIS) | Rwy 31 Rwy 13 GFK FSS Tower Open (1200-0600Z) |
| BOTTINEAU (DO9) Center 127.6 Minot APP/Dep 119.6 Unicom/CTAF 122.8 | ; |
| BOWMAN (BWW) AWOS-3 118.075 Center 132.425 RCO 122.4 Unicom/CTAF 122.8 | Salt Lake Center |
| CARRINGTON (46D) AWOS-3 118.575 Center 124.2 UNICOM/CTAF 122.9 | MPLS Center |
| CASSELTON (5N8) Center 127.35 Fargo APP/Dep 120.4 Vortac FAR 116.2 Unicom/CTAF 122.8 | 1 |
| CAVALIER (2C8) AWOS-3 118.275 Devils Lake RCO 122.3 Unicom/CTAF 122.8 | GFK Radio |
| COOPERSTOWN (S32) AWOS-3 118.750 Jamestown RCO 123.6 Unicom/CTAF 122.9 | GFK Radio |
| CROSBY (D50) AWOS-3 118.025 Center 126.85 Unicom/CTAF 122.9 | Salt Lake Center |
| DEVILS LAKE (DVL) AWOS-3 125.875 Vortac/DME 111.0 ILS 31 108.7 RCO 122.3 Unicom/CTAF 122.8 | Hiwás Rwy 31 GFK FSS |

| LOCATION & FREQ. | REMARKS |
|---|---|
| DICKINSON (DIK) ASOS 118.375 VOR DME 112.9 ILS 32 108.3 RCO 122.2 Center 124.25 Unicom/CTAF 123.0 | (701) 227-0280 HIWAS Rwy 32 GFK FSS MPLS Center |
| FARGO (FAR) ASOS Vortac W 116.2 RCO 122.425 ILS 18 108.9 ILS 36 110.3 App/Dep Con 120.4 Center 127.35 Tower 133.8 Ground 121.9 ATIS 124.5 Unicom 122.95 | (701) 298-3877 GFK FSS Rwy 18 Rwy 36 |
| GARRISON (DO5) Center 127.6 Unicom/CTAF 122.9 | MPLS Center |
| GLEN ULLIN (D57) AWOS 118.75 Center 124.25 RCO 122.45 Unicom/CTAF 122.9 | (701) 348-9581 |
| GRAFTON (GAF) AWOS-3 118.625 Center 132.15 GFK App/Dep 118.1 Unicom/CTAF 122.8 | (701) 352-0581 |
| GRAND FORKS (GFK) ASOS Vortac/DME 114.3 ILS 35L 109.1 LOC BC Rwy17R 109.1 RCO 122.2-122.6 App/Dep Con 118.1 Center 132.15 Tower/CTAF 118.4-120.55 Ground 124.575 ATIS 119.4 Unicom 122.95 Clearance 135.725 | (701) 772-3486 HIWAS RWy 35L RWy 17R GFK FSS MPLS CTAF Tower Open (1200-0530) |
| GWINNER (GWR) AWOS 118.325 Center 127.35 Unicom/CTAF 122.7 | (701) 678-6801 MPLS Center |

| | | I |
|--|---|--|
| LOCATION & FREQ. | • | REMARKS |
| HARVEY (5H4) AWOS-3 Center Unicom/CTAF | 118.825 135.25 122.8 | (701) 324-2058 MPLS Center |
| HAZEN (HZE) AWOS-3 Center RCO Unicom/CTAF | 118.675 124.25 122.45 122.8 | (701) 748-2443 MPLS Center GFK FSS |
| HETTINGER (HEI) ASOS Center Unicom/CTAF | 119.925 124.25 122.8 | (701) 567-4594 MPLS Center |
| HILLSBORO (3H4) Center Fargo App/DEP Unicom/CTAF | 127.35 120.4 122.9 | |
| JAMESTOWN (JMS) ASOS VOR/DME ILS 31 RCO Center Unicom/CTAF | 118.425 114.5 109.3 123.6 124.2 123.0 | (701) 251-9002 HIWAS Rwy 31 GFK FSS MPLS Center |
| KENMARE (7K5) Center Minot App/DEP Unicom/CTAF | 127.6 119.6 122.8 | MPLS Center |
| MANDAN (Y19) AWOS-3 Bismarck App/DEP Center Unicom/CTAF VOR/DME | 118.225 126.3 135.25 122.8 116.5 | (701) 663-0271 (1200-0600Z) MPLS Center (0600-1200Z) HIWAS |
| MINOT (MOT) ASOS Vortac W ILS 31 LOC BC Rwy 13 App/Dep Con Tower/CTAF Ground RCO Unicom Center | 118.725 117.1 111.9 111.9 119.6 118.2 121.9 122.2 122.95 127.6 | (701) 837-9379 HIWAS Rwy 31 Rwy 13 Minot Air Base CTAF Tower open (1300-0400Z) GFK FSS MPLS Center |

| LOCATION & FREQ. | | REMARKS |
|---------------------------------|------------------|---------------------------|
| MOHALL (HBC) Minot App/DEP Con. | 119.6 | |
| Center | 127.6 | |
| Unicom/CTAF | 122.8 | |
| Northwood (4V4) | | |
| Grand Forks App/DEP | | |
| Unicom/CTAF | 122.8 | |
| OAKES (2D5) | | (Table 1) |
| AWOS-3 1 Center App/DEP | 18.675 124.2 | (701) 742-3991 |
| Unicom/CTAF | 124.2 | MPLS Center |
| | 122.9 | |
| PEMBINA (PMB) VORTAC | 112.4 | |
| | 112.4 122.I R | |
| 1 | 132.15 | MPLS Center |
| Unicom/CTAF | 122.8 | |
| ROLLA (06D) | | |
| AWOS-3 1 | 18.125 | (701) 447-0055 |
| Center | 127.6 | MPLS Center |
| RCO Unicom/CTAF | 122.65 | GFK FSS |
| Unicom/CTAF | 122.8 | |
| RUGBY (RUG) | 40.4=- | (704) 770 0400 |
| AWOS-3 1 | 18.475 122.2 | (701) 776-6100 GFK FSS |
| Unicom/CTAF | 122.2 | GEN FOO |
| STANI EV (00D) | | |
| STANLEY (08D) AWOS-3 | 121.1 | (701) 628-1737 |
| Center App/DEP | 127.6 | MPLS Center |
| Unicom/CTAF | 122.9 | |
| TIOGA (D60) | | |
| | 18.575 | (701) 664-4490 |
| Center | 127.6 | MPLS Center |
| Unicom/CTAF | 122.9 | |
| VALLEY CITY (BAC) | | |
| | 18.725 | (701) 845-9117 |
| Center App/DEP | 124.2 | MPLS Center |
| Unicom/CTAF | 122.8 | |
| | | |
| WAHPETON (BWP) | | |
| AWOS-3 1 | 27.875 | (701) 642-9800 |
| Vortac | 116.2 | |
| RCO 1 Unicom/CTAF | 22.425 | |
| Unicom/CTAF | 123.0 | |

| LOCATION & FREQ. | | REMARKS |
|---|--|--|
| WALHALLA (96D) Center App/DEP Unicom/CTAF | 132.15 122.9 | MPLS Center |
| WATFORD CITY (S25) Center Unicom/CTAF | 126.85 122.8 | Salt Lake Center |
| WILLISTON (ISN) ASOS VORTAC ILS 29 Center RCO Unicom/CTAF | 125.92 116.3 108.7 126.85 123.6 122.8 | (701) 774-3124 HIWAS Rwy 29 Salt Lake Center GFK FSS |

Temporary Flight Restrictions

FAA NOTAMS 1-877-487-6867 https://pilotweb.nas.faa.gov

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

For further information on TFR's, you may visit FAA's website at http://tfr.faa.gov While flying in the vicinity of the Grand Forks Airport (KGFK), please familiarize yourself with the TFR located to the west of the airport.



AIR TRAFFIC CONTROLLER (ATCT)

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

| ASOS (| or AV | VOS | |
|--------------------|-------|---------|--|
| CITY | ID. | FREQ. | PHONE |
| Beach | 20U | 118.175 | (701) 872-9225 |
| Bismarck | BIS | 119.35* | (701) 255-7563 |
| NWS | | | **(701) 223-4582 |
| Bowman | BWW | 118.075 | (701) 523-3412 |
| Cando | 9D7 | 118.325 | (701) 968-3625 |
| Carrington | 46D | 118.575 | (701) 652-1875 |
| Cavalier | 2C8 | 118.275 | (701) 265-8050 |
| Cooperstown | S32 | 118.750 | (701) 797-2566 |
| Crosby | D50 | 118.025 | (701) 965-6732 |
| Devils Lake | DVL | 125.875 | (701) 662-7214 |
| Dickinson | DIK | 118.375 | (701) 227-0280 |
| Fargo | FAR | 124.50* | (701) 298-3877 |
| Glen Ullin | D57 | 118.75 | (701) 348-9581 |
| Grafton | GAF | 118.625 | (701) 352-0581 |
| Grand Forks NWS | GFK | 119.40* | (701) 772-3486 **(701) 772-0720 |
| Gwinner | GWR | 118.325 | (701) 678-6801 |
| Harvey | 5H4 | 118.825 | (701) 324-2058 |
| Hazen | HZE | 118.675 | (701) 748-2443 |
| Hettinger | HEI | 119.925 | (701) 567-4594 |
| Jamestown | JMS | 118.425 | (701) 251-9002 |
| Langdon | D55 | 118.225 | (701) 256-2121 |
| Linton | 7L2 | 118.175 | (701) 254-4965 |
| Mandan | Y19 | 118.225 | (701) 663-0271 |
| Minot | MOT | 118.725 | (701) 837-9379 |
| Oakes | 2D5 | 118.675 | (701) 742-3991 |
| Rolla | 06D | 118.125 | (701) 477-0055 |
| Rugby | RUG | 118.475 | (701) 776-6100 |
| Stanley | 08D | 121.1 | (701) 628-1737 |
| Tioga | D60 | 118.575 | (701) 664-4490 |
| Valley City | BAC | 118.725 | (701) 845-9117 |
| Wahpeton | BWP | 127.875 | (701) 642-9800 |
| Walhalla | 96D | 118.175 | (701) 549-3402 |
| Watford City | S25 | 118.125 | (701) 842-4855 |
| Williston | ISN | 125.92 | (701) 774-3124 |
| NWS | | | **(701) 572-3198 |

^{*}ATIS **NATIONAL WEATHER SERVICE (NWS)

AIRPORT IDENTIFIERS

| IDENT. | LOCATION | CTAF | IDENT. | LOCATION | CTAF |
|--------------|-------------|-------------|--------|---------------|--------------|
| 1A2 | Arthur | 122.9* | D55 | Langdon | 122.8* |
| ASY | Ashley | 122.9* | 2L1 | Larimore | 122.9 |
| 20U | Beach | 122.8* | D31 | Leeds | 122.8* |
| 95D | Beulah | 122.9* | 4N4 | Lidgerwood | 122.9 |
| BIS | Bismarck | 118.3* -TWR | 7L2 | Linton | 122.9* |
| D09 | Bottineau | 122,8* | 6L3 | Lisbon | 122.9 |
| 5B4 | Bowbells | 122.9 | 7G2 | McClusky | 122.9* |
| BWW | Bowman | 122.8* | 8M6 | McVille | 122.9 |
| 9D7 | Cando | 122.9* | 6D3 | Maddock | 122.9 |
| 46D | Carrington | 122.9* | Y19 | Mandan | 122.8* |
| 5N8 | Casselton | 122.8* | D56 | Mayville | 122.8* |
| 2C8 | Cavalier | 122.8* | 4R6 | Milnor | 122.9 |
| D49 | Columbus | 122.9 | MOT | Minot | 118.2* -TWR. |
| S32 | Cooperstown | 122.9* | D06 | Minto | 122.9 |
| D50 | Crosby | 122.9* | HBC | Mohall | 122.8* |
| DVL | Devils Lake | 122.8* | 3P3 | Mott | 122.9* |
| DIK | Dickinson | 123.0* | 5B5 | Napoleon | 122.9* |
| D29 | Drayton | 122.9* | 8J7 | New Rockford | 122.9 |
| S28 | Dunseith | 122.8 | 05D | New Town | 122.9* |
| 51D | Edgeley | 122.8* | 4V4 | Northwood | 122.8* |
| Y71 | Elgin | 122.9* | 2D5 | Oakes | 122.9* |
| 4E7 | Ellendale | 122.9* | 64G | Page Regional | 122.9 |
| 5N4 | Enderlin | 122.9* | Y37 | Park River | 122.8* |
| FAR | Fargo | 133.8 - TWR | Y74 | Parshall | 122.8* |
| D24 | Fessenden | 122.9* | PMB | Pembina | 122.8* |
| Y27 | Fort Yates | 122.9 | Y99 | Plaza | 122.9 |
| 9 G 9 | Gackle | 122.9 | 4E8 | Richardton | 122.9 |
| D05 | Garrison | 122.9* | 37N | Riverdale | 122.9 |
| D57 | Glen Ullin | 122.9* | 2H9 | Rolette | 122.8* |
| GAF | Grafton | 122.8* | 06D | Rolla | 122.8* |
| GFK | Grand Forks | 118.4*TWR | RUG | Rugby | 122.8* |
| GWR | Gwinner | 122.7* | 4S5 | St. Thomas | 122.9* |
| 5H4 | Harvey | 122.8* | 08D | Stanley | 122.9* |
| 6H8 | Hazelton | 122.9 | D60 | Tioga | 122.9* |
| HZE | Hazen | 122.8* | D61 | Towner | 122.8* |
| HEI | Hettinger | 122.8* | 91N | Turtle Lake | 122.8* |
| 3H4 | Hillsboro | 122.9* | BAC | Valley City | 122.8* |
| JMS | Jamestown | 123.0* | BWP | Wahpeton | 123.0* |
| 7K5 | Kenmare | 122.8* | 96D | Walhalla | 122.9* |
| 9Y1 | Killdeer | 122.9* | 5C8 | Washburn | 122.9* |
| K74 | Kindred | 122.9* | S25 | Watford City | 122.8* |
| D03 | Kulm | 122.9 | D54 | West Fargo | 122.7* |
| 5L0 | Lakota | 122.9* | D64 | Westhope | 122.9* |
| 4F9 | LaMoure | 122.9* | ISN | Williston | 122.8* |
| | | | 6L5 | Wishek | 122.9* |

^{* -} Aircraft Radio Controlled Airport Lighting Activation and/or increase intensity level through 3, 5, or 7 microphone clics.





Welcome to the Legendary Skies of North Dakota!

As you plan your business or vacation flight, we invite you to take a scenic journey through our state. Discover the stunning beauty of our diverse landscape and the abundant recreational opportunities that make North Dakota an exceptional destination to include on your flight plan. Our state offers many great adventures, breathtaking natural wonders and exciting events for residents and visitors alike.

North Dakota's aviation industry enjoys a well-earned reputation as a world leader in cutting-edge technology and research. The John D. Odegard School of Aerospace Sciences at the University of North Dakota in Grand Forks operates the largest civilian training fleet in the world. The Northern Plains Unmanned Aerial Systems (UAS) Test Site continues to lead the country in UAS research and development as we work toward a solution to integrating UAS into the national airspace system.

As North Dakota continues efforts to strengthen its position as an aerospace industry leader, our state remains committed to fostering an innovative and nurturing environment where the spirit of entrepreneurial ideas can take flight.

I hope you enjoy your time here and create lasting memories as you experience all that North Dakota has to offer.

Sincerely,

Doug Burgum Governor



Commissioners

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

Mission

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

4 HB 1006 3-7-2019 Cover





STATEWIDE ECONOMIC IMPACT OF AVIATION IN NORTH DAKOTA



2015
Executive Summary





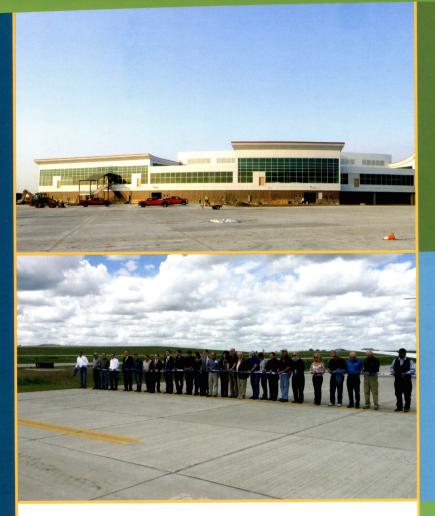
INTRODUCTION

North Dakota's economy has recently undergone significant growth, driven primarily by energy exploration, production, and transportation. Airports in North Dakota are essential to supporting the state's economy. The state's economic growth has resulted in increased activity at many North Dakota airports. This increased activity has resulted in the growth of economic benefits that airports provide to the communities they serve.

North Dakota airports have responded to increased aviation activity generated by recent economic growth. More visitors flying for business are using commercial airports and are flying to the state on general aviation planes. Visitors to North Dakota are staying longer and spending more. Flights by larger and more demanding general aviation business jets have increased at many airports. General aviation planes connect North Dakota to business centers throughout the country.

Since statewide economic impacts were last measured in 2010:

- Annual economic benefits from public-use airports in North Dakota and the activities they support have increased 47%.
- Jobs supported by North Dakota airports have grown from 8,872 to 12,217, an increase of 3,345 jobs.
- Annual state and local sales tax revenues for airports and airport supported activities have increased from \$31.1 million to over \$60 million.
- Visitors coming to North Dakota each year on general aviation aircraft or commercial airline flights have grown from 545,300 to 915,290.





Airports Have Expanded Existing Facilities

Minot International is constructing a new passenger terminal.

Passenger boardings have increased from 90,820 (2010) to 222,144 (2014), a 145% increase.

Airports Have Built New Facilities

Bowman recently constructed a new airport with a runway of 5,700 feet. This length enables larger business jets to reach the community.

Additional Aviation Businesses Have Been Attracted

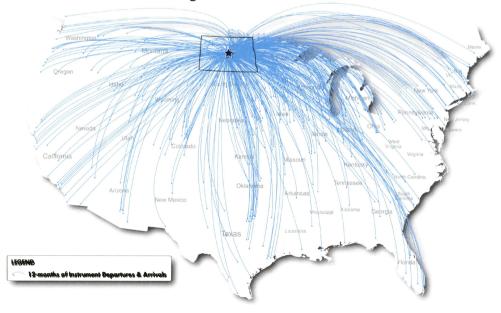
Increased activity at the Tiago Municipal Airport attracted Tioga Aero Center in 2014. This aircraft service provider offers fuel, storage, maintenance, and ground transportation.

#4 4B1006 North Dakota

North Dakota Public-Use Airports



Business Connections
Direct Flights To and From North Dakota

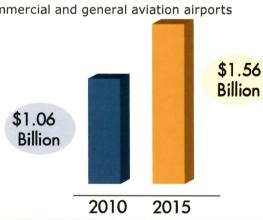


This report, authorized by the North Dakota Aeronautics Commission (NDAC), summarizes how growth at North Dakota's eight commercial service and 81 general aviation airports translates into higher annual economic impacts for the communities these airports serve and for the state. More detailed information on the study is available from the NDAC.



When the economic impact of North Dakota's airport system was last measured in a study released in 2010, the total annual economic impact of commercial and general aviation airports was measured at

\$1.06 billion. Just five years later, the total annual economic impact for the commercial and general aviation airports has increased to \$1.56 billion—a 47% increase.



North Dakota airports connect the state to business centers throughout the U.S. This map shows recorded instrument flight rule (IFR) arrivals and departures to the state over the last 12 months—most of these flights were on general aviation aircraft. According to FAA data, non-stop flights represent only 3% of all aircraft arrivals and departures to North Dakota airports over the past 12 months. This map clearly shows the important role that airports play in providing the transportation infrastructure that has supported the state's recent economic growth.



SOURCES OF AIRPORT ECONOMIC IMPACTS

4 AB 1006 3-7-2019 PJ3



For NDAC's statewide study for commercial service and general aviation airports, annual economic impacts were measured for five economic activity centers.

Economic Activity Centers

| | onomic Activity Conters |
|------------------------------------|---|
| Airport Management | Activities undertaken by airport employees to operate the airport on a daily basis. |
| Airport Tenants | Aviation-related businesses that provide airport, aircraft, or customer services. |
| Capital Improvement Spending | Average annual investment made to maintain, improve, or expand an airport. |
| Commercial Visitor Spending | Spending by visitors to North Dakota who arrive by air that supports hotels, restaurants, and |
| General Aviation Visitor Spending | other visitor-related activities. |

5 Sources of Economic Impacts

On-Airport

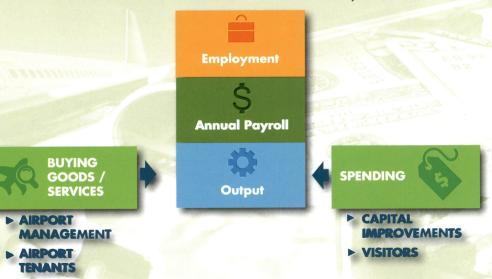
- Airport Management
- 2 Aviation-Related Tenants / Businesses
- 3 Investment for Capital Improvements

Off-Airport

- 4 Visitors Arriving on Commercial Airlines
- 5 Visitors Arriving on General Aviation Aircraft



Measurements of Economic Impacts



For each of these five categories, annual economic impacts were measured for jobs, payroll, and output. While employment and payroll measures are easy to understand, output is more complex. Output for airport management and airport tenants is generally equal to the purchase of goods and services needed by these two groups to support their operations or to run their businesses.

Output for capital improvement investment is equal to the average annual amount actually spent by federal, state, local, and private contributors to maintain and improve the airports. The annual spending of visitors in North Dakota is equal to direct output in the visitor category.



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2015 TOTAL STATEWIDE ECONOMIC IMPACTS

NDAC's statewide economic impact study estimated annual economic impacts for each of the five activity centers. It is important to understand that impacts shown in this report represent a "snapshot in time," reflecting conditions at North Dakota airports when the study was prepared in the 2014/2015 time frame. While economic impacts from airport management, airport tenants, and visitor spending can change year-to-year, economic impacts from capital investment have a higher propensity to change between reporting periods.

Remaining portions of the summary provide more detail on economic impacts for each category and a general overview of the methodology used to complete the economic impact analysis. Other economic benefits associated with aviation and aerospace in North Dakota are also presented.

| | TOTAL EMPLOYMENT | TOTAL PAYROLL | TOTAL OUTPUT |
|---------------------------------|---------------------|------------------|-----------------|
| Total Airport Management | 232 | \$13.4 million | \$85.5 million |
| Total Airport Tenants | 4,207 | \$223.9 million | \$626.7 million |
| Total Capital Investments | 1,156 | \$63.5 million | \$173.0 million |
| Total General Aviation Visitors | 854 | \$26.9 million | \$101.1 million |
| Total Commercial Visitors | 5,768 | \$177.6 million | \$578.1 million |
| Total Statewide Annual Impacts | 12,217 | \$505.2 million | \$1.56 billion |

Estimates Include Total Statewide Direct and Indirect Impacts







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ECONOMIC IMPACT METHODOLOGY

Airport-related economic impacts measured in this study came from five sources: airport management, airport tenants, capital improvement spending, spending from visitors arriving on commercial airlines, and spending from visitors arriving on general aviation aircraft. For each of these five categories, economic impacts are estimated for jobs, annual payroll, and annual output.

For each impact category and each measurement, the process to estimate total economic impacts starts with estimating "direct" impacts. Once direct impacts for jobs, payroll, or output enter the North Dakota economy, other successive waves of economic impact occur. These additional impacts are "indirect impacts" but are sometimes more commonly referred to as "multiplier" impacts. Together, direct and indirect impacts equal total annual economic impact for individual airports and the state. The following pages discuss economic impacts for the five activity centers.

Impact Measures

For this report, economic impacts are expressed in terms of jobs, payroll, and total annual economic output. Each of these measures include the direct, indirect, and total impacts.





Indirect Impact Example

Sam is employed by the airport. This week when Sam receives his pay from the airport, he takes his "direct" salary and pays a baby sitter, takes the family dog to the vet and pays for their services, and pays a teacher for his daughter's piano lesson. Direct payroll that started at the airport has now entered the economy of the community where Sam lives. As this example shows, Sam's "direct" airport job and pay help to support other "indirect" jobs, payroll, and output for the babysitter, the vet, and the piano teacher. In this study, the IMPLAN model*, with data sets specific to North Dakota, was used to estimate all indirect economic impacts in the employment, payroll, and output categories.





4 North Dakota

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ANNUAL ECONOMIC IMPACTS FROM AIRPORT MANAGEMENT

Throughout North Dakota people are employed to manage, operate, and maintain the eight large commercial service airports and the 81 general aviation airports. These employees can be full-time, part-time, or seasonal. Interviews conducted for this study show that most often employees in the airport management function are located at the airport, but sometimes the airport management employees work in off-airport locations.

To translate part-time and seasonal jobs into full-time positions, each airport furnished information on the number of hours part-time employees work specifically to support the airport. This information provides a more accurate means to estimate how the part-time and seasonal workforce contributes to the full-time employment at each airport.

As part of this study, extensive outreach with airport managers throughout North Dakota was completed to gather information on direct employment, payroll, and annual purchases for goods and services (output) needed to run each airport. Many times, airport managers were interviewed in person, especially at the commercial service airports and larger general aviation airports. Airport managers also played an important role in this study, verifying direct economic impacts for their airport for all five impact categories. Airport Management statewide annual economic impacts, which include the direct and indirect impacts for all study airports, are shown in the accompanying table.

Total Annual Statewide Economic Impact Airport Management

| EMPLOYMENT | | PAYROLL | | OUTPUT | |
|------------|-----|------------|----------------|------------|----------------|
| • Direct | 154 | • Direct | \$9.6 million | • Direct | \$56.2 million |
| • Indirect | 78 | • Indirect | \$3.8 million | • Indirect | \$29.3 million |
| • Total | 232 | • Total | \$13.4 million | • Total | \$85.5 million |

Airport Management

| Employment | 232 jobs |
|-------------------|----------------|
| \$ Annual Payroll | \$13.4 million |
| Annual Output | \$85.5 million |





ANNUAL ECONOMIC IMPACTS FROM AIRPORT TENANTS

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There are many types of aviation-related businesses that operate at study airports. These businesses provide various types of aviation-related services to support aircraft and airport customers. Examples of airport tenants include, but are not limited to: Fixed Based Operators (FBOs); aircraft maintenance providers; aircraft charter, rental, and sales companies; air ambulance operators; aerial applicators; military units located at civilian airports; air cargo companies; ground transportation providers; flight schools; airlines; and corporate flight departments. Airport tenants who are not aviation-related are not included in this analysis.

For this study, all airport managers provided contact information for their aviation-related tenants. All tenants were contacted directly to obtain information on their full-time, part-time, and seasonal employment; annual payroll; and annual operating expenses (output). Tenants at North Dakota's airports were the primary source of direct impacts reported in this category. Indirect impacts (multiplier) for all airport tenant employment, payroll, and output were estimated using the IMPLAN model. Total statewide annual economic impacts for airport tenants are shown below.

Airport Tenants 4,207 jobs \$ Annual Payroll \$223.9 million Annual Output \$626.7 million

Total Annual Statewide Economic Impact Airport Tenants

| EMPLOYMENT PAYROLL | | OL | JTPUT | | |
|----------------------|-------|------------|-----------------|------------|----------------|
| • Direct | 2,738 | • Direct | \$150.5 million | • Direct | \$408.3 millio |
| • Indirect | 1,469 | • Indirect | \$73.4 million | • Indirect | \$218.4 millio |
| • Total | 4,207 | • Total | \$223.9 million | • Total | \$626.7 millio |
| | | | | | |





ANNUAL ECONOMIC IMPACTS FROM CAPITAL INVESTMENT

Pg 8

Each year, federal, state, local, and private funds are invested to maintain, improve, and expand public-use airports in North Dakota. For each of the last three years, this combined investment has reach almost \$100 million per year. Recently, the North Dakota Legislature, FAA, and some local communities responded to growing airport infrastructure needs by allocating additional funds to help North Dakota's airports keep pace with the state's surging economy. Direct output in the capital investment category supports additional jobs and the payroll associated with those jobs, which were estimated with IMPLAN.

Economic impacts related to capital investment only exist when actual spending is taking place. Once a project is finished, employment, payroll, and output impacts in this category cease. When capital investment at an airport changes significantly, economic impacts stemming from this activity center also change.

To estimate economic impacts related to capital investment, a three-year average for annual capital investment at each study airport was developed. Information for airport-specific capital investment was provided by NDAC, FAA, study airports, and tenants at various airports. For this economic activity center, annual capital investment for each study airport is equal to its direct annual output. Based on estimated average annual investment, IMPLAN provides ratios which are used to estimate "direct" jobs and payroll supported by direct output, in this case average annual capital investment. IMPLAN also estimates "indirect" impacts associated with each capital investment impact measure: employment, payroll, and output provided by NDAC, FAA, airports, and tenants.

Total Annual Statewide Economic Impact Capital Investments

| EMPLOYMENT PAYROLL | | | OU | TPUT | |
|----------------------|-------|------------|----------------|------------|-----------------|
| • Direct | 534 | • Direct | \$39.8 million | • Direct | \$99.4 million |
| • Indirect | 622 | • Indirect | \$23.7 million | • Indirect | \$73.6 million |
| • Total | 1,156 | • Total | \$63.5 million | • Total | \$173.0 million |

Average Annual Capital Investment







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ANNUAL ECONOMIC IMPACTS FROM COMMERCIAL AND GENERAL AVIATION VISITOR SPENDING

Direct

Indirect

235

854

North Dakota's economic growth has resulted in more visitors, particularly business-related visitors, arriving to the state by air. These visitors are staying longer and spending more. Estimates of visitors arriving in North Dakota on a commercial airline were developed using each airport's annual enplaned passengers and information from USDOT on the portion of these enplanements that are residents versus visitors.

The process to develop estimates of visitors arriving on general aviation aircraft was much more complex and involved several rounds of input from study airports and NDAC staff. Estimates developed in this study of visitors arriving on general aviation aircraft were individualized for each commercial and general aviation airport.

According to airport and USDOT information, an estimated • Total 533,112 visitors arrive annually in North Dakota on commercial airline flights, and 382,177 visitors arrive on general aviation aircraft. Once in North Dakota, visitors have expenditures for items such as lodging, food, entertainment, retail, and ground transportation services. To capture specific visitor spending patterns on a per trip basis, visitors completed more than 4,000 surveys. These surveys were completed with assistance from airports throughout North Dakota. Using survey information, airport-specific estimates for spending per visitor trip were developed. It is important to note that a high percentage of visitors who come to North Dakota on general aviation aircraft do not spend the night. Some business visitors specifically use general aviation aircraft for travel so that they can shorten the length of their trip.

Similar to capital investment, annual "direct output" for the visitor category is equal to annual visitor spending. Once direct visitor spending was estimated, IMPLAN was used to estimate the number of direct jobs and payroll that direct visitor spending supports. The following table shows estimated annual economic impacts for the general aviation visitor category. It is important to note that visitors traveling to North Dakota on general aviation aircraft arrive at both commercial and general aviation airports.

General Aviation Visitor Spending **PAYROLL EMPLOYMENT** OUTPUT 619 \$16.3 million Direct • Direct \$64.0 million

 Indirect \$10.5 million Total \$26.9 million

 Indirect • Total

\$37.1 million

\$101.1 million

Source: Airport Managers, Surveys, and IMPLAN



North Dakota's economic growth has attracted a growing number of visitors. These visitors arrive on commercial airline flights and on general aviation aircraft.

Not only are more visitors coming to North Dakota—these visitors are staying longer and spending more. The Annual and Average Spending Per Trip graphic shows, on a per trip basis, the average spending of visitors arriving on general aviation aircraft and on commercial airlines. It also shows how spending on a per trip basis for both types of visitors has increased since 2010.



| @ a 100 100 | augiel. | 11-14 - H | Spending |
|-------------|---------|-----------|----------|
| Comm | nercial | VISITOR | Spending |

| EMPLOYMENT PAYE | | AYROLL | | OUTPUT | |
|-------------------|-------|------------|-----------------|------------|-----------------|
| • Direct | | • Direct | \$105.4 million | • Direct | \$360.9 million |
| • Indirect | 1,617 | • Indirect | \$72.2 million | • Indirect | \$217.2 million |
| • Total | 5,768 | • Total | \$177.6 million | • Total | \$578.1 million |

Source: Surveys and IMPLAN

Spending per Commercial Visitor Trip

| | ANNUAL COMMERCIAL VISITORS | TOTAL VISITOR SPENDING | SPENDING PER TRIP |
|-------------|----------------------------------|------------------------------|----------------------|
| Bismarck | 110,342 | \$68.8 million | \$624 |
| Devils Lake | 1,890 | \$0.70 million | \$374 |
| Dickinson | 25,891 | \$15.80 million | \$612 |
| Fargo | 179,539 | \$96.10 million | \$535 |
| Grand Forks | 62,824 | \$35.10 million | \$558 |
| Jamestown | 3,542 | \$1.40 million | \$400 |
| Minot | 95,669 | \$80.90 million | \$846 |
| Williston | 53,415 | \$61.90 million | \$1,160 |

Residents and visitors comprise the annual passenger boardings; this table shows only visitor related boardings for each commercial airport,

Increase in North Dakota Air Visitors

| | 2010 | 2015 | Increase |
|----------------------------|---------|-----------------|----------|
| General Aviation Visitors | 222,318 | 382,1 <i>77</i> | 72% |
| Commercial Visitors | 322,983 | 533,112 | 65% |

Annual and Average Spending Per Trip

2010 \$17 million total annual spending \$76 average spending per trip \$101 million total annual spending per trip \$101 million total annual spending \$167 average spending per trip Commercial Aviation Visitors Spending





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INDIVIDUAL AIRPORT ECONOMIC IMPACTS

This table presents current total annual economic impacts for each study airport. These estimates reflect total impacts, both direct and indirect, for airport management, airport tenants, capital investment, and all visitor-related spending. More information on impacts for individual airports is available in the study's technical report.

For the employment category, the table also shows how direct and indirect jobs contribute to total employment for each airport. It is important to remember that direct jobs presented here come from as many as five activity centers. Indirect employment shown for each airport was estimated using the IMPLAN model. Together, direct and indirect impacts represent the total employment impacts reported for each airport.

| | | EMPLOYMENT | | | TOTAL | TOTAL | |
|-------------|--|------------|----------|--------|---------------|-----------------|--|
| CITY | AIRPORT NAME | Direct | Indirect | Total | PAYROLL | OUTPUT | |
| Bismarck | Bismarck Municipal | 1,301 | 825 | 2,126 | \$86,510,312 | \$279,744,887 | |
| Devils Lake | Devils Lake Regional | 59 | 30 | 89 | \$4,013,851 | \$11,811,488 | |
| Dickinson | Dickinson-Theodore Roosevelt Regional | 314 | 161 | 475 | \$20,322,935 | \$76,618,095 | |
| Fargo | Hector International | 2,391 | 962 | 3,353 | \$142,166,337 | \$387,465,584 | |
| Grand Forks | Grand Forks International | 1,147 | 522 | 1,669 | \$73,622,396 | \$199,368,171 | |
| Jamestown | Jamestown Regional | 65 | 55 | 120 | \$4,797,458 | \$24,425,703 | |
| Minot | Minot International | 1,357 | 628 | 1,985 | \$74,678,827 | \$254,598,258 | |
| Williston | Sloulin Field International | 1,004 | 470 | 1,474 | \$57,256,315 | \$209,047,988 | |
| Total Comme | rcial Airports Impacts | 7,638 | 3,653 | 11,291 | \$463,368,431 | \$1,443,080,174 | |
| Arthur | Arthur | 0 | 0 | 0 | \$0 | \$23,250 | |
| Ashley | Ashley Municipal | 13 | 4 | 17 | \$806,986 | \$2,382,031 | |
| Beach | Beach | 6 | 7 | 13 | \$283,851 | \$656,324 | |
| Beulah | Beulah | 10 | 3 | 13 | \$625,781 | \$1,708,123 | |
| Bottineau | Bottineau Municipal | 7 | 3 | 10 | \$522,677 | \$1,546,789 | |
| Bowbells | Bowbells Municipal | 0 | 0 | 0 | \$0 | \$8,200 | |
| Bowman | Bowman Regional | 40 | 44 | 84 | \$4,546,230 | \$11,879,439 | |
| Cando | Cando Municipal | 6 | 8 | 14 | \$448,730 | \$1,821,461 | |
| Carrington | Carrington Municipal | 9 | 5 | 14 | \$471,458 | \$1,586,478 | |
| Cassellton | Casselton Robert Miller Regional | 32 | 23 | 55 | \$2,192,020 | \$5,610,341 | |
| Cavallier | Cavalier Municipal | 10 | 4 | 14 | \$573,265 | \$1,,933,,077 | |
| Collumbus | Columbus Municipal | 0 | 0 | 0 | \$0 | \$3,,000 | |
| Cooperstown | Cooperstown Municipal | 2 | 1 | 3 | \$129,618 | \$431,,535 | |

| | | E/ | MPLOYMEI | NT | TOTAL | TOTAL |
|------------|---|--------|----------|-------|-------------|-------------|
| CITY | AIRPORT NAME | Direct | Indirect | Total | PAYROLL | OUTPUT |
| Crosby | Crosby Municipal | 6 | 7 | 13 | \$452,141 | \$1,473,286 |
| Drayton | Drayton Municipal | 1 | 0 | 1 | \$64,809 | \$185,378 |
| Dunseith | International Peace Garden | <1 | 0 | €1 | \$0 | \$69,753 |
| Edgeley | Edgeley Municipal | 5 | 4 | 9 | \$408,353 | \$1,261,884 |
| Elgin | Elgin Municipal | 0 | 0 | 0 | \$0 | \$3,625 |
| Ellendale | Ellendale Municipal | 4 | 5 | 9 | \$246,800 | \$1,031,194 |
| Enderlin | Sky Haven | 0 | 0 | 0 | \$0 | \$72,892 |
| Fessenden | Fessenden-Streibel Municipal | 5 | 2 | 7 | \$336,038 | \$874,424 |
| Fort Yates | Standing Rock | ≪1 | 0 | <1 | \$0 | \$7,133 |
| Gackle | Gackle Municipal | <1 | 0 | <1 | \$ 0 | \$7,686 |
| Garrison | Garrison Municipal | 4 | 2 | 6 | \$302,006 | \$819,976 |
| Glen Ullin | Glen Ullin Regional | 1 | 1 | 2 | \$123,212 | \$353,985 |
| Grafton | Hutson Field | 12 | 7 | 19 | \$846,433 | \$2,337,041 |
| Gwinner | Gwinner-Roger Melroe Field | 13 | 14 | 27 | \$1,168,122 | \$3,701,214 |
| Harvey | Harvey Municipal | 4 | 1 | 5 | \$236,927 | \$702,922 |
| Hazelton | Hazelton Municipal | 0 | 0 | 0 | \$0 | \$23,250 |
| Hazen | Mercer County Regional | 3 | 1 | 4 | \$145,456 | \$557,298 |
| Hettinger | Hettinger Municipal | 13 | 7 | 20 | \$955,530 | \$2,693,237 |
| Hillsboro | Hillsboro Regional | 18 | 6 | 24 | \$887,146 | \$2,922,895 |
| Kenmare | Kenmare Municipal | 17 | 9 | 26 | \$1,301,723 | \$3,034,219 |
| Killldeer | Dumm County Airport - Weydahll Field | 11 | 13 | 24 | \$1,564,863 | \$3,065,201 |
| Kimdred | Robert Odegaard Field | 7 | 2 | 9 | \$340,767 | \$3,626,376 |
| Kullm | Kullm Municipal | 2 | 1 | 3 | \$150,192 | \$270,422 |

#4 HB 1006 North

| | North Dakota |
|---|--------------|
| 1 | |

| Rg | 12 |
|----|----|
| | |

| | | E | MPLOYME | NT | TOTAL | TOTAL |
|-----------------|-------------------------------------|--------|----------|-------|-------------|-------------------|
| CITY | AIRPORT NAME | Direct | Indirect | Total | PAYROLL | OUTPUT |
| Lakota | Lakota Municipal | 0 | 0 | 0 | \$0 | \$131,082 |
| LaMoure | LaMoure Rott Municipal | 2 | 1 | 3 | \$129,618 | \$361,906 |
| Langdon | Robertson Field | 5 | 4 | 9 | \$289,506 | \$1,053,010 |
| Larimore | Larimore Municipal | 9 | 3 | 12 | \$507,389 | \$1,886,989 |
| Leeds | Leeds Municipal | 1 | 1 | 2 | \$70,700 | \$225,343 |
| Lidgerwood | Lidgerwood Municipal | 0 | 0 | 0 | \$0 | \$9,443 |
| Linton | Linton Municipal | 9 | 3 | 12 | \$508,504 | \$1,589,613 |
| Lisbon | Lisbon Municipal | 3 | 2 | 5 | \$311,872 | \$699,239 |
| Maddock | Maddock Municipal | 7 | 5 | 12 | \$1,230,638 | \$2,012,105 |
| Mandan | Mandan Municipal | 38 | 29 | 67 | \$3,149,158 | \$8,950,629 |
| Mayville | Mayville Municipal | 11 | 9 | 20 | \$778,094 | \$2,436,563 |
| McClusky | McClusky Municipal | <1 | 0 | <1 | \$0 | \$7,117 |
| McVille | McVille Municipal | 0 | 0 | 0 | \$0 | \$23,450 |
| Milnor | Milnor Municipal | 0 | 0 | 0 | \$0 | \$38,448 |
| Minto | Minto Municipal | 5 | 1 | 6 | \$301,736 | \$806,069 |
| Mohall | Mohall Municipal | 12 | 7 | 19 | \$631,793 | \$2,180,976 |
| Mott | Mott Municipal | 3 | 1 | 4 | \$195,633 | \$493,806 |
| Napoleon | Napoleon Municipal | 2 | 1 | 3 | \$129,618 | \$372, 540 |
| New Rockford | Tomlinson Field | 1 | 0 | 1 | \$64,809 | \$217,776 |
| New Town | New Town Municipal | 10 | 12 | 22 | \$1,315,808 | \$3,217,102 |
| Northwood | Northwood Municipal- Vince Field | 5 | 1 | 6 | \$254,467 | \$877,356 |
| Oakes | Oakes Municipal | 9 | 10 | 19 | \$637,092 | \$2,337,630 |
| Page | Page Regional | 9 | 4 | 13 | \$498,619 | \$2,085,675 |
| Park River | Park River-WC Skjerven Field | 6 | 2 | 8 | \$388,854 | \$1,108,549 |
| Parshall | Parshall-Hankins | 4 | 3 | 7 | \$440,805 | \$1,106,385 |
| Pembina | Pembina Municipal | 7 | 3 | 10 | \$405,928 | \$1,400,955 |
| Plaza | Trulson Field | 0 | 0 | 0 | \$0 | \$3,000 |
| Richardton | Richardton | 0 | 0 | 0 | \$0 | \$6,033 |
| Riverdale | Garrison Dam Recreational | <1 | 0 | <1 | \$1,800 | \$17,369 |
| Rolette | Rolette | 2 | 3 | 5 | \$213,471 | \$649,140 |
| | | | | | | |

| | | | | - | 101 | |
|-----------------|----------------------------|--------|----------|--------|---------------|-----------------|
| | | EN | MPLOYME | NT | TOTAL | TOTAL |
| CITY | AIRPORT NAME | Direct | Indirect | Total | PAYROLL | OUTPUT |
| Rolla | Rolla Municipal | 12 | 9 | 21 | \$866,159 | \$2,680,203 |
| Rugby | Rugby Municipal | 5 | 4 | 9 | \$380,677 | \$1,040,119 |
| St. Thomas | St. Thomas Municipal | 2 | 1 | 3 | \$129,618 | \$357,925 |
| Stanley | Stanley Municipal | 11 | 9 | 20 | \$928,496 | \$2,442,100 |
| Tioga | Tioga Municipal | 23 | 11 | 34 | \$1,492,413 | \$3,878,182 |
| Towner | Towner Municipal | 0 | 0 | 0 | \$0 | \$24,050 |
| Turtle Lake | Turtle Lake Municipal | 0 | 0 | 0 | \$0 | \$51,241 |
| Valley City | Barnes County Municipal | 14 | 8 | 22 | \$901,786 | \$2,803,132 |
| Wahpeton | Harry Stern | 25 | 11 | 36 | \$1,446,088 | \$4,397,025 |
| Walhalla | Walhalla Municipal | 7 | 5 | 12 | \$580,058 | \$1,559,947 |
| Washburn | Washburn Municipal | 0 | 0 | 0 | \$0 | \$138,429 |
| Watford City | Watford City Municipal | 28 | 16 | 44 | \$2,063,056 | \$5,205,805 |
| West Fargo | West Fargo Municipal | 8 | 4 | 12 | \$374,063 | \$1,262,928 |
| Westhope | Westhope Municipal | 2 | 1 | 3 | \$129,618 | \$355,215 |
| Wishek | Wishek Municipal | 0 | 0 | 0 | \$0 | \$85,259 |
| Total General | Aviation Airports Impacts | 558 | 368 | 926 | \$41,879,078 | \$121,272,197 |
| Total All Airpo | rts Impacts | 8,196 | 4,021 | 12,217 | \$505,247,509 | \$1,564,352,371 |

Source: Airport Managers, Tenants, Surveys, NDAC, USDOT, IMPLAN, Dun & Bradstreet, and Manta





#4 HB/006 3-7.2019

OTHER AVIATION / AEROSPACE ECONOMIC AND BENEFITS OF NORTH DAKOTA AIRPORTS

Aside from the 12,217 jobs, the \$505.2 million in annual payroll, and the \$1.56 billion in annual output, there are many, yet sometimes less visible activities that airports in North Dakota support. These activities include healthcare, emergency services, energy inspections, environmental patrols, research, and other vital services that help to improve the health, welfare, and safety of residents and business throughout the state. Having a general understanding of these additional benefits helps provide a better understanding of all of the different ways North Dakota airports support the communities they serve.



- **Healthcare** This study identified approximately 40 clinics and/or hospitals in North Dakota that rely on public-use airports. Several have doctors using general aviation aircraft to reach patients in small communities throughout the state. Small hospitals and clinics do not have a local patient base sufficient to support specialty doctors—flying doctors in North Dakota fill this void. Airports in North Dakota play an important role in providing **both** routine and advanced healthcare services.
- Emergency Services Fixed-wing aircraft and helicopters use North Dakota airports to transport North Dakota residents requiring time-sensitive care to larger medical facilities, both within and beyond the state. These lifesaving services cannot be assigned a dollar value, and essentially any airport in the state is a candidate for supporting emergency medical services.
- Education The University of North Dakota (UND) is home to one of the nation's leading aviation and aerospace programs, the John D. Odegard School of Aerospace Sciences. UND is educating tomorrow's airport managers, pilots, and air traffic controllers. Other colleges and universities in North Dakota also report that airports are essential to their ability to expand their market areas for attracting students, both domestic and international. Air access is import to helping North Dakota's centers of higher learning attract and retain the most qualified teaching and research staff.
- Research North Dakota was successful in being one of six states selected by the FAA as a test site
 for Unmanned Aerial Systems (UAS) research. There are many potential practical private and public
 applications for UAS technology. Grand Sky, located in Grand Forks, is a multi-faceted center for advancing
 UAS applications and technology. Companies in North Dakota are leading the way in exploring uses for this
 emerging technology. Some estimates indicate that as many as 3,000 new jobs could be supported by UAS
 in North Dakota by 2025.
- Taxes Activities at airports and activities supported by airports make significant contributions to state and local tax revenues. A significant portion of these tax revenues are collected as a result of spending by visitors who come to North Dakota on general aviation aircraft and scheduled commercial aircraft. The NDAC study estimates that, on an annual basis, approximately \$64 million in local and state tax revenues are generated by the 89 study airports and the activities they support.

#4 HB1006 3-7-2019



There are other non-airport-specific aviation and aerospace activities in North Dakota that make direct contributions to the state's economy. A listing of these additional activities is provided below, and more information on each these additional economic contributors is provided in the study's technical report:

- Activities associated with the mission of the 319th Air Wing Base in Grand Forks.
- Jobs, payroll, and output associated with the operation and mission of Minot Air Force Base.
- Aviation and aerospace companies, including aerial applicators,
 doing business in North Dakota, but not located at a study airport.
- North Dakota companies with employees whose jobs have improved efficiency from using commercial and general aviation and air cargo services.

The statewide total annual economic impacts of these activities, as identified or estimated in this NDAC study, are shown in the table below. It is important to re-state that these benefits are in addition to those estimated for the 89 study airports.

North Dakota Jobs Supported by or Benefiting from Aviation, Airports, or Aerospace



Aviation-Related Jobs in North Dakota: 32,213

The statewide economic impact study estimated economic impacts for 89 public airports, Grand Forks and Minot AFBs, off-airport aviation/ aerospace businesses in the state, and other businesses in the state with employees who gain efficiency by using aviation. When combined, all sources support approximately 32,200 direct and indirect jobs in North Dakota. These jobs account for almost 8% of North Dakota's total employment which was estimated at 413,000 in 2014.

Economic Impacts from Airports, Aviation, and Aerospace in North Dakota

| 国教员 医氯化甲基 | TOTAL EMPLOYMENT | TOTAL PAYROLL | TOTAL OUTPUT |
|--|---------------------|------------------|-----------------|
| Grand Forks AFB | 2,565 | \$105.2 million | \$203.7 million |
| Minot AFB | 7,283 | \$321 million | \$513.5 million |
| Off-Airport Aviation / Aerospace Businesses | 4,635 | \$232.7 million | \$512.6 million |
| Aviation Supported Jobs | 5,513 | \$271.8 million | \$882.7 million |
| Sub-Total Sub-Total | 19,996 | \$930.7 million | \$2.1 billion |
| Total for 89 Study Airports | 12,217 | \$505.2 million | \$1.56 billion |
| Total for All Airport / Aviation / Aerospace Impacts | 32,213 | \$1.44 billion | \$3.66 billion |

As this report clearly shows, aviation, aerospace, and North Dakota's system of public-use airports are essential underpinnings to the present and future success of North Dakota's economy.

When combined, all aviation- and aerospace-related contributors discussed in this study (airports, the military, aviation/aerospace companies, and aviation-reliant businesses) provide annual economic benefits to North Dakota that approach \$3.7 billion. The 2014 Real Gross State Product of North Dakota is estimated at \$48.2 billion. All airport, aviation, and aerospace activities in North Dakota account for 7.6% of the state's total annual economic activity.



North Dakota Aeronautics Commission P.O. Box 5020 Bismarck, ND 58502 701.328.9650 http://www.aero.nd.gov

Input for this study was obtained from: airlines, passengers, North Dakota businesses, airport representatives, the North Dakota Aeronautics Commission (NDAC), the Federal Aviation Administration (FAA), and other private and government sources. Analysis completed in the study was based on data collected in 2014 and 2015, with the final report released November 2015. Preparation of this report was financed in part through a planning grant from the FAA as approved under the Airport and Airway Improvement Act of 1982. The contents of this report reflect the views of the Consultant, which is responsible for the facts and the accuracy of the data depicted herein, and do not necessarily reflect the official views or policy of the FAA. Acceptance of this report by the FAA does not in any way constitute a commitment on the part of the United States to participate in any development depicted therein, nor does it indicate that the proposed development is environmentally acceptable in accordance with applicable public laws.

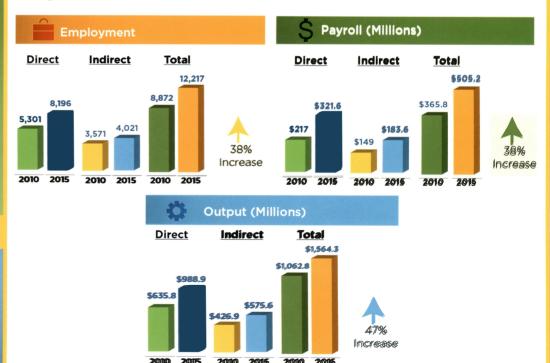
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#4 AB 1006 3.7.2019 19 15

Increasing Economic Impacts for North Dakota Airports

One objective the NDAC had for the 2015 update to their Statewide Aviation Economic Impact Study was to determine how economic contributions from the 89 public-use airports have changed since it was measured in 2010. The graphic below provides a comparison of findings from the 2010 and 2015 studies. The comparison shows direct, indirect, and total statewide economic impacts for employment, payroll, and output. The 2015 study took a conservative approach to estimate indirect impacts; as a result, 2015 indirect impacts represent a smaller percentage of total impacts than they did in the 2010 study.

As shown, direct statewide economic impacts for the 89 public-use airports increased between 2010 and 2015 for employment, payroll, and output. Increases in direct impacts contributed to the overall increase for total impacts for all three categories as shown here.



#5 HB 100b 3-7-2019 Pg/

Facts on the Economic Impact of Airports in North Dakota

Airport Economic Impacts

North Dakota's 8 commercial and 81 general aviation airports provide and support significant annual economic impacts. Airport related benefits come from activities associated with airport management, airport tenants, capital investment, and spending by visitors to North Dakota who arrive on commercial airlines and general aviation aircraft. Economic impacts for the 89 airports are measured using employment, annual payroll and annual economic output.

A 2015 study completed by the North Dakota Aeronautics Commission shows there are significant positive economic impacts associated with the state's public-use airports. As shown below, there has been a notable increase in impacts between 2010 and 2015:

Annual economic impacts from public-use airports have increased from \$1.06 billion to \$1.56 billion, a 47% increase.

Jobs supported by North Dakota airports have grown from **8,872** to **12,217**, a **38%** increase.

Annual state and local sales tax revenues from airport supported activities have increased from \$31.1 million to over \$60 million, a 93% increase

The significant annual economic impact from North Dakota's 8 commercial and 81 general aviation airports comes from **five** centers of economic activity.

Activities undertaken by airport Airport employees to operate the airport on a Management daily basis. Aviation related businesses that provide **Airport** airport, aircraft, or customer services. **Tenants** Capital Average annual investment made to **Improvement** maintain, improve, or expand an airport. Spending by general aviation visitors General to North Dakota that support hotels, **Aviation**

Visitors

Commercial

Visitors

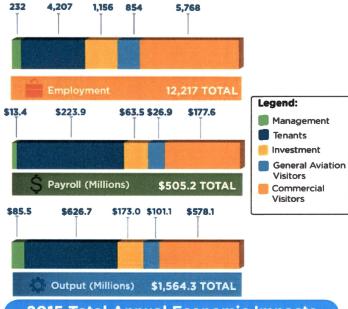
activities.

Spending by commercial visitors to Nor

restaurants, and other visitor related

Spending by commercial visitors to North Dakota that support hotels, restaurants, and other visitor related activities.

Economic impacts for North Dakota airports are measured using three indicators: employment, annual payroll, and annual economic output. For airport management and airport tenants, output is equal to their cost for purchasing goods and services to run the airport or their business. For capital investment, commercial visitors, and general aviation visitors, output is equal to average annual spending for airport improvements or annual spending by air visitors while they are in North Dakota.



2015 Total Annual Economic Impacts from Public-Use Airports

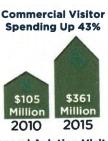
Jobs: 12,217

Payroll: \$505.2 million

Output: \$1.56 billion

Air Visitors to North Dakota

Since 2010, all air visitors to
North Dakota have increased
from **543,300** to **915,290**, an
increase of 68%. Business
travel to North Dakota has
increased exponentially, leading
to significant increases in visitor
spending for both visitors
arriving on general aviation
aircraft and on commercial
airline flights. Study surveys
show business travelers are
staying longer and spending more.



General Aviation Visitor Spending Up 93%





Other Economic Benefits from Aviation and Aerospace

Aside from economic benefits from North Dakota's public-use airports, there are other off-airport aviation and aerospace activities in North Dakota that provide additional economic benefits. These include benefits from:

- · Grand Forks Air Force Base
- Minot Air Force Base
- Off-Airport Aviation and Aerospace Businesses (including aerial applicators)
- Jobs with Improved Efficiency from Aviation

When airport, military, and off-airport aerospace and aviation activities in North Dakota are combined, they provide the annual economic impact shown to the right. Included in the aviation supported jobs are over 100 aviation and aerospace related jobs at the University of North Dakota; these jobs are in addition to University jobs located at Grand Forks International Airport.



TOTAL FOR ALL AIRPORT / AVIATION / AEROSPACE IMPACTS

Total Employment: 32,213

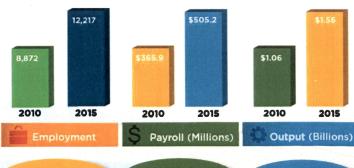
Total
Payroll:
\$1.44 billion

Total
Output:
\$3.66 billion

Increasing Economic Benefits

38% INCREASE

Economic impacts for North Dakota's airports were previously estimated in 2010. Information presented here shows how economic impacts from the commercial and general aviation airports in North Dakota have increased over the past five years.



38% INCREASE

47% INCREASE

The North Dakota Statewide Economic Impact Study shows that when all airport, aviation, military, and aerospace activities in North Dakota are considered:

- 32,200 jobs for all airport/aviation/aerospace related activities account for an estimated 8% of North Dakota's total employment which is estimated at 413,000.
- The \$3.7 billion in total annual output for all airport/ aviation/aerospace related activities accounts for an estimated 7% of North Dakota's Real Gross State Product estimated at \$48.2 billion.



#6 HB1004 3-7-2019 Pg/

North Dakota

| City | Airport | LocID | Owner- | Hul | o Role | Cate | THE RESIDENCE OF A PERSON | Curre | | 2019-2023 |
|-------------|--|-------|--------|------|--------------|---------|---------------------------|----------|-------|--------------|
| Oity | raipoit | | ship | 1101 | 7 11016 | Current | Year 5 | Enplaned | Based | Dev Estimate |
| Ashley | Ashley Municipal | ASY | PU | | Basic | GA | GA | 0 | 13 | \$1,150,00 |
| Beach | Beach | 20U | PU | | Basic | GA | GA | 0 | 8 | \$5.034,18 |
| Bismarck | Bismarck Municipal | BIS | PU | Ν | | Р | Р | 273,980 | | \$42,595,96 |
| Bottineau | Bottineau Municipal | D09 | PU | | Local | GA | GA | 0 | 17 | \$2,663,708 |
| Bowman | Bowman Regional | BWW | PU | | Local | GA | GA | 0 | 18 | \$7,232,890 |
| Cando | Cando Municipal | 9D7 | PU | | Basic | GA | GA | 0 | 10 | \$2,252,945 |
| Carrington | Carrington Municipal | 46D | PU | | Local | GA | GA | 0 | 17 | \$2,653,01 |
| Casselton | Casselton Robert Miller Regional | 5N8 | PU | | Local | GA | GA | 0 | 53 | \$7,454,533 |
| Cavalier | Cavalier Municipal | 2C8 | PU | | Local | GA | GA | 0 | 22 | \$1,814,474 |
| Cooperstown | Cooperstown Municipal | S32 | PU | | Basic | GA | GA | 0 | 13 | \$1,770,389 |
| Crosby | Crosby Municipal | D50 | PU | | Basic | GA | GA | 0 | 8 | \$3,927,778 |
| Devils Lake | Devils Lake Regional | DVL | PU | | Local | CS | CS | 8,209 | 29 | \$5,971,051 |
| Dickinson | Dickinson-Theodore Roosevelt Regional | DIK | PU | N | | Р | Р | 16,822 | 34 | \$80,950,000 |
| Dunseith | International Peace Garden | S28 | PU | | Basic | GA | GA | 0 | 0 | \$1,755,556 |
| Edgeley | Edgeley Municipal | 51D | PU | | Basic | GA | GA | 0 | 11 | \$1,977,778 |
| Ellendale | Ellendale Municipal | 4E7 | PU | | Basic | GA | GA | 0 | 11 | \$1,432,163 |
| Fargo | Hector International | FAR | PU | Ν | | Р | Р | 402,976 | 190 | \$20,477,778 |
| Fort Yates | Standing Rock | Y27 | NA | | Basic | GA | GA | 0 | 0 | \$1,968,948 |
| Garrison | Garrison Municipal | D05 | PU | | Basic | GA | GA | 0 | 14 | \$1,828,509 |
| Glen Ullin | Glen Ullin Regional | D57 | PU | | Basic | GA | GA | 0 | 6 | \$1,352.778 |
| Grafton | Hutson Field | GAF | PU | | Local | GA | GA | 0 | 24 | \$1,076,024 |
| Grand Forks | Grand Forks International | GFK | PU | Ν | | Р | Р | 132,557 | 135 | \$53,311,850 |
| Gwinner | Gwinner-Roger Melroe Field | GWR | PU | | Basic | GA | GA | 0 | 12 | \$3,229,786 |
| Harvey | Harvey Municipal | 5H4 | PU | | Basic | GA | GA | 0 | 13 | \$2,685,087 |
| Hazen | Mercer County Regional | HZE | PU | | Basic | GA | GA | 0 | 14 | \$5,113,960 |
| Hettinger | Hettinger Municipal | HEI | PU | | Local | GA | GA | 0 | 20 | \$3,448,977 |
| Hillsboro | Hillsboro Municipal | 3H4 | PU | | Local | GA | GA | 0 | 41 | \$7,444,444 |
| Jamestown | Jamestown Regional | JMS | PU | Ν | | Р | Р | 11,123 | 46 | \$3,952,223 |
| Kenmare | Kenmare Municipal | 7K5 | PU | | Local | GA | GA | 0 | 32 | \$1,730,849 |
| Kindred | Robert Odegaard Field | K74 | PU | | Local | GA | GA | 0 | 37 | \$2,791,636 |
| _akota | Lakota Municipal | 5L0 | PU | | Basic | GA | GA | 0 | 12 | \$3,791,666 |
| LaMoure | LaMoure Rott Municipal | 4F9 | PR | | Unclassified | GA | GA | 0 | 7 | \$0 |
| _angdon | Robertson Field | D55 | PU | | Local | GA | GA | 0 | 16 | \$1,462,461 |
| Linton | Linton Municipal | 7L2 | PU | | Local | GA | GA | 0 | 15 | \$3,403,708 |
| Lisbon | Lisbon Municipal | 6L3 | PU | | Basic | GA | GA | 0 | 13 | \$1,316,667 |
| Mandan | Mandan Municipal | Y19 | PU | | Local | GA | GA | 0 | 95 | \$20,722,223 |
| Minot | Minot International | MOT | PU | Ν | | Р | Р | 150,634 | 117 | \$43,665,186 |
| Mohall | Mohall Municipal | HBC | PU | | Local | GA | GA | 0 | 42 | \$4,277,778 |
| Mott | Mott Municipal | 3P3 | PU | | Basic | GA | GA | 0 | 9 | \$1,735,380 |

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| City | Airmort | LoolD | LociD Owner- Hub Role | | Category | | | | 2019-2023 |
|--------------|-------------------------------------|-------|-----------------------|--------------|----------|--------|----------|-------|--------------|
| City | Airport | LOCID | ship Hut |) Kole | Current | Year 5 | Enplaned | Based | Dev Estimate |
| Northwood | Northwood Municipal- Vince Field | 4V4 | PU | Local | GA | GA | 0 | 18 | \$1,918,128 |
| Oakes | Oakes Municipal | 2D5 | PU | Local | GA | GA | 0 | 16 | \$1,643,276 |
| Park River | Park River- W C Skjerven Field | Y37 | PU | Basic | GA | GA | 0 | 11 | \$1,277,778 |
| Parshall | Parshall-Hankins | Y74 | PU | Basic | GA | GA | 0 | 10 | \$3,981,112 |
| Pembina | Pembina Municipal | PMB | PU | Basic | GA | GA | 0 | 11 | \$1,671,847 |
| Rolla | Rolla Municipal | 06D | PU | Basic | GA | GA | 0 | 13 | \$3,152,405 |
| Rugby | Rugby Municipal | RUG | PU | Basic | GA | GA | 0 | 9 | \$1,055,556 |
| Stanley | Stanley Municipal | 08D | PU | Local | GA | GA | 0 | 31 | \$2,477,486 |
| Tioga | Tioga Municipal | D60 | PU | Local | GA | GA | 0 | 23 | \$9,517,794 |
| Valley City | Barnes County Municipal | BAC | PU | Local | GA | GA | 0 | 41 | \$1,142,259 |
| Wahpeton | Harry Stern | BWP | PU | Local | GA | GA | 0 | 60 | \$2,611,111 |
| Walhalla | Walhalla Municipal | 96D | PU | Unclassified | GA | GA | 0 | 6 | \$0 |
| Washburn | Washburn Municipal | 5C8 | PU | Basic | GA | GA | 0 | 14 | \$4,125,557 |
| Watford City | Watford City Municipal | S25 | PU | Local | GA | GA | 0 | 34 | \$52,468,790 |
| Williston | New | +09N | PU | | | Р | 0 | 0 | \$21,066,635 |

Total North Dakota Airport Needs (2019-2023): #469,534,077

State Airport Grant Allocations Biennium Breakdown

Includes Aeronautics and Oil Impact Funds

| | <u>Airport</u> | 2013 -2015 Biennium | 2015-2017 Biennium | 2017-2019 Biennium |
|----|----------------|---------------------|--------------------|--------------------|
| 1 | Arthur | \$0 | \$1,349 | \$0 |
| 2 | Ashley | \$220,150 | \$99,895 | \$119,323 |
| 3 | Beach | \$26,650 | \$7,850 | \$34,547 |
| 4 | Beulah | \$17,552 | \$59,144 | \$46,910 |
| 5 | Bismarck | \$1,258,956 | \$1,138,181 | \$1,737,153 |
| 6 | Bottineau | \$8,521 | \$45,270 | \$12,500 |
| 7 | Bowbells | \$15,000 | \$0 | \$0 |
| 8 | Bowman | \$2,942,731 | \$0 | \$45,775 |
| 9 | Cando | \$52,845 | \$23,151 | \$19,372 |
| 10 | Carrington | \$186,550 | \$34,080 | \$26,280 |
| 11 | Casselton | \$174,897 | \$31,124 | \$22,343 |
| 12 | Cavalier | \$34,572 | \$0 | \$88,414 |
| 13 | Columbus | \$0 | \$0 | \$0 |
| 14 | Cooperstown | \$48,518 | \$16,308 | \$18,470 |
| 15 | Crosby | \$1,289,295 | \$0 | \$65,657 |
| 16 | Devils Lake | \$443,322 | \$38,950 | \$116,287 |
| 17 | Dickinson | \$1,400,893 | \$1,237,463 | \$5,000,000 |
| 18 | Drayton | \$0 | \$0 | \$279,496 |
| 19 | Dunseith | \$0 | \$0 | \$0 |
| 20 | Edgeley | \$10,621 | \$57,100 | \$15,900 |
| 21 | Elgin | \$0 | \$1,000 | \$0 |
| 22 | Ellendale | \$475,999 | \$23,620 | \$19,823 |
| 23 | Enderlin | \$50,762 | \$13,955 | \$4,602 |
| 24 | Fargo | \$1,083,611 | \$1,251,089 | \$655,873 |
| 25 | Fessenden | \$0 | \$41,160 | \$26,910 |
| 26 | Fort Yates | \$0 | \$26,929 | \$0 |
| 27 | Gackle | \$8,060 | \$104,213 | \$1,656 |
| 28 | Garrison | \$11,250 | \$195,249 | \$4,000 |
| 29 | Glen Ullin | \$24,200 | \$18,830 | \$10,922 |
| 30 | Grafton | \$16,975 | \$31,150 | \$31,259 |
| 31 | Grand Forks | \$1,905,738 | \$300,808 | \$116,949 |

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State Airport Grant Allocations Biennium Breakdown

Includes Aeronautics and Oil Impact Funds

| | <u> Airport</u> | 2013 -2015 Biennium | 2015-2017 Biennium | 2017-2019 Biennium |
|----|-----------------|---------------------|--------------------|--------------------|
| 32 | Gwinner | \$271,077 | \$4,807 | \$75,431 |
| 33 | Harvey | \$10,544 | \$48,141 | \$24,818 |
| 34 | Hazelton | \$0 | \$0 | \$0 |
| 35 | Hazen | \$27,850 | \$42,531 | \$82,685 |
| 36 | Hettinger | \$49,448 | \$148,046 | \$61,422 |
| 37 | Hillsboro | \$47,625 | \$34,839 | \$423,584 |
| 38 | Jamestown | \$899,115 | \$191,324 | \$221,589 |
| 39 | Kenmare | \$235,477 | \$168,163 | \$118,155 |
| 40 | Killdeer | \$4,746,272 | \$25,940 | \$15,500 |
| 41 | Kindred | \$14,573 | \$20,218 | \$11,039 |
| 42 | Kulm | \$75,455 | \$26,745 | \$15,284 |
| 43 | La Moure | \$4,172 | \$481,393 | \$3,095 |
| 44 | Lakota | \$5,543 | \$46,534 | \$15,438 |
| 45 | Langdon | \$44,424 | \$68,947 | \$67,672 |
| 46 | Larimore | \$364,553 | \$0 | \$5,696 |
| 47 | Leeds | \$14,006 | \$132,393 | \$0 |
| 48 | Lidgerwood | \$19,328 | \$0 | \$5,135 |
| 49 | Linton | \$7,559 | \$93,317 | \$32,761 |
| 50 | Lisbon | \$28,365 | \$18,946 | \$13,578 |
| 51 | Maddock | \$553,933 | \$59,100 | \$184,000 |
| 52 | Mandan | \$434,136 | \$205,476 | \$237,466 |
| 53 | Mayville | \$2,263,196 | \$33,841 | \$0 |
| 54 | McClusky | \$0 | \$0 | \$0 |
| 55 | McVille | \$0 | \$8,100 | \$0 |
| 56 | Milnor | \$29,745 | \$40,359 | \$18,150 |
| 57 | Minot | \$23,402,650 | \$561,483 | \$246,538 |
| 58 | Minto | \$0 | \$61,191 | \$31,900 |
| 59 | Mohall | \$653,744 | \$306,387 | \$77,513 |
| 60 | Mott | \$1,900 | \$21,528 | \$20,072 |
| 61 | Napoleon | \$0 | \$6,437 | \$231,300 |
| 62 | New Rockford | \$21,985 | \$29,886 | \$44,987 |

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State Airport Grant Allocations Biennium Breakdown

Includes Aeronautics and Oil Impact Funds

| | <u>Airport</u> | 2013 -2015 Biennium | 2015-2017 Biennium | 2017-2019 Biennium |
|----|----------------|---------------------|--------------------|--------------------|
| 63 | New Town | \$2,676,853 | \$68,983 | \$2,047 |
| 64 | Northwood | \$7,282 | \$21,822 | \$67,221 |
| 65 | Oakes | \$170,621 | \$6,358 | \$52,185 |
| 66 | Page | \$3,750 | \$13,125 | \$50,181 |
| 67 | Park River | \$72,025 | \$35,005 | \$12,500 |
| 68 | Parshall | \$217,160 | \$3,578 | \$36,672 |
| 69 | Pembina | \$31,064 | \$14,015 | \$63,903 |
| 70 | Plaza | \$0 | \$0 | \$0 |
| 71 | Richardton | \$9,500 | \$0 | \$0 |
| 72 | Riverdale | \$0 | \$0 | \$0 |
| 73 | Rolette | \$529,000 | \$0 | \$0 |
| 74 | Rolla | \$87,536 | \$8,040 | \$15,580 |
| 75 | Rugby | \$67,853 | \$14,000 | \$62,189 |
| 76 | St. Thomas | \$16,906 | \$36,587 | \$33,652 |
| 77 | Stanley | \$371,525 | \$290,212 | \$53,305 |
| 78 | Tioga | \$446,756 | \$611,285 | \$18,797 |
| 79 | Towner | \$0 | \$999 | \$0 |
| 80 | Turtle Lake | \$75,802 | \$13,500 | \$2,700 |
| 81 | Valley City | \$344,600 | \$11,980 | \$55,725 |
| 82 | Wahpeton | \$41,584 | \$46,486 | \$25,338 |
| 83 | Walhalla | \$87,981 | \$8,130 | \$9,641 |
| 84 | Washburn | \$31,290 | \$73,196 | \$14,152 |
| 85 | Watford City | \$2,228,270 | \$1,113,693 | \$97,105 |
| 86 | West Fargo | \$76,890 | \$65,387 | \$48,553 |
| 87 | Westhope | \$43,515 | \$198,183 | \$30,000 |
| 88 | Williston | \$20,136,890 | \$0 | \$35,000,000 |
| 89 | Wishek | \$60,967 | \$22,440 | \$191,556 |
| | TOTALS | \$73,769,963 | \$10,360,944 | \$46,748,231 |

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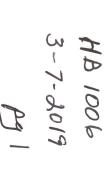
YTD Boardings Comparison of Commercial Service Airports

Through December

Prepared by: N.D. Aeronautics Commission

14-Jan-19

| | YTD 2018 | YTD 2017 | YTD 2016 | YTD 2015 | YTD 2014 | YTD 2013 | YTD 2012 | YTD 2011 | YTD 2010 | YTD 2009 | Difference | % Change |
|--------------------------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|----------|----------|----------|------------|----------|
| Bismarck | 282,363 | 272,739 | 271,022 | 259,734 | 245,205 | 237,683 | 236,172 | 196,414 | 194,043 | 181,114 | 9,624 | 3.53% |
| Devils Lake | 6,684 | 6,644 | 6,290 | 4,760 | 2,676 | 2,667 | 2,998 | 5,488 | 4,943 | 3,756 | 40 | 0.60% |
| Dickinson | 22,592 | 18,938 | 16,795 | 41,846 | 58,843 | 35,277 | 23,796 | 18,958 | 10,354 | 8,961 | 3,654 | 19.29% |
| Fargo | 422,190 | 392,889 | 395,614 | 429,251 | 448,848 | 398,677 | 364,727 | 350,458 | 363,138 | 348,951 | 29,301 | 7.46% |
| Grand Forks | 112,027 | 114,707 | 128,847 | 142,639 | 142,782 | 146,068 | 135,209 | 116,938 | 115,483 | 94,901 | (2,680) | -2.34% |
| Jamestown | 11,808 | 12,865 | 11,123 | 7,996 | 3,428 | 2,672 | 3,861 | 5,689 | 4,284 | 3,438 | (1,057) | -8.22% |
| Minot | 151,658 | 143,172 | 151,706 | 182,872 | 222,144 | 222,083 | 224,421 | 150,450 | 90,823 | 66,771 | 8,486 | 5.93% |
| Williston | 73,795 | 68,685 | 68,021 | 106,945 | 119,069 | 94,459 | 37,359 | 27,860 | 15,897 | 11,229 | 5,110 | 7.44% |
| TOTALS | 1,083,117 | 1,030,639 | 1,049,418 | 1,176,043 | 1,242,995 | 1,139,586 | 1,028,543 | 872,255 | 798,965 | 719,121 | 52,478 | 5.09% |
| Commercial (BIS- FAR-GFK-MOT-WIL) | 1,042,033 | 992,192 | 1,015,210 | 1,121,441 | 1,178,048 | 1,098,970 | 997,888 | 842,120 | 779,384 | 702,966 | 49,841 | 5.02% |
| Regional (DVL-DIK- JMS) | 41,084 | 38,447 | 34,208 | 54,602 | 64,947 | 40,616 | 30,655 | 30,135 | 19,581 | 16,155 | 2,637 | 6.86% |



#9 HB 1006 3-7-2019

NPIAS AIRPORT CAPITAL IMPROVEMENT PLAN REPORT - NORTH DAKOTA



| | AIRPORT | Based Aircraft | PROJECT | NDAC Priigritty | FAA Priionity | Project Cost | s (Thousands) |
|--------|--------------|-------------------|--|--|--|---|---|
| | | Aircrant | Construct Floureted Walleyn | iP-internity | Primority | 1 to 5 | 6 to 10 |
| 1 | Forms | 400 | Construct Elevated Walkway | 32 | 36 | 16000 2000 | 1000 |
| ' | Fargo FAR | 198 | SRE Building Expansion / SRE Equipment Rwy 18/36 CL/TDZ Lighting | 56 | 45 | 1500 | 1000 |
| | PAR | | | 44 | 38 | | |
| | | | Cargo Apron Expansion (Phase III - '19) | delice and the contract of | | 13000 | 4000 |
| 125, 4 | | | Pavement Maintenance (RTA, RCF, Seal) | 56 | 66 | 1000 | 1000 |
| | | | Terminal Building Expan. (Gate 6) | 31 | 93 | 5000 | |
| | | | Terminal Apron Reconstruction | 54 | 47 | 10000 | |
| 200 | | | Rwy 18L/36R EA, Design, Construction | 26 | 49 | | 8000 |
| | | | Rwy 9/27 Ext./Widening / Par. Txy EA, Design, Construc. | 46 | 51 | | 30000 |
| 7.75 | | | North GA Taxilane Extensions / East GA Expansion | 45 | 38 | | 1000 |
| | | | Parking Lot Expansion | 23 | 27 | | 2000 |
| | | | Twy D Reconstruction | 45 | 38 | | 3500 |
| | | the state of | East GA Expansion | 23 | 27 | | 2000 |
| | | | Rehabilitate Runway 3-21 and Taxiway D (D '20, C '21) | 56 | 66 | 8000 | |
| 2 | Bismarck | 116 | Rehabilitate/Construct Parking Lot/Expansion | 23 | 27 | 2000 | 5000 |
| | BIS | | GA Apron Expansion (Phase IV) | 45 | 38 | 2000 | 2000 |
| | | | Purchase SRE Equipment | 32 | 36 | 2000 | 1000 |
| | | | Rehabilitate Taxiway D | 55 | 55 | 5000 | 1000 |
| | | _ | Rehabilitate Access Roads | 23 | 27 | 1500 | 1 |
| | | + | Airfield Wetland Mitigation / Drainage Improvements (Phase V - '19-'20, Phase VI - '21) | 31 | 59 | 20000 | |
| | | | Construct Terminal Building Expansion | 31 | 33 | 4000 | 6000 |
| | | | | | 38 | | |
| | | | Rehabilitate GA and Commercial Apron | 44 | | 1000 | 1000 |
| | | _ | Purchase ARFF Equipment | 32 | 36 | 1000 | 1000 |
| | | | Runway 13 RPZ Land Acquisition (EA '22, LA '23) | 41 | 44 | ļ | 1000 |
| | | | Pavement Maintenance (RTA, RCF, Seal) | 56 | 66 | ļ | |
| | | | Rehabilitate/Construct SRE Building Expansion | 32 | 36 | 1500 | |
| | | | Rehabilitate/Construct ARFF Building Expansion | 31 | 46 | 1500 | |
| | | | Construct Service Road Expansion | 23 | 27 | 3000 | 1500 |
| | | | Construct Holding Aprons - Runway 3/21 | 44 | 54 | | 500 |
| | | | Construct Taxilane Expansion | 45 | 38 | | 500 |
| | | | Construct Runway 9L-27R Extension Environmental Assessment 20' | 46 | 56 | 500 | |
| 3 | Grand Forks | 131 | Construct Runway 9L-27R Extension Land Acquisition & Design 21' | 46 | 56 | 6000 | |
| | GFK | | Construct Runway 9L-27R Extension (C '22-'23) | 46 | 56 | 40000 | |
| | | 31 44 75 60 | Rehabilitate Runway 17R/35L (D'24, C'25) | 56 | 56 | 50000 | |
| 4.05 | | | Construct Runway 18-36 | 46 | 56 | | 10000 |
| 27.5 | | 90 . A. S. W. N | Construct Access Road North of Terminal | 44 | 38 | | 1500 |
| 1000 | | | Construct Terminal Apron | 44 | 38 | | 9000 |
| - 113 | | | Purchase ARFF Equipment | 32 | 36 | | 1000 |
| | | | Construct West GA Taxiways and Taxilanes (C '19) | 32 | 36 | 2500 | 1000 |
| | | | Taxiway C Rehab | 45 | 38 | 2500 | 4000 |
| 4 | Minet | 407 | | 12 | | | |
| 4 | Minot | 137 | Replace T-Hangars | | X | | 3000 |
| | MOT | | Northwest GA Apron | 44 | 38 | 0000 | 2000 |
| | | | Storm Water Improvements (C '20) | 31 | 66 | 3000 | |
| | | | CAA | | | 2500 | 1 |
| | | | GA Apron Rehap (Phase II C '19) | 54 | 55 | 0000 | 4666 |
| | | | Purchase SRE Equipment | 54 32 | 36 | 2000 | 1000 |
| | | | Purchase SRE Equipment Purchase ARFF Truck | 54 32 52 | 36 36 | 2000 1000 | |
| | | | Purchase SRE Equipment Purchase ARFF Truck Taxiway B/G Rehab | 54 32 52 45 | 36 36 55 | | 3000 |
| | | | Purchase SRE Equipment Purchase ARFF Truck | 54 32 52 | 36 36 55 83 | | |
| | | | Purchase SRE Equipment Purchase ARFF Truck Taxiway B/G Rehab | 54 32 52 45 | 36 36 55 | | 3000 |
| | | | Purchase SRE Equipment Purchase ARFF Truck Taxiway B/G Rehab Replace/Upgrade Airfield Security Fence | 54 32 52 45 31 | 36 36 55 83 | 1000 | 3000 |
| | | | Purchase SRE Equipment Purchase ARFF Truck Taxiway B/G Rehab Replace/Upgrade Airfield Security Fence Construct Cargo Apron (D' 19' C 20') | 54 32 52 45 31 44 | 36 36 55 83 38 | 3000 | 3000 5000 |
| | | | Purchase SRE Equipment Purchase ARFF Truck Taxiway B/G Rehab Replace/Upgrade Airfield Security Fence Construct Cargo Apron (D' 19' C 20') Pavement Maintenance (RTA,RCF, Seal), Remarking | 54 32 52 45 31 44 56 | 36 36 55 83 38 68 | 3000 1000 | 3000 5000 |
| | | | Purchase SRE Equipment Purchase ARFF Truck Taxiway B/G Rehab Replace/Upgrade Airfield Security Fence Construct Cargo Apron (D' 19' C 20') Pavement Maintenance (RTA,RCF, Seal), Remarking Runway 8/26 Rehabilitation and Threshold Relocation Construct GA Landside Access Road and Parking Lot | 54 32 52 45 31 44 56 56 23 | 36 36 55 83 38 68 | 3000 1000 1000 | 3000 5000 |
| 5 | | 43 | Purchase SRE Equipment Purchase ARFF Truck Taxiway B/G Rehab Replace/Upgrade Airfield Security Fence Construct Cargo Apron (D' 19' C 20') Pavement Maintenance (RTA,RCF, Seal), Remarking Runway 8/26 Rehabilitation and Threshold Relocation Construct GA Landside Access Road and Parking Lot Pavement Maintenance (RTA,RCF, Seal), Remarking | 54 32 52 45 31 44 56 56 23 56 | 36 36 55 83 38 68 66 27 66 | 3000 1000 1000 3500 500 | 3000 5000 1000 |
| 5 | Jamestown | 43 | Purchase SRE Equipment Purchase ARFF Truck Taxiway B/G Rehab Replace/Upgrade Airfield Security Fence Construct Cargo Apron (D' 19' C 20') Pavement Maintenance (RTA,RCF, Seal), Remarking Runway 8/26 Rehabilitation and Threshold Relocation Construct GA Landside Access Road and Parking Lot Pavement Maintenance (RTA,RCF, Seal), Remarking Purchase SRE Plow Truck | 54 32 52 45 31 44 56 56 23 56 32 | 36 36 55 83 38 68 66 27 66 36 | 3000 1000 1000 3500 | 3000 5000 1000 |
| 5 | | 43 | Purchase SRE Equipment Purchase ARFF Truck Taxiway B/G Rehab Replace/Upgrade Airfield Security Fence Construct Cargo Apron (D' 19' C 20') Pavement Maintenance (RTA,RCF, Seal), Remarking Runway 8/26 Rehabilitation and Threshold Relocation Construct GA Landside Access Road and Parking Lot Pavement Maintenance (RTA,RCF, Seal), Remarking Purchase SRE Plow Truck Jet Bridge | 54 32 52 45 31 44 56 56 23 56 32 | 36 36 55 83 38 68 66 27 66 36 X | 3000 1000 1000 3500 500 500 | 3000 5000 1000 |
| 5 | Jamestown | 43 | Purchase SRE Equipment Purchase ARFF Truck Taxiway B/G Rehab Replace/Upgrade Airfield Security Fence Construct Cargo Apron (D' 19' C 20') Pavement Maintenance (RTA,RCF, Seal), Remarking Runway 8/26 Rehabilitation and Threshold Relocation Construct GA Landside Access Road and Parking Lot Pavement Maintenance (RTA,RCF, Seal), Remarking Purchase SRE Plow Truck Jet Bridge Rehabilitate Taxiways A, B & C (D'20) | 54 32 52 45 31 44 56 56 23 56 32 11 | 36 36 55 83 38 68 66 27 66 36 X | 3000 1000 10000 3500 500 500 3000 | 3000 5000 1000 |
| 5 | Jamestown | 43 | Purchase SRE Equipment Purchase ARFF Truck Taxiway B/G Rehab Replace/Upgrade Airfield Security Fence Construct Cargo Apron (D' 19' C 20') Pavement Maintenance (RTA,RCF, Seal), Remarking Runway 8/26 Rehabilitation and Threshold Relocation Construct GA Landside Access Road and Parking Lot Pavement Maintenance (RTA,RCF, Seal), Remarking Purchase SRE Plow Truck Jet Bridge Rehabilitate Taxiways A, B & C (D'20) Rehabilitate Terminal Apron (D' 19, C '20) | 54 32 52 45 31 44 56 56 23 56 32 11 45 44 | 36 36 55 83 38 68 66 27 66 36 X | 3000 1000 1000 3500 500 500 | 3000 5000 1000 500 1000 |
| 5 | Jamestown | 43 | Purchase SRE Equipment Purchase ARFF Truck Taxiway B/G Rehab Replace/Upgrade Airfield Security Fence Construct Cargo Apron (D' 19' C 20') Pavement Maintenance (RTA,RCF, Seal), Remarking Runway 8/26 Rehabilitation and Threshold Relocation Construct GA Landside Access Road and Parking Lot Pavement Maintenance (RTA,RCF, Seal), Remarking Purchase SRE Plow Truck Jet Bridge Rehabilitate Taxiways A, B & C (D'20) Rehabilitate Terminal Apron (D' 19, C '20) W. Industrial Park Infrastr. Improvements (D. '23, C. '24-'25) | 54 32 52 45 31 44 56 56 23 56 32 11 45 44 | 36 36 55 83 38 68 66 27 66 36 X 64 55 X | 3000 1000 10000 3500 500 500 3000 | 3000 5000 1000 500 1000 |
| 5 | Jamestown | 43 | Purchase SRE Equipment Purchase ARFF Truck Taxiway B/G Rehab Replace/Upgrade Airfield Security Fence Construct Cargo Apron (D' 19' C 20') Pavement Maintenance (RTA,RCF, Seal), Remarking Runway 8/26 Rehabilitation and Threshold Relocation Construct GA Landside Access Road and Parking Lot Pavement Maintenance (RTA,RCF, Seal), Remarking Purchase SRE Plow Truck Jet Bridge Rehabilitate Taxiways A, B & C (D'20) Rehabilitate Terminal Apron (D' 19, C'20) W. Industrial Park Infrastr. Improvements (D. '23, C. '24-'25) Terminal Expansion | 54 32 52 45 31 44 56 56 23 56 32 11 45 44 11 | 36 36 55 83 38 68 66 27 66 36 X 64 55 X | 3000 1000 10000 3500 500 500 3000 | 3000 5000 1000 500 1000 1500 2000 |
| 5 | Jamestown | 43 | Purchase SRE Equipment Purchase ARFF Truck Taxiway B/G Rehab Replace/Upgrade Airfield Security Fence Construct Cargo Apron (D' 19' C 20') Pavement Maintenance (RTA,RCF, Seal), Remarking Runway 8/26 Rehabilitation and Threshold Relocation Construct GA Landside Access Road and Parking Lot Pavement Maintenance (RTA,RCF, Seal), Remarking Purchase SRE Plow Truck Jet Bridge Rehabilitate Taxiways A, B & C (D'20) Rehabilitate Terminal Apron (D' 19, C '20) W. Industrial Park Infrastr. Improvements (D. '23, C. '24-'25) | 54 32 52 45 31 44 56 56 23 56 32 11 45 44 | 36 36 55 83 38 68 66 27 66 36 X 64 55 X | 3000 1000 10000 3500 500 500 3000 | 3000 5000 1000 500 1000 |

#9 #8 1006 3-7-2019 AS 2

| | AIRPORT | Based Aircraft | PROJECT Construct Airport | NDAC Priority 56 | FAA Philiphility 52 | Project Costs | 6 to 10 |
|----------|--|------------------------------|--|--|--|---|---|
| | Williston | 49 | Construct Airport Construct Crosswind Runway | 46 | | 200000 | |
| | | 49 | | | 56 | 6000 | |
| - | ISN / XWA | | Purchase SRE Equipment | 32 | 36 | 2000 | |
| 4 | | | Purchase ARFIF Equipement | 52 | 36 | | 1000 |
| | | | Pavement Maintenance (RTA, RCF, Seal) | 56 | 66 | | 500 |
| | | | Off-Site Sewer Installation (Airport to City) | Ж | × | 5000 | |
| | | | Hangars | 12 | 17 | | 2000 |
| | | | Terminal/Rental Car Parking Expansion | × | × | | 2000 |
| - | | | | | | | |
| | | | Cargo Apron Construction | 44 | 55 | 2000 | 1000 |
| | | | Crosswind Parallel Taxiway | 45 | 55 | 2000 | |
| | | | SRE Equipment | 32 | 36 | 646 A 150 A 170 S | 500 |
| 7 | Devils Lake | 29 | Land Acquisition (Relocate Building) | 41 | 42 | 500 | |
| - | DVL | 20 | | | | 2000 | |
| | DVL | | Taxiway A (D' & C' 19) GA Apron Reconstruction (D 20') | 44 | 55 | 2000 | 0700 |
| | | | Rwy 13/31 Rehabilitation | 56 | 66 | | 2500 |
| | | | Security Upgrades/Access Control System | 42 | X | | 250 |
| | | | Emergency Generator | 32 | X | | 250 |
| | | | SRE Building | 31 | 33 | | 1000 |
| 7 | | | GA Hangar | 12 | 29 | 25 A. W. A. W. B. | 1000 |
| 1 1 1 1 | | | Terminal Expansion | 31 | 33 | | 1500 |
| | | 180 | | | | 400 | 1300 |
| | | | Reimbursement for South Taxiway Lights | 45 | 45 | 150 | |
| | | | Terminal Design and Construction | 33 | 45 | | 30000 |
| 8 | Dickinson | 34 | Land Acq./Design/Reconstruct Runway 14/32/ Construct Parallel Txwy/Txwy B Improv | 56 | 68 | 60000 | |
| | DIK | | Terminal Access and Parking Lot | 31 | 40 | | 9000 |
| _ | | | Install Wildlife Fence | 31 | 57 | H | 3000 |
| | | | ARFF Truck / ARFF Building Expansion | 32 | | 1000 | 2500 |
| | | | | | 41 | 1000 | |
| | | | Construct Commercial Service Apron | 44 | 47 | | 9000 |
| | | | Construct Taxiway for hangars / Access Road | 55 | 66 | | 5000 |
| | | | Crosswind Parallel Taxiway | 45 | 61 | | 3000 |
| | | | Onsite Water Tank and Sanitary System | 31 | Х | | 3000 |
| | | | SRE/SRE Building Expansion | 32 | 45 | 1000 | 3000 |
| - | | | SKEPSKE Building Expansion | JŁ | 45 | 1000 | 3000 |
| | | | Commercial Service Airport Project Totals: | | | 334650 | 19600 |
| | | | | | | | |
| 113 111 | | BASIC | Install LED MIRLs, PAPIs, Beacon, Windcone and Electrical Vault (D '19, C '20) | 56 | 45 | 500 | |
| 9 | Ashley | 13 | Purchase SRE Equipment | 32 | 36 | 250 | |
| 1 | ASY | - 7. U.S | AGIS for IAP Development | 37 | 50 | 150 | |
| 4.74 | | 7,000 | Construct Terminal/SRE Building | 32 | 36 | 500 | F-3-71138 |
| | | | Install AWOS | 32 | 48 | 000 | 300 |
| | | | | | | | |
| | | | Construct Apron Expansion | 44 | 38 | | 1000 |
| | | | Construct Fuel System | 22 | 17 | | 400 |
| | | | Pavement Maintenance (RTA, RCF, Seal) | | | 400 | 300 |
| | | | | 56 | 66 | 100 | 300 |
| | | BASIC | | | 66 | | 300 |
| | Pacah | | ALP/MP Update with Exhibit A/AGIS Component | 31 | 42 | 300 | 300 |
| 10 | Beach | BASIC 8 | ALP/MP Update with Exhibit A/AGIS Component Rehabilitate Hangar Taxilanes | 31 44 | 42 47 | 300 600 | 300 |
| 10 | Beach 20U | | ALP/MP Update with Exhibit A/AGIS Component Rehabilitate Hangar Taxilanes Construct New Turf Runway | 31 44 46 | 42 | 300 600 800 | 300 |
| 10 | | | ALP/MP Update with Exhibit A/AGIS Component Rehabilitate Hangar Taxilanes Construct New Turf Runway Runway 12/30, Taxiway, Apron Pavement Rehabilitation (D '25, C '26) | 31 44 | 42 47 | 300 600 | 300 |
| 10 | | | ALP/MP Update with Exhibit A/AGIS Component Rehabilitate Hangar Taxilanes Construct New Turf Runway Runway 12/30, Taxiway, Apron Pavement Rehabilitation (D '25, C '26) | 31 44 46 56 | 42 47 59 66 | 300 600 800 1500 | |
| 10 | | | ALP/MP Update with Exhibit A/AGIS Component Rehabilitate Hangar Taxilanes Construct New Turf Runway Runway 12/30, Taxiway, Apron Pavement Rehabilitation (D '25, C '26) Pavement Maintenance (RTA, RCF, Seal) | 31 44 46 56 56 | 42 47 59 66 66 | 300 600 800 | 400 |
| 10 | | | ALP/MP Update with Exhibit A/AGIS Component Rehabilitate Hangar Taxilanes Construct New Turf Runway Runway 12/30, Taxiway, Apron Pavement Rehabilitation (D '25, C '26) Pavement Maintenance (RTA, RCF, Seal) Construct Hangar | 31 44 46 56 56 12 | 42 47 59 66 66 29 | 300 600 800 1500 | 400 |
| 10 | | | ALP/MP Update with Exhibit A/AGIS Component Rehabilitate Hangar Taxilanes Construct New Turf Runway Runway 12/30, Taxiway, Apron Pavement Rehabilitation (D '25, C '26) Pavement Maintenance (RTA, RCF, Seal) Construct Hangar Construct Fence and Signage | 31 44 46 56 56 12 31 | 42 47 59 66 66 29 38 | 300 600 800 1500 | 400 700 2000 |
| 10 | | | ALP/MP Update with Exhibit A/AGIS Component Rehabilitate Hangar Taxilanes Construct New Turf Runway Runway 12/30, Taxiway, Apron Pavement Rehabilitation (D '25, C '26) Pavement Maintenance (RTA, RCF, Seal) Construct Hangar Construct Fence and Signage Construct Parallel Taxiway | 31 44 46 56 56 12 31 45 | 42 47 59 66 66 29 38 48 | 300 600 800 1500 | 400 700 2000 1000 |
| 10 | | | ALP/MP Update with Exhibit A/AGIS Component Rehabilitate Hangar Taxilanes Construct New Turf Runway Runway 12/30, Taxiway, Apron Pavement Rehabilitation (D '25, C '26) Pavement Maintenance (RTA, RCF, Seal) Construct Hangar Construct Fence and Signage | 31 44 46 56 56 12 31 | 42 47 59 66 66 29 38 | 300 600 800 1500 | 400 700 2000 |
| 10 | | 8 | ALP/MP Update with Exhibit A/AGIS Component Rehabilitate Hangar Taxilanes Construct New Turf Runway Runway 12/30, Taxiway, Apron Pavement Rehabilitation (D '25, C '26) Pavement Maintenance (RTA, RCF, Seal) Construct Hangar Construct Fence and Signage Construct Parallel Taxiway Construct Apron Expansion | 31 44 46 56 56 12 31 45 | 42 47 59 66 66 29 38 48 38 | 300 600 800 1500 200 | 400 700 2000 1000 |
| | 20U | 8 LOCAL | ALP/MP Update with Exhibit A/AGIS Component Rehabilitate Hangar Taxilanes Construct New Turf Runway Runway 12/30, Taxiway, Apron Pavement Rehabilitation (D '25, C '26) Pavement Maintenance (RTA, RCF, Seal) Construct Hangar Construct Fence and Signage Construct Parallel Taxiway Construct Apron Expansion Construct Jet-A Fuel System | 31 44 46 56 56 12 31 45 44 | 42 47 59 66 66 29 38 48 38 | 300 600 800 1500 200 | 400 700 2000 1000 500 |
| | 20U Bottineau | 8 | ALP/MP Update with Exhibit A/AGIS Component Rehabilitate Hangar Taxilanes Construct New Turf Runway Runway 12/30, Taxiway, Apron Pavement Rehabilitation (D '25, C '26) Pavement Maintenance (RTA, RCF, Seal) Construct Hangar Construct Fence and Signage Construct Parallel Taxiway Construct Apron Expansion Construct Jet-A Fuel System Pavement Maintenance (RTA, RCF, Seal) | 31 44 46 56 56 12 31 45 44 22 | 42 47 59 66 66 29 38 48 38 17 | 300 600 800 1500 200 | 400 700 2000 1000 500 |
| | 20U | 8 LOCAL | ALP/MP Update with Exhibit A/AGIS Component Rehabilitate Hangar Taxilanes Construct New Turf Runway Runway 12/30, Taxiway, Apron Pavement Rehabilitation (D '25, C '26) Pavement Maintenance (RTA, RCF, Seal) Construct Hangar Construct Fence and Signage Construct Parallel Taxiway Construct Apron Expansion Construct Apron Expansion Construct Jet-A Fuel System Pavement Maintenance (RTA, RCF, Seal) Construct Taxiway Expansion | 31 44 46 56 56 12 31 45 44 22 56 45 | 42 47 59 66 66 29 38 48 38 17 66 | 300 600 800 1500 200 300 200 300 | 400 700 2000 1000 500 |
| | 20U Bottineau | 8 LOCAL | ALP/MP Update with Exhibit A/AGIS Component Rehabilitate Hangar Taxilanes Construct New Turf Runway Runway 12/30, Taxiway, Apron Pavement Rehabilitation (D '25, C '26) Pavement Maintenance (RTA, RCF, Seal) Construct Hangar Construct Fence and Signage Construct Parallel Taxiway Construct Apron Expansion Construct Jet-A Fuel System Pavement Maintenance (RTA, RCF, Seal) Construct Taxiway Expansion Realign and Construct Turf X-Wind Runway | 31 44 46 56 56 12 31 45 44 22 | 42 47 59 66 66 29 38 48 38 17 | 300 600 800 1500 200 | 400 700 2000 1000 500 200 300 |
| | 20U Bottineau | 8 LOCAL | ALP/MP Update with Exhibit A/AGIS Component Rehabilitate Hangar Taxilanes Construct New Turf Runway Runway 12/30, Taxiway, Apron Pavement Rehabilitation (D '25, C '26) Pavement Maintenance (RTA, RCF, Seal) Construct Hangar Construct Fence and Signage Construct Parallel Taxiway Construct Apron Expansion Construct Apron Expansion Construct Jet-A Fuel System Pavement Maintenance (RTA, RCF, Seal) Construct Taxiway Expansion | 31 44 46 56 56 12 31 45 44 22 56 45 | 42 47 59 66 66 29 38 48 38 17 66 | 300 600 800 1500 200 300 200 300 | 400 700 2000 1000 500 200 300 |
| 10 | 20U Bottineau | 8 LOCAL | ALP/MP Update with Exhibit A/AGIS Component Rehabilitate Hangar Taxilanes Construct New Turf Runway Runway 12/30, Taxiway, Apron Pavement Rehabilitation (D '25, C '26) Pavement Maintenance (RTA, RCF, Seal) Construct Hangar Construct Fence and Signage Construct Parallel Taxiway Construct Apron Expansion Construct Jet-A Fuel System Pavement Maintenance (RTA, RCF, Seal) Construct Taxiway Expansion Realign and Construct Turf X-Wind Runway Runway 13/31, Taxiway, Apron Pavement Rehabilitation | 31 44 46 56 56 12 31 45 44 22 56 45 45 | 42 47 59 66 66 29 38 48 38 17 66 64 46 | 300 600 800 1500 200 300 200 300 500 | 400 700 2000 1000 500 |
| | 20U Bottineau | 8 LOCAL | ALP/MP Update with Exhibit A/AGIS Component Rehabilitate Hangar Taxilanes Construct New Turf Runway Runway 12/30, Taxiway, Apron Pavement Rehabilitation (D '25, C '26) Pavement Maintenance (RTA, RCF, Seal) Construct Hangar Construct Fence and Signage Construct Parallel Taxiway Construct Apron Expansion Construct Jet-A Fuel System Pavement Maintenance (RTA, RCF, Seal) Construct Taxiway Expansion Realign and Construct Turf X-Wind Runway Runway 13/31, Taxiway, Apron Pavement Rehabilitation Demo Hangar and Construct New T-Hangar | 31 44 46 56 56 12 31 45 44 22 56 45 45 45 | 42 47 59 66 66 29 38 48 38 17 66 64 46 66 | 300 600 800 1500 200 300 200 300 | 400 700 2000 1000 500 200 300 |
| | 20U Bottineau | 8 LOCAL | ALP/MP Update with Exhibit A/AGIS Component Rehabilitate Hangar Taxilanes Construct New Turf Runway Runway 12/30, Taxiway, Apron Pavement Rehabilitation (D '25, C '26) Pavement Maintenance (RTA, RCF, Seal) Construct Hangar Construct Fence and Signage Construct Parallel Taxiway Construct Apron Expansion Construct Jet-A Fuel System Pavement Maintenance (RTA, RCF, Seal) Construct Taxiway Expansion Realign and Construct Turf X-Wind Runway Runway 13/31, Taxiway, Apron Pavement Rehabilitation Demo Hangar and Construct New T-Hangar Construct Fence and Signage | 31 44 46 56 56 12 31 45 44 22 56 45 45 56 12 31 | 42 47 59 66 66 29 38 48 38 17 66 64 46 66 29 38 | 300 600 800 1500 200 300 200 300 500 | 400 700 2000 1000 500 200 300 |
| | 20U Bottineau | 8 LOCAL | ALP/MP Update with Exhibit A/AGIS Component Rehabilitate Hangar Taxilanes Construct New Turf Runway Runway 12/30, Taxiway, Apron Pavement Rehabilitation (D '25, C '26) Pavement Maintenance (RTA, RCF, Seal) Construct Hangar Construct Fence and Signage Construct Parallel Taxiway Construct Apron Expansion Construct Jet-A Fuel System Pavement Maintenance (RTA, RCF, Seal) Construct Taxiway Expansion Realign and Construct Turf X-Wind Runway Runway 13/31, Taxiway, Apron Pavement Rehabilitation Demo Hangar and Construct New T-Hangar Construct Fence and Signage Design and Construct GA Terminal | 31 44 46 56 56 12 31 45 44 22 56 45 45 45 31 32 | 42 47 59 66 66 29 38 48 38 17 66 64 46 66 29 38 | 300 600 800 1500 200 300 200 300 500 | 400 700 2000 1000 500 200 300 1500 |
| | 20U Bottineau | 8 LOCAL | ALP/MP Update with Exhibit A/AGIS Component Rehabilitate Hangar Taxilanes Construct New Turf Runway Runway 12/30, Taxiway, Apron Pavement Rehabilitation (D '25, C '26) Pavement Maintenance (RTA, RCF, Seal) Construct Hangar Construct Fence and Signage Construct Parallel Taxiway Construct Apron Expansion Construct Jet-A Fuel System Pavement Maintenance (RTA, RCF, Seal) Construct Taxiway Expansion Realign and Construct Turf X-Wind Runway Runway 13/31, Taxiway, Apron Pavement Rehabilitation Demo Hangar and Construct New T-Hangar Construct Fence and Signage | 31 44 46 56 56 12 31 45 44 22 56 45 45 56 12 31 | 42 47 59 66 66 29 38 48 38 17 66 64 46 66 29 38 | 300 600 800 1500 200 300 200 300 500 | 400 700 2000 1000 500 200 300 |
| | 20U Bottineau | LOCAL 17 | ALP/MP Update with Exhibit A/AGIS Component Rehabilitate Hangar Taxilanes Construct New Turf Runway Runway 12/30, Taxiway, Apron Pavement Rehabilitation (D '25, C '26) Pavement Maintenance (RTA, RCF, Seal) Construct Hangar Construct Fence and Signage Construct Parallel Taxiway Construct Apron Expansion Construct Apron Expansion Construct Jet-A Fuel System Pavement Maintenance (RTA, RCF, Seal) Construct Taxiway Expansion Realign and Construct Turf X-Wind Runway Runway 13/31, Taxiway, Apron Pavement Rehabilitation Demo Hangar and Construct New T-Hangar Construct Fence and Signage Design and Construct GA Terminal ALP/MP Update with AGIS Component | 31 44 46 56 56 12 31 45 44 22 56 45 45 45 31 32 31 | 42 47 59 66 66 29 38 48 38 17 66 64 46 66 29 38 | 300 600 800 1500 200 300 200 300 500 1000 | 400 700 2000 1000 500 200 300 1500 |
| 11 | Bottineau D09 | LOCAL 17 | ALP/MP Update with Exhibit A/AGIS Component Rehabilitate Hangar Taxilanes Construct New Turf Runway Runway 12/30, Taxiway, Apron Pavement Rehabilitation (D '25, C '26) Pavement Maintenance (RTA, RCF, Seal) Construct Hangar Construct Fence and Signage Construct Parallel Taxiway Construct Apron Expansion Construct Apron Expansion Construct Taxiway Expansion Construct Taxiway Expansion Realign and Construct Turf X-Wind Runway Runway 13/31, Taxiway, Apron Pavement Rehabilitation Demo Hangar and Construct New T-Hangar Construct Fence and Signage Design and Construct GA Terminal ALP/MP Update with AGIS Component Construct Parallel Taxiway | 31 44 46 56 56 12 31 45 44 22 56 45 45 45 31 32 31 45 | 42 47 59 66 66 29 38 48 38 17 66 64 46 66 29 38 38 48 | 300 600 800 1500 200 300 500 1000 700 | 400 700 2000 1000 500 200 300 1500 |
| 11 | Bottineau D09 | LOCAL 17 | ALP/MP Update with Exhibit A/AGIS Component Rehabilitate Hangar Taxilanes Construct New Turf Runway Runway 12/30, Taxiway, Apron Pavement Rehabilitation (D '25, C '26) Pavement Maintenance (RTA, RCF, Seal) Construct Hangar Construct Fence and Signage Construct Parallel Taxiway Construct Apron Expansion Construct Jet-A Fuel System Pavement Maintenance (RTA, RCF, Seal) Construct Taxiway Expansion Realign and Construct Turf X-Wind Runway Runway 13/31, Taxiway, Apron Pavement Rehabilitation Demo Hangar and Construct New T-Hangar Construct Fence and Signage Design and Construct GA Terminal ALP/MP Update with AGIS Component Construct Parallel Taxiway Construct Parallel Taxiway | 31 44 46 56 56 12 31 45 44 22 56 45 45 45 45 12 31 32 31 45 | 42 47 59 66 66 29 38 48 38 17 66 64 46 66 29 38 38 | 300 600 800 1500 200 300 200 300 500 1000 | 400 700 2000 1000 500 200 300 1500 2000 |
| 11 | Bottineau D09 | LOCAL 17 | ALP/MP Update with Exhibit A/AGIS Component Rehabilitate Hangar Taxilanes Construct New Turf Runway Runway 12/30, Taxiway, Apron Pavement Rehabilitation (D '25, C '26) Pavement Maintenance (RTA, RCF, Seal) Construct Hangar Construct Fence and Signage Construct Parallel Taxiway Construct Apron Expansion Construct Jet-A Fuel System Pavement Maintenance (RTA, RCF, Seal) Construct Taxiway Expansion Realign and Construct Turf X-Wind Runway Runway 13/31, Taxiway, Apron Pavement Rehabilitation Demo Hangar and Construct New T-Hangar Construct Fence and Signage Design and Construct GA Terminal ALP/MP Update with AGIS Component Construct Parallel Taxiway Construct Hangar Construct Hangar Construct Hangar | 31 44 46 56 56 12 31 45 44 42 22 56 45 45 45 45 45 45 45 45 41 22 31 31 45 45 46 47 48 48 48 48 48 48 48 48 48 48 48 48 48 | 42 47 59 66 66 29 38 48 38 17 66 64 46 66 29 38 36 42 29 | 300 600 800 1500 200 300 500 1000 700 | 400 700 2000 1000 500 200 300 1500 2000 300 |
| 11 | Bottineau D09 | LOCAL 17 | ALP/MP Update with Exhibit A/AGIS Component Rehabilitate Hangar Taxilanes Construct New Turf Runway Runway 12/30, Taxiway, Apron Pavement Rehabilitation (D '25, C '26) Pavement Maintenance (RTA, RCF, Seal) Construct Hangar Construct Fence and Signage Construct Parallel Taxiway Construct Apron Expansion Construct Apron Expansion Construct Jet-A Fuel System Pavement Maintenance (RTA, RCF, Seal) Construct Taxiway Expansion Realign and Construct Turf X-Wind Runway Runway 13/31, Taxiway, Apron Pavement Rehabilitation Demo Hangar and Construct New T-Hangar Construct Fence and Signage Design and Construct GA Terminal ALP/MP Update with AGIS Component Construct Parallel Taxiway Construct Hangar Construct Hangar Construct Hangar Construct Hangar | 31 44 46 56 56 12 31 45 44 22 56 45 45 45 31 32 31 45 44 45 46 46 46 | 42 47 59 66 66 62 38 48 38 17 66 64 46 66 29 38 36 42 48 | 300 600 800 1500 200 300 500 1000 700 | 400 700 2000 1000 500 200 300 1500 2000 300 |
| 11 | Bottineau D09 | LOCAL 17 | ALP/MP Update with Exhibit A/AGIS Component Rehabilitate Hangar Taxilanes Construct New Turf Runway Runway 12/30, Taxiway, Apron Pavement Rehabilitation (D '25, C '26) Pavement Maintenance (RTA, RCF, Seal) Construct Hangar Construct Fence and Signage Construct Parallel Taxiway Construct Apron Expansion Construct Apron Expansion Construct Jet-A Fuel System Pavement Maintenance (RTA, RCF, Seal) Construct Taxiway Expansion Realign and Construct Turf X-Wind Runway Runway 13/31, Taxiway, Apron Pavement Rehabilitation Demo Hangar and Construct New T-Hangar Construct Fence and Signage Design and Construct GA Terminal ALP/MP Update with AGIS Component Construct Parallel Taxiway Construct Hangar Construct Hangar Construct Hangar Construct Hangar | 31 44 46 56 56 12 31 45 44 42 22 56 45 45 45 45 45 45 45 45 41 22 31 31 45 45 46 47 48 48 48 48 48 48 48 48 48 48 48 48 48 | 42 47 59 66 66 29 38 48 38 17 66 64 46 66 29 38 36 42 29 | 300 600 800 1500 200 300 500 1000 700 | 400 700 2000 1000 500 200 300 1500 |
| 11 | Bottineau D09 | LOCAL 17 | ALP/MP Update with Exhibit A/AGIS Component Rehabilitate Hangar Taxilanes Construct New Turf Runway Runway 12/30, Taxiway, Apron Pavement Rehabilitation (D '25, C '26) Pavement Maintenance (RTA, RCF, Seal) Construct Hangar Construct Fence and Signage Construct Parallel Taxiway Construct Apron Expansion Construct Apron Expansion Construct Jet-A Fuel System Pavement Maintenance (RTA, RCF, Seal) Construct Taxiway Expansion Realign and Construct Turf X-Wind Runway Runway 13/31, Taxiway, Apron Pavement Rehabilitation Demo Hangar and Construct New T-Hangar Construct Fence and Signage Design and Construct GA Terminal ALP/MP Update with AGIS Component Construct Parallel Taxiway Construct Hangar Construct Hangar Construct Taxillane Purchase SRE Equipment | 31 44 46 56 56 12 31 45 44 22 56 45 45 56 12 31 31 45 45 45 45 45 45 45 45 45 45 45 45 45 | 42 47 59 66 66 29 38 48 38 17 66 64 46 66 29 38 36 42 42 48 29 59 59 47 | 300 600 800 1500 200 300 500 1000 700 | 400 700 2000 500 200 300 1500 2000 300 5000 1000 |
| 11 | Bottineau D09 | LOCAL 17 | ALP/MP Update with Exhibit A/AGIS Component Rehabilitate Hangar Taxilanes Construct New Turf Runway Runway 12/30, Taxiway, Apron Pavement Rehabilitation (D '25, C '26) Pavement Maintenance (RTA, RCF, Seal) Construct Hangar Construct Fence and Signage Construct Parallel Taxiway Construct Apron Expansion Construct Apron Expansion Construct Taxiway Expansion Realign and Construct Turf X-Wind Runway Runway 13/31, Taxiway, Apron Pavement Rehabilitation Demo Hangar and Construct New T-Hangar Construct Fence and Signage Design and Construct GA Terminal ALP/MP Update with AGIS Component Construct Parallel Taxiway Construct Parallel Taxiway Construct Parallel Taxiway Construct Taxilane Purchase SRE Equipment Pavement Maintenance | 31 44 46 56 56 12 31 45 44 22 56 45 45 45 45 45 46 12 31 32 31 45 44 45 45 45 45 45 45 45 45 46 47 48 48 48 48 48 48 48 48 48 48 48 48 48 | 42 47 59 66 66 29 38 48 38 17 66 64 46 66 29 38 36 42 48 29 59 47 45 66 | 300 600 800 1500 200 300 500 1000 700 500 500 200 | 400 700 2000 500 2000 300 1500 2000 300 |
| 11 | Bottineau D09 Bowman BWW | LOCAL 17 LOCAL 18 BASIC | ALP/MP Update with Exhibit A/AGIS Component Rehabilitate Hangar Taxilanes Construct New Turf Runway Runway 12/30, Taxiway, Apron Pavement Rehabilitation (D '25, C '26) Pavement Maintenance (RTA, RCF, Seal) Construct Hangar Construct Fence and Signage Construct Apron Expansion Construct Apron Expansion Construct Jet-A Fuel System Pavement Maintenance (RTA, RCF, Seal) Construct Taxiway Expansion Realign and Construct Turf X-Wind Runway Runway 13/31, Taxiway, Apron Pavement Rehabilitation Demo Hangar and Construct New T-Hangar Construct Fence and Signage Design and Construct GA Terminal ALP/MP Update with AGIS Component Construct Parallel Taxiway Construct Hangar Construct Taxiliane Purchase SRE Equipment Pavement Maintenance Runway 16/34, Taxiway, and Apron Rehabilitation (C '19) | 31 44 46 56 56 12 31 45 44 22 56 45 45 45 45 45 45 45 45 45 45 45 45 45 | 42 47 59 66 66 29 38 48 38 17 66 64 46 66 29 38 36 42 48 29 59 47 45 66 66 | 300 600 800 1500 200 300 200 300 500 700 700 500 200 1500 | 400 700 2000 500 2000 300 1500 2000 300 5000 1000 |
| 11 | Bottineau D09 Bowman BWW | LOCAL 17 | ALP/MP Update with Exhibit A/AGIS Component Rehabilitate Hangar Taxilanes Construct New Turf Runway Runway 12/30, Taxiway, Apron Pavement Rehabilitation (D '25, C '26) Pavement Maintenance (RTA, RCF, Seal) Construct Hangar Construct Fence and Signage Construct Parallel Taxiway Construct Jet-A Fuel System Pavement Maintenance (RTA, RCF, Seal) Construct Taxiway Expansion Realign and Construct Turf X-Wind Runway Runway 13/31, Taxiway, Apron Pavement Rehabilitation Demo Hangar and Construct New T-Hangar Construct Fence and Signage Design and Construct GA Terminal ALP/MP Update with AGIS Component Construct Parallel Taxiway Construct Taxiway Construct Taxiway Construct Taxiway Construct Taxiway Construct Taxiway Construct Taxiway Construct Taxiway Construct Taxiway Construct Taxiway Construct Taxiway Construct Taxiway Construct Taxiway Construct Taxiwane Purchase SRE Equipment Pavement Maintenance Runway 16/34, Taxiway, and Apron Rehabilitation (C '19) Pavement Maintenance (RTA, RCF, Seal) | 31 44 46 56 56 12 31 45 44 42 22 56 45 45 45 45 31 32 31 45 56 56 56 56 56 56 56 56 56 56 56 56 56 | 42 47 59 66 66 29 38 48 38 17 66 64 46 66 29 38 36 42 48 29 59 47 45 66 66 66 | 300 600 800 1500 200 300 200 300 500 700 700 500 200 1500 200 | 400 700 2000 500 2000 300 1500 2000 300 5000 1000 |
| 11 | Bottineau D09 Bowman BWW | LOCAL 17 LOCAL 18 BASIC | ALP/MP Update with Exhibit A/AGIS Component Rehabilitate Hangar Taxilanes Construct New Turf Runway Runway 12/30, Taxiway, Apron Pavement Rehabilitation (D '25, C '26) Pavement Maintenance (RTA, RCF, Seal) Construct Hangar Construct Fence and Signage Construct Apron Expansion Construct Apron Expansion Construct Jet-A Fuel System Pavement Maintenance (RTA, RCF, Seal) Construct Taxiway Expansion Realign and Construct Turf X-Wind Runway Runway 13/31, Taxiway, Apron Pavement Rehabilitation Demo Hangar and Construct New T-Hangar Construct Fence and Signage Design and Construct GA Terminal ALP/MP Update with AGIS Component Construct Parallel Taxiway Construct Hangar Construct Taxiliane Purchase SRE Equipment Pavement Maintenance Runway 16/34, Taxiway, and Apron Rehabilitation (C '19) | 31 44 46 56 56 12 31 45 44 22 56 45 45 45 45 45 45 45 45 45 45 45 45 45 | 42 47 59 66 66 29 38 48 38 17 66 64 46 66 29 38 36 42 48 29 59 47 45 66 66 | 300 600 800 1500 200 300 200 300 500 700 700 500 200 1500 | 400 700 2000 500 2000 300 1500 2000 300 5000 1000 |
| 111 | Bottineau D09 Bowman BWW | LOCAL 17 LOCAL 18 BASIC | ALP/MP Update with Exhibit A/AGIS Component Rehabilitate Hangar Taxilanes Construct New Turf Runway Runway 12/30, Taxiway, Apron Pavement Rehabilitation (D '25, C '26) Pavement Maintenance (RTA, RCF, Seal) Construct Hangar Construct Fence and Signage Construct Parallel Taxiway Construct Apron Expansion Construct Jet-A Fuel System Pavement Maintenance (RTA, RCF, Seal) Construct Taxiway Expansion Realign and Construct Turf X-Wind Runway Runway 13/31, Taxiway, Apron Pavement Rehabilitation Demo Hangar and Construct New T-Hangar Construct Fence and Signage Design and Construct GA Terminal ALP/MP Update with AGIS Component Construct Parallel Taxiway Construct Parallel Taxiway Construct Taxilane Purchase SRE Equipment Pavement Maintenance Runway 16/34, Taxiway, and Apron Rehabilitation (C '19) Pavement Maintenance (RTA, RCF, Seal) Construct Fuel System | 31 44 46 56 56 12 31 45 44 22 56 45 45 56 12 31 32 31 45 45 45 45 45 45 45 45 45 45 | 42 47 59 66 66 66 29 38 48 38 17 66 64 46 66 29 38 36 42 48 29 47 45 66 66 66 | 300 600 800 1500 200 300 200 300 500 700 700 500 200 1500 200 | 400 700 2000 500 2000 300 1500 2000 300 5000 1000 200 |
| 11 | Bottineau D09 Bowman BWW | LOCAL 17 LOCAL 18 BASIC | ALP/MP Update with Exhibit A/AGIS Component Rehabilitate Hangar Taxilanes Construct New Turf Runway Runway 12/30, Taxiway, Apron Pavement Rehabilitation (D '25, C '26) Pavement Maintenance (RTA, RCF, Seal) Construct Hangar Construct Fence and Signage Construct Parallel Taxiway Construct Apron Expansion Construct Apron Expansion Construct Jet-A Fuel System Pavement Maintenance (RTA, RCF, Seal) Construct Taxiway Expansion Realign and Construct Turf X-Wind Runway Runway 13/31, Taxiway, Apron Pavement Rehabilitation Demo Hangar and Construct New T-Hangar Construct Fence and Signage Design and Construct GA Terminal ALP/MP Update with AGIS Component Construct Parallel Taxiway Construct Parallel Taxiway Construct Taxilane Purchase SRE Equipment Pavement Maintenance Runway 16/34, Taxiway, and Apron Rehabilitation (C '19) Pavement Maintenance (RTA, RCF, Seal) Construct Fuel System Wildlife Hazard Assessment (WHA) and Wildlife Hazard Management Plan (WHMP) | 31 44 46 56 56 12 31 45 44 22 56 45 56 12 31 31 32 31 45 45 45 45 45 45 45 45 45 45 | 42 47 59 66 66 62 38 48 38 17 66 64 46 66 29 38 36 42 48 29 59 47 45 66 66 66 66 | 300 600 800 1500 200 300 200 300 500 700 700 500 200 1500 200 | 400 700 2000 500 300 300 2000 300 2000 300 300 300 |
| 11 | Bottineau D09 Bowman BWW | LOCAL 17 LOCAL 18 BASIC | ALP/MP Update with Exhibit A/AGIS Component Rehabilitate Hangar Taxilanes Construct New Turf Runway Runway 12/30, Taxiway, Apron Pavement Rehabilitation (D '25, C '26) Pavement Maintenance (RTA, RCF, Seal) Construct Hangar Construct Fence and Signage Construct Apron Expansion Construct Apron Expansion Construct Taxiway Expansion Realign and Construct Turf X-Wind Runway Runway 13/31, Taxiway, Apron Pavement Rehabilitation Demo Hangar and Construct New T-Hangar Construct Fence and Signage Design and Construct New T-Hangar Construct Farallel Taxiway Construct Farallel Taxiway Construct Farallel Taxiway Construct Realign Taxiway Construct Realign Taxiway Construct Realign Taxiway Construct Realign Taxiway Construct Realign Taxiway Construct Realign Taxiway Construct Taxilane Purchase SRE Equipment Pavement Maintenance Runway 16/34, Taxiway, and Apron Rehabilitation (C '19) Pavement Maintenance (RTA, RCF, Seal) Construct Fuel System Wildlife Hazard Massessment (WHA) and Wildlife Hazard Management Plan (WHMP) Construct Wildlife Fence and Signage | 31 44 46 56 56 12 31 45 44 22 56 45 45 45 45 45 45 45 45 45 45 | 42 47 59 66 66 29 38 48 38 17 66 64 46 66 29 38 36 42 48 29 59 47 45 66 66 66 66 | 300 600 800 1500 200 300 200 300 500 700 700 500 200 1500 200 | 400 700 2000 500 2000 300 2000 300 2000 300 1000 300 |
| 11 | Bottineau D09 Bowman BWW | LOCAL 17 LOCAL 18 BASIC 10 | ALP/MP Update with Exhibit A/AGIS Component Rehabilitate Hangar Taxilanes Construct New Turf Runway Runway 12/30, Taxiway, Apron Pavement Rehabilitation (D '25, C '26) Pavement Maintenance (RTA, RCF, Seal) Construct Hangar Construct Fence and Signage Construct Parallel Taxiway Construct Apron Expansion Construct Apron Expansion Construct Taxiway Expansion Realign and Construct Turf X-Wind Runway Runway 13/31, Taxiway, Apron Pavement Rehabilitation Demo Hangar and Construct New T-Hangar Construct Fence and Signage Design and Construct GA Terminal ALP/MP Update with AGIS Component Construct Parallel Taxiway Construct Parallel Taxiway Construct Taxilane Purchase SRE Equipment Pavement Maintenance Runway 16/34, Taxiway, and Apron Rehabilitation (C '19) Pavement Maintenance (RTA, RCF, Seal) Construct Fuel System Wildlife Hazard Assessment (WHA) and Wildlife Hazard Management Plan (WHMP) Construct Wildlife Fence and Signage | 31 44 46 56 56 12 31 45 44 22 56 45 45 56 12 31 32 31 45 45 45 45 45 45 45 45 45 45 | 42 47 59 66 66 62 38 48 38 17 66 64 46 66 29 38 36 42 48 29 59 47 45 66 66 66 66 | 300 600 800 1500 200 300 200 300 500 700 700 500 200 1500 200 | 400 700 2000 500 2000 300 1500 2000 300 5000 200 300 1500 500 1500 500 |
| 111 | Bottineau D09 Bowman BWW | LOCAL 17 LOCAL 18 BASIC 10 | ALP/MP Update with Exhibit A/AGIS Component Rehabilitate Hangar Taxilanes Construct New Turf Runway Runway 12/30, Taxiway, Apron Pavement Rehabilitation (D '25, C '26) Pavement Maintenance (RTA, RCF, Seal) Construct Hangar Construct Fence and Signage Construct Parallel Taxiway Construct Apron Expansion Construct Apron Expansion Construct Taxiway Expansion Realign and Construct Turf X-Wind Runway Runway 13/31, Taxiway, Apron Pavement Rehabilitation Demo Hangar and Construct New T-Hangar Construct Fence and Signage Design and Construct GA Terminal ALP/MP Update with AGIS Component Construct Parallel Taxiway Construct Parallel Taxiway Construct Taxilane Purchase SRE Equipment Pavement Maintenance Runway 16/34, Taxiway, and Apron Rehabilitation (C '19) Pavement Maintenance (RTA, RCF, Seal) Construct Fuel System Wildlife Hazard Assessment (WHA) and Wildlife Hazard Management Plan (WHMP) Construct Wildlife Fence and Signage | 31 44 46 56 56 12 31 45 44 22 56 45 45 56 12 31 32 31 45 45 45 45 45 45 45 45 45 45 | 42 47 59 66 66 29 38 48 38 17 66 64 46 66 29 38 36 42 48 29 59 47 45 66 66 66 66 | 300 600 800 1500 200 300 200 300 500 700 700 500 200 1500 200 | 400 700 2000 500 2000 300 1500 2000 300 5000 1000 300 |
| 112 | Bottineau D09 Bowman BWW Cando 9D7 | LOCAL 17 LOCAL 18 BASIC 10 | ALP/MP Update with Exhibit A/AGIS Component Rehabilitate Hangar Taxilanes Construct New Turf Runway Runway 12/30, Taxiway, Apron Pavement Rehabilitation (D '25, C '26) Pavement Maintenance (RTA, RCF, Seal) Construct Hangar Construct Fence and Signage Construct Parallel Taxiway Construct Jet-A Fuel System Pavement Maintenance (RTA, RCF, Seal) Construct Taxiway Expansion Realign and Construct Turf X-Wind Runway Runway 13/31, Taxiway, Apron Pavement Rehabilitation Demo Hangar and Construct New T-Hangar Construct Fence and Signage Design and Construct GA Terminal ALP/MP Update with AGIS Component Construct Parallel Taxiway Construct Taxiway Construct Taxiway Construct Taxiway Construct Taxiway Construct Reparallel Taxiway Construct Taxilane Purchase SRE Equipment Pavement Maintenance Runway 16/34, Taxiway, and Apron Rehabilitation (C '19) Pavement Maintenance (RTA, RCF, Seal) Construct Fuel System Wildlife Hazard Assessment (WHA) and Wildlife Hazard Management Plan (WHMP) Construct New Hangar | 31 44 46 56 56 12 31 45 44 42 22 56 45 45 45 31 32 31 45 46 45 56 56 22 31 45 45 45 45 45 45 45 45 45 45 | 42 47 59 66 66 29 38 48 38 17 66 64 46 66 29 38 36 42 48 29 59 47 45 66 66 66 66 66 66 29 | 300 600 800 1500 200 300 200 300 500 1000 700 500 200 1500 200 400 | 400 700 2000 500 2000 300 1500 2000 300 5000 1000 300 |
| 112 | Bottineau D09 Bowman BWW Cando 9D7 Carrington | LOCAL 17 LOCAL 18 BASIC 10 | ALP/MP Update with Exhibit A/AGIS Component Rehabilitate Hangar Taxilanes Construct New Turf Runway Runway 12/30, Taxiway, Apron Pavement Rehabilitation (D '25, C '26) Pavement Maintenance (RTA, RCF, Seal) Construct Hangar Construct Hangar Construct Pence and Signage Construct Parallel Taxiway Construct Apron Expansion Construct Jet-A Fuel System Pavement Maintenance (RTA, RCF, Seal) Construct Taxiway Expansion Realign and Construct Turf X-Wind Runway Runway 13/31, Taxiway, Apron Pavement Rehabilitation Demo Hangar and Construct New T-Hangar Construct Fence and Signage Design and Construct GA Terminal ALP/MP Update with AGIS Component Construct Parallel Taxiway Construct Parallel Taxiway Construct Texilane Purchase SRE Equipment Pavement Maintenance Runway 16/34, Taxiway, and Apron Rehabilitation (C '19) Pavement Maintenance (RTA, RCF, Seal) Construct Texilane Vonstruct Texilane Purchase SRE Equipment Pavement Maintenance (RTA, RCF, Seal) Construct Wildlife Hazard Assessment (WHA) and Wildlife Hazard Management Plan (WHMP) Construct Tixiway Construct Wildlife Fence and Signage Construct New Hangar Install Airfield Light Improvements (D' 19 & C '21) | 31 44 46 56 56 12 31 45 44 22 56 45 45 56 12 31 32 31 45 45 56 12 31 45 56 12 31 45 56 12 31 45 45 45 45 45 45 45 45 45 45 | 42 47 59 66 66 29 38 48 38 17 66 64 46 66 29 38 36 42 48 29 59 47 45 66 66 66 66 66 29 47 45 66 66 69 40 40 40 40 40 40 40 40 40 40 40 40 40 | 300 600 800 1500 200 300 200 300 500 1000 700 500 200 1500 200 400 | 400 700 2000 500 2000 300 1500 2000 300 5000 1000 300 |
| | Bottineau D09 Bowman BWW Cando 9D7 | LOCAL 17 LOCAL 18 BASIC 10 | ALP/MP Update with Exhibit A/AGIS Component Rehabilitate Hangar Taxilanes Construct New Turf Runway Runway 12/30, Taxiway, Apron Pavement Rehabilitation (D '25, C '26) Pavement Maintenance (RTA, RCF, Seal) Construct Hangar Construct Hangar Construct Fence and Signage Construct Parallel Taxiway Construct Apron Expansion Construct Jet-A Fuel System Pavement Maintenance (RTA, RCF, Seal) Construct Taxiway Expansion Realign and Construct Turf X-Wind Runway Runway 13/31, Taxiway, Apron Pavement Rehabilitation Demo Hangar and Construct New T-Hangar Construct Fence and Signage Design and Construct A Terminal ALP/MP Update with AGIS Component Construct Parallel Taxiway Construct Parallel Taxiway Construct Taxilane Purchase SRE Equipment Pavement Maintenance Runway 16/34, Taxiway, and Apron Rehabilitation (C '19) Pavement Maintenance (RTA, RCF, Seal) Construct Fence and Signage Construct Taxilane Vonstruct Taxilane Vonstruct Taxilane Vonstruct Taxilane Vonstruct Taxilane Vonstruct Taxilane Vonstruct Teuel System Wildlife Hazard Assessment (WHA) and Wildlife Hazard Management Plan (WHMP) Construct Taxilane Vildlife Fence and Signage Construct Taxilane Vildlife Fence and Signage Construct New Hangar Install Airfield Light Improvements (D' 19 & C '21) Runway 13/31, Taxiway & Apron Pavement Rehabilitation (D '22, C'23) | 31 44 46 56 56 56 12 31 45 44 22 56 45 45 45 45 45 45 45 45 45 45 | 42 47 59 66 66 62 38 48 38 17 66 64 46 66 29 38 36 42 48 29 59 47 45 66 66 66 66 67 17 55 38 59 66 66 66 66 66 67 67 68 68 68 68 68 68 68 68 68 68 68 68 68 | 300 600 800 1500 200 300 200 300 500 1000 700 500 200 1500 200 400 | 400 700 2000 1000 500 200 300 1500 2000 300 2000 300 1000 1500 500 700 |
| 112 | Bottineau D09 Bowman BWW Cando 9D7 Carrington | LOCAL 17 LOCAL 18 BASIC 10 | ALP/MP Update with Exhibit A/AGIS Component Rehabilitate Hangar Taxilanes Construct New Turf Runway Runway 12/30, Taxiway, Apron Pavement Rehabilitation (D '25, C '26) Pavement Maintenance (RTA, RCF, Seal) Construct Hangar Construct Hangar Construct Pence and Signage Construct Parallel Taxiway Construct Apron Expansion Construct Jet-A Fuel System Pavement Maintenance (RTA, RCF, Seal) Construct Taxiway Expansion Realign and Construct Turf X-Wind Runway Runway 13/31, Taxiway, Apron Pavement Rehabilitation Demo Hangar and Construct New T-Hangar Construct Fence and Signage Design and Construct GA Terminal ALP/MP Update with AGIS Component Construct Parallel Taxiway Construct Parallel Taxiway Construct Texilane Purchase SRE Equipment Pavement Maintenance Runway 16/34, Taxiway, and Apron Rehabilitation (C '19) Pavement Maintenance (RTA, RCF, Seal) Construct Texilane Vonstruct Texilane Purchase SRE Equipment Pavement Maintenance (RTA, RCF, Seal) Construct Wildlife Hazard Assessment (WHA) and Wildlife Hazard Management Plan (WHMP) Construct Tixiway Construct Wildlife Fence and Signage Construct New Hangar Install Airfield Light Improvements (D' 19 & C '21) | 31 44 46 56 56 12 31 45 44 22 56 45 45 56 12 31 32 31 45 45 56 12 31 45 56 12 31 45 56 12 31 45 45 45 45 45 45 45 45 45 45 | 42 47 59 66 66 29 38 48 38 17 66 64 46 66 29 38 36 42 48 29 59 47 45 66 66 66 66 66 29 47 45 66 66 69 40 40 40 40 40 40 40 40 40 40 40 40 40 | 300 600 800 1500 200 300 200 300 500 1000 700 500 200 1500 200 400 | 400 700 2000 500 2000 300 1500 2000 300 2000 300 1000 1500 5000 700 |
| 11 12 13 | Bottineau D09 Bowman BWW Cando 9D7 Carrington | LOCAL 17 LOCAL 18 BASIC 10 | ALP/MP Update with Exhibit A/AGIS Component Rehabilitate Hangar Taxilanes Construct New Turf Runway Runway 12/30, Taxiway, Apron Pavement Rehabilitation (D '25, C '26) Pavement Maintenance (RTA, RCF, Seal) Construct Hangar Construct Hangar Construct Fence and Signage Construct Parallel Taxiway Construct Apron Expansion Construct Jet-A Fuel System Pavement Maintenance (RTA, RCF, Seal) Construct Taxiway Expansion Realign and Construct Turf X-Wind Runway Runway 13/31, Taxiway, Apron Pavement Rehabilitation Demo Hangar and Construct New T-Hangar Construct Fence and Signage Design and Construct A Terminal ALP/MP Update with AGIS Component Construct Parallel Taxiway Construct Parallel Taxiway Construct Taxilane Purchase SRE Equipment Pavement Maintenance Runway 16/34, Taxiway, and Apron Rehabilitation (C '19) Pavement Maintenance (RTA, RCF, Seal) Construct Fence and Signage Construct Taxilane Vonstruct Taxilane Vonstruct Taxilane Vonstruct Taxilane Vonstruct Taxilane Vonstruct Taxilane Vonstruct Teuel System Wildlife Hazard Assessment (WHA) and Wildlife Hazard Management Plan (WHMP) Construct Taxilane Vildlife Fence and Signage Construct Taxilane Vildlife Fence and Signage Construct New Hangar Install Airfield Light Improvements (D' 19 & C '21) Runway 13/31, Taxiway & Apron Pavement Rehabilitation (D '22, C'23) | 31 44 46 56 56 56 12 31 45 44 22 56 45 45 45 45 45 45 45 45 45 45 | 42 47 59 66 66 62 38 48 38 17 66 64 46 66 29 38 36 42 48 29 59 47 45 66 66 66 66 67 17 55 38 59 66 66 66 66 66 67 67 68 68 68 68 68 68 68 68 68 68 68 68 68 | 300 600 800 1500 200 300 200 300 500 1000 700 500 200 1500 200 400 | 400 700 2000 1000 500 200 300 1500 2000 300 5000 1000 300 |

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| | | Based | | 12240 | | Π . | P93 |
|------|----------------|-------------------|---|------------------|------------------|------------------|----------------|
| | AIRPORT | Based Aircraft | PROJECT | NDAC Priority | FAA Priionity | Project Cost | |
| | | LOCAL | Access Road Improvements | 21 | 33 | 1 to 5 | 6 to 10 |
| | Casselton | 54 | Taxiway A Rehabilitation | 54 | 64 | 500 | |
| | 5N8 | | Runway 13/31 Reconstruction, EA, Land Acquisition (E '21, D '23, C '24) | 56 | 66 | 10000 | |
| | | | NW Apron Recomstruction | 44 | 55 | 1500 | |
| | | | SE Apron Reconstruction | 44 | 55 | 1500 | |
| | | | Construct Hangar | 12 | 29 | 1000 | 700 |
| | | | Pavement Maintenance (RTA, RCF, Seal) | 56 | 66 | 100 | 300 |
| | | LOCAL | Install Taxiway Lighting | 45 | 64 | | 300 |
| 16 | Cavalier | 14 | Pavement Maintenance (RTA, RCF,, Seal) | 56 | 66 | 300 | 400 |
| | 2C8 | | Relocate Powerline | 46 | 48 | 200 | |
| | | | Runway Rehabilitation | 46 | 66 | 1000 | |
| | | | Construct Hangar | 12 | 29 | | 700 |
| | | | Purchase SRE Equipment | 32 | 36 | | 250 |
| | | | Wildlife Hazard Assessment (WHA) and Wildlife Hazard Management Plan (WHMP) | 31 | 55 | | 100 |
| | | | Rehabilitate Airfield Lights (D'19, C 20' or 21") | 56 | 45 | 500 | |
| | | | Construct Fence and Signage | 31 | 38 | | 2000 |
| - | | | Construct Drainage Improvements | 31 | 38 | | 100 |
| | | | Construct Full Length Taxiway | 45 | 64 | ļ | 1200 |
| | | BACIC | Construct T-Hangar Taxilane | 45 | 47 | 600 | |
| 17 | Cooperatour | | Land Acquistion RPZ / Transitional Surfaces (70 Acres) | 41 | 42 | 400 | |
| 17 | Cooperstown | 13 | ALP/MP Update with AGIS Component | 31 | 42 | 300 | 400 |
| | S32 | | Pavement Maintenance (RTA, RCF, Seal) | 56 | 66 | 300 | 400 |
| | | | Runway 13/31 , Taxiway and Apron Rehabilitation | 56 | 66 | 1000 | F00 |
| | | | Construct Apron Expansion | 44 | 38 | | 500 |
| | | | Construct Crosswind Runway Construct Fence and Signage | 46 | 49 | | 1000 |
| | | | Construct Parallel Taxiway | 31 45 | 38 38 | | 2000 1000 |
| | | | Improve Access Road | 33 | 20 | | 300 |
| | | BASIC | Snow Removal Equipment | 32 | 42 | 300 | 300 |
| 18 | Crosby | 8 | Construct New Beacon and Windsock | 41 | 42 | 100 | |
| 10 | D50 | + • | Construct New SRE Building | 32 | 36 | 500 | - |
| | | | Construct Runway Rehabilitation | 46 | 51 | 1200 | - |
| | | | Construct Hangar | 12 | 29 | 1200 | 700 |
| | | | ALP/MP Update with AGIS | 31 | 42 | | 300 |
| | | | Construct Jet A Fuel System | 12 | 17 | | 300 |
| | | | Pavement Maintenance (RTA, RCF, Seal) | 56 | 66 | 200 | 400 |
| | | BASIC | Pavement Maintenance (RTA, RCF, Seal) | 56 | 66 | 200 | 400 |
| 19 | Dunseith - IPG | 0 | Environmental Assessment Runway 29 | 42 | 52 | 300 | 400 |
| | S28 | | Land Acquistion - Runway 28 extension/RPZ | 41 | 42 | 500 | |
| | | | Runway, Taxiway, and Apron Reconstruction | 56 | 66 | | 2000 |
| | | | Construct Fence and Signage | 31 | 38 | | 1500 |
| | | | Transfer out Entitlements (\$103,500) | X | X | | |
| | | | Install MIRLs, PAPI and NPI Remarking | 56 | 45 | 600 | |
| | | BASIC | Construct SRE Building | 32 | 42 | 500 | |
| 20 | Edgeley | 11 | Purchase Snow Removal Equipment | 32 | 36 | 300 | |
| | 51D | | Pavement Maintenance (RTA, RCF, Seal) | 56 | 66 | 300 | 400 |
| | | | Construct Runway Extension | 46 | 51 | | 1200 |
| | | | Wildlife Hazard Assessment (WHA) and Wildlife Hazard Management Plan (WHMP) | 31 | 55 | | 100 |
| | | | Construct Fence and Signage | 31 | 38 | | 1000 |
| | | BASIC | Improve Access Road | 33 | 20 | 400 | |
| 21 | Ellendale | 11 | Pavement Maintenance (RTA, RCF, Seal) | 56 | 66 | 600 | 400 |
| | 4E7 | | Runway 17/35 Rehabilitation | 56 | 66 | 200 | |
| | | | Runway 13/31 Rehabilitation | 56 | 66 | | 400 |
| | | | Wildlife Assessment (WHA) / Wildlife Hazard Management Plan (WHMP) | 31 | 55 | | 200 |
| | | | ALP/IMIP Update with AGIS | 31 | 42 | | 300 |
| 1.14 | | | Construct Wildlife Fence and Signage | 31 | 38 | | 1000 |
| | | | Hangar Taxilane Construction | 45 | 52 | 500 | |
| | | BASIC | | 32 | 36 | 600 | |
| 22 | Ft. Yates | 0 | Aeronautical Survey / IAP Development | 37 | 50 | 100 | |
| | Y27 | | New PAPIs and Threshold Lights | 56 | 45 | 300 | |
| | | | Pavement Maintenance (RTA, RCF, Seal) | 56 | 66 | 200 | 300 |
| | | | Construct Hangar | 12 | 29 | | 600 |
| | | | Construct SRE Building | 32 | 36 | | 700 |
| | | - | Access Road Improvements | 33 | 20 | | 600 |
| | | | Rehabilitate Runway, Taxiway, Apron | 32 | 38 | | 1500 |
| | | | Transfer out to Gwinner (\$150,000) | X | X | | |
| | | | Reconstruct S. Hangar Taxilane (C '19) | 45 | 38 | 400 | |
| 23 | Garrison | 14 | Construct GA Terminal Building | 21 | 29 | 600 | 7. 17. 15. 40. |
| | D05 | | Pavement Maintenance (Seal Coat 22') | 45 | 38 | 600 | 400 |
| | | | RPZ Land Acquisition | 32 | 48 | 400 | |
| | | | Purchase SRE Equipment | 41 | 41 | The State of the | 300 |
| | | | Construct Fence and Signage | 32 | 36 | | 1000 |
| | | - | Update ALP/MP with AGIS and Exhibit A | 31 | 38 | | 200 |
| | | | Construct North Hangar Taxillane | 45 | 38 | | 600 |

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| | | | | | | | Pg 5 |
|--------------|------------------|---------------------|--|----------|----------|--------------|--------------|
| | AIRPORT | Based | PROJECT | NDAC | FAA | Project Cost | s (Thousands |
| | AIRFORT | Aircraft | PROJECT | Priority | Priority | 1 to 5 | 6 to 10 |
| | | BASIC | Pavement Maintenance (RTA, RCF, Seal) | 56 | 66 | 300 | 300 |
| | Glen Ullin | 8 | Replace MIRL's (C 19') | 56 | 45 | 600 | - 555 |
| | D57 | | Runway, Taxiway, and Apron Rehabilitation | 54 | 56 | 1500 | |
| | | | Wildlife Hazard Assessment (WHA) and Wildlife Hazard Management Plan (WHMP) | 31 | 55 | 1 | 200 |
| | | | Taxilane Extension | 45 | 38 | 500 | |
| | | | Construct Hangar | 12 | 29 | | 700 |
| | | | Construct X-wind Rwy, EA, RPZ Land Acquisition | 46 | 59 | | 700 |
| | | | Construct Parallel Taxiway | 45 | 52 | | 1500 |
| | | LOCAL | Pavement Maintenance (RTA, RCF, Seal) | 56 | 66 | 300 | 400 |
| 25 | Grafton | 27 | Taxilane & Apron Rehabilitation | 45 | 38 | 500 | |
| . 44 | GAF | | Construct Hangar | 12 | 29 | 700 | |
| | The state was in | | Runway, Taxiway, Apron Seal Coat and RSA Grading | 56 | 66 | 300 | |
| | | | Road Relocation/Obstruction Removal | 46 | 48 | 300 | |
| | | | Wildlife Hazard Assessment (WHA) and Wildlife Hazard Management Plan (WHMP) | 31 | 55 | | 150 |
| | | | Construct Fence and Signage | 31 | 38 | | 1000 |
| | | BASIC | Construct Hangar Taxilane | 45 | 38 | 400 | |
| 26 | Gwinner | 12 | Construct East Access Road Improvements | 33 | 20 | 500 | |
| | GWR | | Update ALP/MP with AGIS and Exhibit A | 31 | 38 | 300 | |
| | | | Purchase SRE Equipment | 41 | 41 | 400 | |
| | | | Construct SRE Building | 32 | 36 | | 500 |
| | | | Land Acquistion - Wildlife Fence and Signage | 32 | 48 | | 300 |
| | | | Wildlife Hazard Assessment (WHA) and Wildlife Hazard Management Plan (WHMP) | 31 | 55 | | 100 |
| | | | Transfer in from Ft. Yates | | | | |
| | | | Construct Fence and Signage | 31 | 38 | | 1000 |
| | | | Pavement Maintenance (RTA, RCF, Seal) | 56 | 66 | 300 | 400 |
| Treatment of | | BASIC | Pavement Maintenance, Seal Coat 19' | 56 | 66 | 600 | 300 |
| 27 | Harvey | 12 | RPZ Land Acquisition and EA | 41 | 42 | 500 | |
| March 1 | 5H4 | The Lett. Pay a fee | Rwy 11/29, Taxiway, Apron Rehabilitation | 46 | 66 | | 1500 |
| 12000000 | | 13 5 4 5 7 6 | New Crosswind Rwy | 46 | 59 | | 800 |
| 199 | | | Update ALP/MP with AGIS and Exhibit A | 31 | 42 | 300 | 200 |
| | | | Parallel Taxiway | 45 | 64 | | 1000 |
| | | | Apron Expansion | 44 | 38 | A Salara and | 300 |
| | | | Wildlife Fence and Signage | 31 | 38 | | 1000 |
| | | BASIC | Pavement Maintenance (RTA, RCF, Seal) | 56 | 66 | 100 | 200 |
| 28 | Hazen | 15 | Rehabilitate Runway, Taxiway, Apron (D' 19, C'21) | 56 | 66 | 2500 | 200 |
| | HZE | | Wildlife Hazard Site Visit / Signage / Fence | 31 | 62 | | 1000 |
| | | 1 | Construct Hangar | 12 | 29 | | 700 |
| | | | ALP/MP Update with AGIS and Exhibit A | 31 | 62 | | 300 |
| | | | Construct Crosswind Runway | 46 | 49 | <u> </u> | 500 |
| | | | Construct Partial Parallel Taxiway, MITL and Replace MIRL | 46 | 46 | | 1500 |
| | | | North Hangar Taxilane Construction | 45 | 52 | 600 | 1000 |
| _ | | LOCAL | Reconstruct South Taxiway A, Turf Middle Taxiway A and North Taxiway A and C | 55 | 58 | 600 | |
| | Hettinger | 20 | Rehabilitate Taxiway B | 45 | 38 | 000 | 500 |
| 20 | HEI | 20 | Apron Rehabilitation | 54 | 55 | 1000 | 300 |
| | 1161 | - | Wildlife Hazard Site Visit / Signage / Fence | 31 | 62 | 1000 | 1000 |
| | | _ | | | | 000 | 1000 |
| | | | Pavement Maintenance (RTA, RCF, Seal) | 56 | 66 | 200 | 300 |
| | | 1.0011 | Transfer Entitlements Peace Gardens (\$103,500) | | | | |
| | | | Rotating Beacon Installation | 46 | 52 | 50 | |
| 30 | Hillsboro | 41 | Construct Full Parallel Taxiway | 45 | 38 | 2000 | |
| | 3H4 | | Runway Extension | 46 | 48 | | 7000 |
| | | | Construct Hangar | 12 | 29 | | 700 |
| | | | Apron Reconstruction (D'20, C'21) | 45 | 48 | 3000 | |
| | | | Reconstruct Access Road | 33 | 20 | | 500 |
| | | | Construct Wildlife Fence and Signage | 31 | 38 | | 1000 |
| | | | ALP/Master Plan Update | 31 | 55 | 300 | |
| | | | Pavement Maintenance (RTA, RCF, Seal) | 54 | 64 | 200 | 300 |
| | | LOCAL | | 45 | 47 | | 700 |
| 31 | Kenmare | 31 | Construct Partial Parallel Taxiway and Hangar Taxilane | 45 | 47 | 1000 | |
| | 7K5 | | Relocate Fuel System | 22 | 17 | | 100 |
| | .,,,, | | Construct Access Road Extension and Parking Lot Expansion | 33 | 20 | | 300 |
| | | | Construct Runway 16/35 and Parallel Taxiway | 46 | 42 | CARL SAFE | 6000 |
| | | | Pavement Maintenance, Seal Coat 20' | 56 | 66 | 500 | 300 |
| | | | | | | 300 | |
| | | 10041 | Construct Terminal Building Desirage Improvements Turf Toxisuov and Mindoon with Segmented Circle (C.110) | 21 | 35 | 4000 | 500 |
| 20 | W- 4 1 | LOCAL | Drainage Improvements, Turf Taxiway and Windcone with Segmented Circle (C '19) | 31 | 59 | 1200 | 700 |
| 32 | Kindred | 40 | Land Acquisition and Wetland Mitigation | 45 | 52 | H | 700 |
| | K74 | | Taxiway Rehabilitation | 55 | 65 | 500 | |
| | | | Construct Runway 11/29 Extension | 46 | 48 | | 7000 |
| | | | Wildlife Hazard Assessment (WHA) and Wildlife Hazard Management Plan (WHMP) | 31 | 55 | | 100 |
| | | | Construct New Hangar | 12 | 29 | | 700 |
| | | | Construct Parallel Taxiway | 45 | 52 | 1000 | |
| | | | Construct Fence and Signage | 31 | 38 | | 1000 |
| | | | Pavement Maintenance (RTA, RCF, Seal) | 56 | 66 | 500 | 500 |
| | | | | | | | |



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| | | | | | | | <u> </u> |
|------------|-------------|-------------------|---|------------------|-----------------|---|-------------|
| | AIRPORT | Based Aircraft | PROJECT | NDAC Priority | FAA Priority | Project Costs | (Thousands) |
| | | BASIC | Construct Fuel System | 22 | 17 | 300 | 0.00 |
| 00 | Lakota | 12 | Taxilane and Apron Rehabilitation (D 20', C 21') | 55 | 65 | 600 | |
| | 5L0 | | Runway 15/33 Rehabilitation and Reconstruct Runway Lighting System | 56 | 66 | 1000 | |
| | | 1 | Pavement Maintenance (RTA, RCF, Seal) | 56 | 66 | 300 | 400 |
| | | | Wildlife Hazard Assessment (WHA) and Wildlife Hazard Management Plan (WHMP) | 31 | 55 | | 100 |
| | | | Construct Fence and Signage | 31 | 38 | 100000000000000000000000000000000000000 | 1000 |
| | | | Construct Taxilane | 45 | 47 | | 500 |
| | | | | | | | |
| - | | | Construct Parking Lot | 23 | 27 | | 200 |
| | | NC | Pavement Maintenance (RTA, RCF, Seal) | 56 | 66 | 100 | 200 |
| 34 | LaMoure | 7 | Replace Runway 16/34 Lighting System | 56 | 45 | 300 | |
| | 4F9 | | Reconstruct Taxiway | 45 | 64 | 300 | |
| | | | Reconstruct Apron | 44 | 38 | 500 | |
| | | | Land Acquisition / RPZ | 41 | 42 | | 400 |
| | | | Wetland Mitigation | 31 | 59 | | 200 |
| | | _ | | | | | |
| | | | Wildlife Hazard Assessment (WHA) and Wildlife Hazard Management Plan (WHMP) | 31 | 55 | | 100 |
| | | | Construct Terminal Building | 21 | 35 | 400 | |
| | | | Construct Hangar | 12 | 29 | | 700 |
| | | | Construct Fuel System | 22 | 17 | | 200 |
| | | LOCAL | Rehabilitate Terminal Building | 21 | 29 | | 200 |
| 35 | Langdon | 16 | ALP/MP Update with Exhibit A and AGIS Component | 31 | 42 | 300 | 200 |
| 33 | D55 | 10 | | | 36 | 400 | |
| | טטט | | Purchase Snow Removal Equipment | 32 | | | |
| 1 | | | Reconstruct Taxilane | 45 | 64 | 700 | |
| | | | Construct Parallel Taxiway | 45 | 64 | | 1000 |
| | | | Construct Hangar | 12 | 29 | | 700 |
| . 45 5 7 1 | | | Crosswind Runway Rehabilitation | 56 | 66 | | 600 |
| 2000 | | | Pavement Maintenance (RTA, RCF, Seal) | 56 | 66 | 300 | 400 |
| | | | Wildlife Hazard Assessment (WHA) and Wildlife Hazard Management Plan (WHMP) | 31 | 55 | 555 | 150 |
| | | 1004 | Tracket Many Atto Large Decree and Ver # (0.140) | | | 500 | 100 |
| | | | Install New MIRL, Windcone, Beacon and Vault (C '19) | 56 | 51 | 500 | |
| 36 | Linton | 11 | Pavement Maintenance (RTA, RCF, Seal) | 56 | 66 | 300 | 400 |
| | 7 L2 | | Taxiway and Access Road Rehabilitation | 45 | 65 | 800 | |
| | | | Runway 9/27 Extension | 46 | 51 | | 1000 |
| | | | ALP/MP Update with AGIS Component | 31 | 42 | | 300 |
| | | | Construct Parallel Taxiway | 45 | 64 | | 1500 |
| | | | | | | | |
| | | | Construct Hangar | 12 | 36 | - | 700 |
| | | | Construct SRE Building | 44 | 38 | | 500 |
| 100 | | BASIC | Construct Fence and Signage | 31 | 38 | | 1000 |
| 37 | Lisbon | 16 | Update ALP/MP with AGIS and Exhibit A | 31 | 42 | 300 | |
| _ | 6L3 | | Construct Parallel Taxiway | 45 | 64 | | 1000 |
| | | | Runway 14/32 and Taxiway Rehabilitation | 56 | 66 | | 1500 |
| | | | Construct Rwy 3/21 Extension | 46 | 51 | | 1000 |
| | | | Rwy 14/32 Light Rehabilitation (LED) | 46 | 45 | | 400 |
| | | | | | | | 400 |
| | | | Construct Apron Expansion/Helipad (D'21, C'22) | 45 | 48 | 500 | |
| | | | Construct SRE/Terminal Building | 32 | 36 | | 500 |
| | | | Pavement Maintenance (RTA, RCF, Seal) | 56 | 66 | 400 | 300 |
| | | LOCAL | Wetland Mitigation/ Drainage (D' 19, C'20) | 31 | 38 | 300 | |
| 38 | Mandan | 84 | Reconstruct Taxilanes | 45 | 46 | 2000 | |
| | Y19 | + • • • | Construct South Development Taxilane | 45 | 46 | 1500 | |
| | 110 | - | | | | | 200 |
| | | - | Pavement Maintenance (RTA, RCF, Seal) | 56 | 70 | 300 | 300 |
| | | | Construct Runway Expansion (EA '18) | 46 | 48 | | 5000 |
| | | | ALP/MP Update with AGIS Component | 31 | 42 | | 300 |
| | | | Construct Corporate Apron and Taxilanes | 31 | 41 | | 1000 |
| | | | Construct Terminal Building Expansion | 21 | 29 | 500 | |
| | | | Relocate County Road and Powerlines | 46 | 48 | 2000 | |
| | | | Construct Hangar | 12 | 29 | 1000 | 1000 |
| | | | Reconstruct Apron | 45 | 46 | 1,000 | 1000 |
| | | 1004 | | | | 4700 | 1000 |
| | | | Construct Runway 13 Extension and Widening (D '19, C '20) | 46 | 51 | 1700 | |
| 39 | Mohall | 39 | Land Acquisition and Wetland Mitigation for Runway 13-31 Extension | 46 | 48 | 600 | |
| | HBC | | Install AWOS | 42 | 48 | 300 | |
| 36.75 m | | | Pavement Maintenance (RTA, RCF, Seal) | 56 | 66 | 300 | 300 |
| | | | Wildlife Hazard Assessment (WHA) and Wildlife Hazard Management Plan (WHMP) | 31 | 55 | | 150 |
| | | | Construct Fence and Signage | 31 | 38 | | 1500 |
| | | | | | | | |
| | | | Construct Parallel Taxiway | 45 | 46 | | 1000 |
| | | BASIC | Construct Hangar | 12 | 29 | | 700 |
| 40 | Mott | 9 | Pavement Maintenance (19' Seal Coat) | 56 | 66 | 500 | 400 |
| | 3P3 | | Construct Partial Parallel Taxiway | 41 | 42 | 800 | |
| | | | Construct Fence and Signage / Conduct Wildlife Hazard Assessment (WHA) | 31 | 64 | | 1500 |
| - | | + | | 45 | 46 | | 1500 |
| | | | Construct Hangar Taxilane | | | - | |
| | | | Install AWOS | 32 | 42 | | 300 |
| | | | Construct Runway Extension | 46 | 56 | | 2000 |
| | | LOCAL | Construct Taxilane and Apron Expansion (EA '19, D '20, C '21) | 45 | 46 | 700 | STORAGE |
| 41 | Northwood | 18 | Pavement Maintenance (RTA, RCF, Seal) | 56 | 66 | 400 | 400 |
| 7. | | 10 | Construct Fuel System | 22 | 17 | 400 | .00 |
| 100000 | 4V4 | - | | | | 400 | 700 |
| | | | Construct Terminal Building | 21 | 29 | | 700 |
| | | | Construct New Runway 14/32 | 46 | 52 | | 5000 |
| | | | Environmental and Land Acquisition for Runway Development | | | | 1000 |

#9 HB 1006 3-7-2019

| | | | | | | | pg (|
|---|------------------------|-------------------|--|------------------|-----------------|---------------|-------------|
| | AIRPORT | Based Aircraft | PROJECT | NDAC Priority | FAA Priority | Project Costs | |
| | | | | ' | | 1 to 5 | 6 to 10 |
| | | LOCAL | Taxiway Overlay and Airfield Seal Coat (D' 19,C '20) | 45 | 52 | 500 | |
| | Oakes | 16 | Wildlife Hazard Assessment (WHA) and Wildlife Hazard Management Plan (WHMP) | 31 | 55 | | 150 |
| 4 | 2D5 | | Construct Fence and Signage (D '19, C '20) | 31 | 38 | | 1000 |
| A | | | Construct Parallel Taxiway | 45 | 64 | 400 | 1200 |
| | | | Pavement Maintenance (RTA, RCF, Seal) ALP/MP Update with AGIS Component | 56 | 66 62 | 400 | 300 |
| | | BASIC | Construct Terminal Parking Lot and Access Road | 51 23 | 27 | 300 | |
| 43 | Park River | 11 | Install AWOS | 32 | 42 | 300 | |
| 70 | Y37 | T | Wildlife Hazard Assessment (WHA) and Wildlife Hazard Management Plan (WHMP) | 31 | 55 | 300 | 150 |
| | | | Construct Fence and Signage | 31 | 38 | | 1000 |
| | | | Pavement Maintenance (RTA, RCF, Seal) | 56 | 66 | 200 | 300 |
| | | | Construct Runway Extension (EA 21') | 56 | 66 | 2000 | |
| | | BASIC | ALP/MP Update with AGIS Component | 51 | 62 | 300 | |
| 44 | Parshall | 10 | Runway, Taxiway and Apron Seal Coat (D '21, C '22) | 55 | 65 | 500 | |
| | Y74 | | Construct Runway Extension | 46 | 51 | | 2000 |
| | | | Install AWOS | 32 | 42 | | 300 |
| | | | Construct Apron Expansion | 44 | 38 | | 500 |
| | | | Construct Fence and Signage | 31 | 38 | | 1000 |
| | | | Wildlife Hazard Assessment (WHA) and Wildlife Hazard Management Plan (WHMP) | 31 | 55 | | 150 |
| | | | Upgrade Jet Fuel System | 22 | 17 | 300 | |
| | | | Pavement Maintenance (RTA, RCF, Seal) | 56 | 66 | 300 | 300 |
| | | | Construct Hangar Taxilane | 45 | 52 | 500 | |
| 45 | Pembina | 12 | Construct SRE Building (D '21, C '22) | 32 | 36 | 600 | |
| | PMB | | Install Fuel System | 22 | 17 | | 400 |
| | | | Runway and Taxiway Rehabilitation | 56 | 66 | | 1300 |
| | | | Pavement Maintenance (RTA, RCF, Seal) | 56 | 66 | 300 | 300 |
| | | | Wildlife Hazard Assessment (WHA) and Wildlife Hazard Management Plan (WHMP) | 31 | 55 | | 150 |
| | | | Construct Fence and Signage | 31 | 38 | | 1000 |
| | | BASIC | Airfield Electrical Rehabilitation | 56 | 66 | 400 | |
| 46 | Rolla | 13 | Pavement Maintenance (22' Seal Coat, 21' D) | 56 | 66 | 400 | 500 |
| \vdash | 06D | | ALP Update / AGIS and Exhibit A | 32 | 55 | 300 | |
| —— | | | Land Acquisition (RPZ) | 41 | 44 | | 400 |
| —— | | | Wildlife Hazard Assessment (WHA) and Wildlife Hazard Management Plan (WHMP) | 31 | 55 | | 150 |
| | | | Construct Fence and Signage | 31 | 64 | | 1000 |
| | | +=:=:= | Construct Hangar | 12 | 29 | 700 | |
| 47 | | _ | Construct Hangar | 12 | 29 | | 700 |
| 47 | Rugby | 10 | Pavement Maintenance (RTA, RCF, Seal) | 56 | 66 | 300 | 300 |
| | RUG | - | Construct SRE Building (D '21, C '22) | 32 | 36 | 500 | 0000 |
| | | + | Runway 12-30, Taxiway and Taxilane Rehabilitation ALP Update / AGIS and Exhibit A | 56 | 66 | 200 | 2000 |
| | | | Wildlife Hazard Assessment (WHA) and Wildlife Hazard Management Plan (WHMP) | 32 | 55 55 | 300 | 450 |
| 4 | | | Construct Fence and Signage | 31 | | | 150 |
| | | LOCAL | Pavement Maintenance (RTA, RCF, Seal) | 31 56 | 38 66 | 400 | 1000 300 |
| 48 | Stanley | 31 | Construct Jet Fuel System | 22 | 17 | 400 | 300 |
| 70 | 08D | + 31 | Construct Runway Extension | 46 | 51 | 400 | 3500 |
| | 000 | + | Construct Road and Parking Improvements | 12 | 27 | 800 | 3300 |
| | | + | Construct SRE Building | 32 | 36 | 500 | |
| | | + | Construct Hangar | 12 | 27 | 700 | 700 |
| | | _ | AGIS Survey (LPV Approach, Both Ends) | 42 | 52 | 100 | 700 |
| | | _ | Wildlife Hazard Assessment (WHA) and Wildlife Hazard Management Plan (WHMP) | 31 | 55 | 100 | 150 |
| | | | Construct Fence and Signage | 31 | 38 | | 1000 |
| 100000000000000000000000000000000000000 | | LOCAL | Taxilane Rehabilitation (D '19, C '20) | 45 | 46 | 600 | 1000 |
| 49 | Tioga | 23 | Pavement Maintenance (RTA, RCF, Seal) | 56 | 68 | 300 | 300 |
| | D60 | | Purchase SRE Equipment | 45 | 62 | 300 | |
| | | | Wildlife Hazard Assessment (WHA) and Wildfife Hazard Management Plan (WHMP) | 45 | 62 | 40.0995.000 | 150 |
| | | | Construct Fence and Signage | 31 | 64 | | 2000 |
| | | | Runway 12-30 Rehabilitation | 56 | 66 | 2000 | |
| | 1 1 44 1 1 1 1 1 1 1 1 | | Construct Full Length Parallel Taxiway | 41 | 42 | | 2000 |
| | | LOCAL | Construct Hangar | 12 | 17 | 700 | 700 |
| 50 | Valley City | 40 | Install and Flight Check PAPI's/ Replace Beacon | 45 | 52 | 150 | |
| | BAC | | Runway 5/23 Construction | 46 | 59 | | 1500 |
| | | | Apron Reconstruction | 44 | 38 | | 1000 |
| | | | Land Acquisition (95 Acres) | 41 | 42 | 500 | |
| | | | ALP/MP Update with AGIS Component | 31 | 42 | | 300 |
| | | | Pavement Maintenance (RTA, RCF, Seal) | 56 | 66 | 500 | 500 |
| | | LOCAL | Construct Hangar | 12 | 17 | | 700 |
| 51 | Wahpeton | 65 | Apron Rehabilitation (D'19, C'21) | 44 | 48 | 5000 | |
| | BWP | | Land Acquisition (Rwy 33 End-House) | 46 | 48 | | 200 |
| | | | Rwy 3/21 Paving (Crosswind) | 46 | 59 | | 1000 |
| | | | Wildlife Fence and Signage | 31 | 38 | | 1000 |
| | | | Pavement Maintenance (RTA, RCF, Seal) | 56 | 66 | 300 | 400 |
| | | NC | Construct Hangar | 12 | 29 | 700 | |
| 52 | Walhalla | 7 | Upgrade Runway Lighting (MIRL) | 56 | 45 | 400 | |
| | 96D | | ALP/MP Update with AGIS Component | 31 | 42 | | 300 |
| | | | Pavement Maintenance (RTA, RCF, Seal) | 56 | 66 | 500 | 000 |
| | | | Construct Fence and Signage | 31 | 38 | 500 | 1000 |

#9 P97 3-1-2019

| | AIRPORT | Based Aircraft | PROJECT | NDAC Priority | FAA Priionity | Project Costs (Thousands | |
|-------|-----------------------|-------------------|---|------------------|------------------|--------------------------|---------|
| | | | | | | 1 to 5 | 6 to 10 |
| | | BASIC | Construct Fueling System, Apron, and GPS Approach (D '19,, C '20) | 22 | 59 | 600 | |
| | Washburn | 14 | Pavement Maintenance (RTA, RCF, Seal) | 56 | 66 | 300 | 300 |
| 1 | 5C8 | | Construct Hangar Taxilane | 45 | 46 | 600 | |
| | | | Construct Fence and Signage | 31 | 64 | | 1000 |
| | | | Construct Access Road | 33 | 20 | 300 | |
| | | | Construct Hangar | 12 | 17 | | 700 |
| | | LOCAL | Land Acquisition, Design for Runway Development, Earthwork Construction | 41 | 42 | 5500 | |
| 54 | Wattford City | 35 | Runway Realignment and Extension and Full Parallel Taxiway | 46 | 48 | 13000 | |
| | \$25 | | Construct Fence and Signage | 31 | 64 | | 1500 |
| | | | Pave Access Road / Parking | 33 | 21 | 500 | |
| | | | Pavement Maintenamoe (RTA, RCF, Seal) | 56 | 68 | 300 | 300 |
| | | | Construct Taxilane | 45 | 52 | | 600 |
| STATE | State PCI | | Statewide PCI Study Update | | 56 | 600 | 1200 |
| STATE | State Aviation Impact | | Statewide State Aviation Impact Update | | 64 | | 600 |
| STATE | State System Plan | | State Aviation System Plan Update | | 64 | | 600 |
| | | 1647 | General Aviation Airp | | | | 181,100 |
| | Total Based Aircraft | | Commercial Airp | ort Projec | t Totals | 334,650 | 196,000 |
| | | 1 | Total Airp | ort Projec | t Totals | 472,250 | 377,100 |

Airports Not Included within Analysis:

| Non | NPIAS | Paved (| (18 |): |
|-----|-------|---------|-----|----|
|-----|-------|---------|-----|----|

| 55 | Beulah |
|----|--------------|
| | |
| 56 | Drayton |
| 57 | Enderlin |
| 58 | Killdeer |
| 59 | Larimore |
| 60 | Leeds |
| 61 | Maddock |
| 62 | Mayville |
| 63 | Minto |
| 64 | Napoleon |
| 65 | New Rockford |
| 66 | New Town |
| | Page |
| | Rolette |
| | St. Thomas |
| 70 | West Fargo |
| 71 | Westhope |
| 72 | Wishek |
| | |

Non NPIAS Turf (17):

| 73 | Arthur |
|------------|-------------|
| 74 | Bowbells |
| 75 | Columbus |
| 76 | Elgin |
| 77 | Fessenden |
| 78 | Gackle |
| 79 | Hazelton |
| 80 | Kulm |
| 81 | Lidgerwood |
| 82 | McClusky |
| 83 | McVille |
| 84 | Milnor |
| 8 5 | Plaza |
| 86 | Richardton |
| 87 | Riverdale |
| 88 | Towner |
| 89 | Turtle Lake |
| | |



Airport Association of North Dakota

10 HB 1006 J-7-2019

Matthew Remynse - President Kelly Braun - Vice President

Jordan Dahl - Sec. / Treasurer

PO Part 1560 Jamesteum North Debate 58402 1560

PO Box 1560 Jamestown, North Dakota 58402-1560 (701) 355-1808

March 7, 2019

RE: Testimony to Senate Appropriations on HB 1006 (Aeronautics Commission Budget)

Chairman Homberg and members of the committee,

I am Matthew Remynse, the President of the Airport Association of North Dakota (AAND). I want to thank you for the opportunity to speak here today and thank you for your past support of North Dakota airports. AAND is the professional organization for North Dakota Airports and it serves to promote airports, aviation, and safety across the state. I'm here today on behalf of the association to express our support of HB 1006 and the North Dakota Aeronautics Commission (NDAC).

The NDAC is a great resource for airports and the aviation community in ND. The NDAC has a fantastic education program that is drawing young adults into aviation. The NDAC staff assists general aviation airport managers with developing their capital improvement plans and conducting safety inspections. Additionally, the studies that the NDAC undertakes are an extremely useful tools for airports. For instance, a Pavement Condition Index study is a federal requirement that each airport must complete to receive federal funding. The NDAC puts this study together for all airports. This a is large undertaking and Mr. Wanner and his staff do an amazing job managing that study and assuring that there is a useful end product for airports.

Additionally, the NDAC offers a valuable grant program to our airports. This program has allowed our airports to grow and develop so they remain a valuable asset for North Dakota's economy. According to the 2015 Statewide Economic Impact of Aviation study, North Dakota's

89 airports generate an economic impact of \$1.56 billion annually, employ 4,439 individuals and is utilized by every major industry in the state.

Over the last two years, airports from across the state have seen growth. 2018 passenger

3-7-2019

boardings at our commercial airports were up 5% over 2017. That is an additional 46,533

passengers year over year. Also, several airports saw new operations come to their fields. For

passengers year over year. Also, several airports saw new operations come to their fields. For example, Fargo Airport now has a regional UPS operation and Dickinson Airport has a new hangar for a based air ambulance service. In addition, some airports in the state are seeing a new and exciting growth related to unmanned aircraft. Additionally, the number of registered aircraft in the state has grown. In 2018, there were 2,105 registered aircraft in the state compared to 2,043 registered aircraft in 2017.

With this growth, comes the need to develop and maintain our state's airports. The Federal Aviation Administration (FAA) has developed a 5- year capital improvement plan for the airports in North Dakota and the need for 2019-2023 is \$469 million. The projects factored into this amount include runways in Dickinson, Grand Forks, Mohall, Jamestown, and Watford City, aprons in Fargo, Bismarck and Devils Lake. To fund these projects, the NDAC staff works closely with FAA and airport staff. Federal funding normally covers 90% of eligible projects, but with such a high demand of large projects in the state and an inadequate level of federal funds available nationwide, this level of funding is not attained for certain projects. Additionally, the amount of federal funding available through the AIP has remained flat since 2001 while the cost of developing and constructing airport projects throughout the country has continued to increase due to rising passenger levels, rising construction costs, and inflation. These factors have increased the competition for federal funding and has made it more and more difficult for airports in North Dakota to receive federal funds. After factoring in projected revenues from the FAA, local governments, and the NDAC grant funding, including HB 1066, there is a \$139 million shortfall. With the lack of both state and federal funding, airports are making the difficult decision of passing on a project or going into debt to complete their project. Additional

state funding for airport grants would assure that crucial projects are being completed on time and would reduce the amount of debt airports would have to take on. Also, when additional state funding is appropriated it typically generates more federal dollars. Currently written, HB 1066, Operation Prairie Dog, has \$20 million budgeted for airport infrastructure projects. AAND and its members have supported HB 1066 as it offers some certainty for funding, which allows the aeronautics commission staff and airport staff the ability to plan for project several years out.

#10 HB 1006

Based on the funding needs for the airports across the state, I respectfully request that the committee support HB 1006 and strongly consider adding an additional \$22 million in one-time funding to the \$5 million already identified in the bill. This will provide a total one-time appropriation of \$27 million for key airport infrastructure projects in the next biennium.

Additionally, I would request the appropriate language be placed in this bill that would allow the ND Aeronautics Commission the ability to grant the money allocated in HB 1066 related to the oil and gas tax revenue

In conclusion, the NDAC provides an enormous amount of support to airports and the aviation community and are a vital piece to helping move infrastructure project forward. I thank you for the opportunity to provide testimony today and I will take any questions the committee may have for me.

Respectfully.

President, AAND

Enclosures:

- 1. North Dakota Airport's Five Year Capital Needs
- 2. Federal Funding of North Dakota Airport
- 3. AAND Legislative Flyer

North Dakota

| CH. | Alcod | LociD | Owner- | Hut | Role | Cate | gory | Curren | ıt . | 2019-2023 |
|-------------|--|-------|--------|------|--------------|---------|--------|----------|-------|--------------|
| City | Airport | LociD | ship | Prus | Kole | Current | Year 5 | Enplaned | Based | Dev Estimate |
| Ashley | Ashley Municipal | ASY | PU | | Basic | GA | GA | 0 | 13 | \$1,150,000 |
| Beach | Beach | 20U | PU | | Basic | GA | GA | 0 | 8 | \$5,034,185 |
| Bismarck | Bismarck Municipal | BIS | PU | Ν | | Р | P | 273,980 | 118 | \$42,595,964 |
| Bottineau | Bottineau Municipal | D09 | PU | | Local | GA | GA | 0 | 17 | \$2,663,708 |
| Bowman | Bowman Regional | BWW | PU | | Local | GA | GA | 0 | 18 | \$7,232,890 |
| Cando | Cando Municipal | 9D7 | PU | | Basic | GA | GA | 0 | 10 | \$2,252,945 |
| Carrington | Carrington Municipal | 46D | PU | | Local | GA | GA | 0 | 17 | \$2,653,011 |
| Cassélton | Casselton Robert Miller Regional | 5N8 | PU | | Local | GA | GA | 0 | 53 | \$7,454,533 |
| Cavalier | Cavalier Municipal | 2C8 | PU | | Local | GA | GA | 0 | 22 | \$1,814,474 |
| Cooperstown | Cooperstown Municipal | S32 | PU | | Basic | GA | GA | 0 | 13 | \$1,770,389 |
| Crosby | Crosby Municipal | D50 | PU | | Basic | GA | GA | 0 | 8 | \$3,927,778 |
| Devils Lake | Devils Lake Regional | DVL | PU | | Local | CS | CS | 8,209 | 29 | \$5,971,051 |
| Dickinson | Dickinson-Theodore Roosevelt Regional | DIK | PU | N | | Р | Р | 16,822 | 34 | \$80,950,000 |
| Dunseith | International Peace Garden | S28 | PU | | Basic | GA | GA | 0 | 0 | \$1,755,556 |
| Edgeley | Edgeley Municipal | 51D | PU | | Basic | GA | GA | 0 | 11 | \$1,977,778 |
| Ellendale | Ellendale Municipal | 4E7 | PU | | Basic | GA | GA | 0 | 11 | \$1,432,163 |
| Fargo | Hector International | FAR | PU | Ν | | Р | Р | 402,976 | 190 | \$20,477,778 |
| Fort Yates | Standing Rock | Y27 | NA | | Basic | GA | GA | 0 | 0 | \$1,968,948 |
| Garrison | Garrison Municipal | D05 | PU | | Basic | GA | GA | 0 | 14 | \$1,828,509 |
| Glen Ullin | Glen Ullin Regional | D57 | PU | | Basic | GA | GA | 0 | 6 | \$1,352,778 |
| Grafton | Hutson Field | GAF | PU | | Local | GA | GA | 0 | 24 | \$1,076,024 |
| Grand Forks | Grand Forks International | GFK | PU | Ν | | Р | Ρ | 132,557 | 135 | \$53,311,850 |
| Gwinner | Gwinner-Roger Melroe Field | GWR | PU | | Basic | GA | GA | 0 | 12 | \$3,229,786 |
| Harvey | Harvey Municipal | 5H4 | PU | | Basic | GA | GA | 0 | 13 | \$2,685,087 |
| Hazen | Mercer County Regional | HZE | PU | | Basic | GA | GA | 0 | 14 | \$5,113,960 |
| Hettinger | Hettinger Municipal | HEI | PU | | Local | GA | GA | 0 | 20 | \$3,448,977 |
| Hillsboro | Hillsboro Municipal | 3H4 | PU | | Local | GA | GA | 0 | 41 | \$7,444,444 |
| Jamestown | Jamestown Regional | JMS | PU | N | | Р | Р | 11,123 | 46 | \$3,952,223 |
| Kenmare | Kenmare Municipal | 7K5 | PU | | Local | GA | GA | 0 | 32 | \$1,730,849 |
| Kindred | Robert Odegaard Field | K74 | PU | | Local | GA | GA | 0 | 37 | \$2,791,636 |
| Lakota | Lakota Municipal | 5L0 | PU | | Basic | GA | GA | 0 | 12 | \$3,791,666 |
| LaMoure | LaMoure Rott Municipal | 4F9 | PR | | Unclassified | GA | GA | 0 | 7 | \$0 |
| Langdon | Robertson Field | D55 | PU | | Local | GA | GA | 0 | 16 | \$1,462,461 |
| Linton | Linton Municipal | 7L2 | PU | | Local | GA | GA | 0 | 15 | \$3,403,708 |
| Lisbon | Lisbon Municipal | 6L3 | PU | | Basic | GA | GA | 0 | 13 | \$1,316,667 |
| Mandan | Mandan Municipal | Y19 | PU | | Local | GA | GA | 0 | 95 | \$20,722,223 |
| Minot | Minot International | MOT | PU | N | | Р | Р | 150,634 | 117 | \$43,665,186 |
| Mohall | Mohall Municipal | HBC | PU | | Local | GA | GA | 0 | 42 | \$4,277,778 |
| Mott | Mott Municipal | 3P3 | PU | | Basic | GA | GA | 0 | 9 | \$1,735,380 |

| City | Airport | LociD | Owner- Hul | b Role | or many membranes and the | gory | Curre | Sheer named to the | 2019-2023 |
|-------------|-------------------------------------|-------|------------|--------------|---------------------------|-------------|----------|--------------------|--------------|
| | | | ship | | Current | Year 5 at 1 | Enplaned | Based | Dev Estimate |
| Northwood | Northwood Municipal- Vince Field | 4V4 | PU | Local | GA | GA | 0 | 18 | \$1,918,128 |
| Dakes | Oakes Municipal | 2D5 | PU | Local | GA | GA | 0 | 16 | \$1,643,276 |
| Park River | Park River- W C Skjerven Field | Y37 | PU | Basic | GA | GA | 0 | 11 | \$1,277,778 |
| Parshall | Parshall-Hankins | Y74 | PU | Basic | GA | GA | 0 | 10 | \$3,981,112 |
| Pembina | Pembina Municipal | PMB | PU | Basic | GA | GA | 0 | 11 | \$1,671,847 |
| Rolla | Rolla Municipal | 06D | PU | Basic | GA | GA | 0 | 13 | \$3,152,405 |
| Rugby | Rugby Municipal | RUG | PU | Basic | GA | GA | 0 | 9 | \$1,055,556 |
| stanley | Stanley Municipal | 08D | PU | Local | GA | GA | 0 | 31 | \$2,477,486 |
| ioga | Tioga Municipal | D60 | PU | Local | GA | GA | 0 | 23 | \$9,517,794 |
| alley City | Barnes County Municipal | BAC | PU | Local | GA | GA | 0 | 41 | \$1,142,259 |
| /ahpeton | Harry Stern | BWP | PU | Local | GA | GA | 0 | 60 | \$2,611,111 |
| /alhaila | Walhalla Municipal | 96D | PU | Unclassified | GA | GA | 0 | 6 | \$0 |
| ashburn/ | Washbum Municipal | 5C8 | PU | Basic | GA | GA | 0 | 14 | \$4,125,557 |
| atford City | Watford City Municipal | S25 | PU | Local | GA | GA | 0 | 34 | \$52,468,790 |
| /illiston | New | +09N | PU | | | Р | 0 | 0 | \$21,066,635 |

Total North Dakota Airport Needs (2019-2023):#469,534,077

10 HB 1006

As we work to maintain our airport infrastructure, federal funding has and will continue to be a key part of 3-7-2019 solving the infrastructure funding challenges that our state is currently facing. Federal funding for airports is complex and it is very important to understand a few key points:

- Federal funding for airport projects is not guaranteed as airports compete nationally for this funding.
- 54 out of 89 of the public airports in North Dakota are eligible to receive federal funding. The other 35 airports rely solely on state and local funds for infrastructure projects.
- Of those 54 airports that qualify to receive federal funds not all of their projects are eligible to receive federal funding as each project must meet certain criteria.
- There have been many cases where federal grants have been provided at less than the maximum allowed 90% federal funding level due to inadequate levels of federal funding availability.

First and foremost - to be eligible for federal funding, an airport must be in the National Plan of Integrated Airport Systems (NPIAS). By being classified within the NPIAS, an airport has been deemed to be a benefit to the national airspace system. Gaining this status requires strong justification and can take several years to obtain if an airport meets certain criteria that is based on airport location and aircraft activity levels.

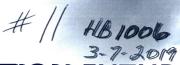
The Federal Airport Improvement Program (AIP), is the national grant program administered by the Federal Aviation Administration (FAA) for airport capital projects. Funding for this program has remained flat at \$3.3 billion annually since 2001 however, the cost of developing and constructing airport projects throughout the country has continued to increase due to rising passenger levels, rising construction costs, and inflation. These factors have increased the competition for federal funding and has made it more and more difficult for airports to receive federal funds. The Airports Council International-North America report for 2017-2021 estimates that a total of \$15 billion funding shortfall per year exists for public airport projects within the United States.

As mentioned above, federal grants received through the AIP can be used to fund up to 90% of eligible capital improvement projects, however due to the high cost of certain projects and an inadequate level of federal funds available nationwide, this funding level is not realized for many projects. A recent example of this can be found by analyzing the primary runway reconstruction project at the Bismarck Airport. Over a three-year time period, the Bismarck runway reconstruction project has been under construction, and the federal government has provided approximately 70% funding for the \$63 million-dollar project which has left approximately \$19 million in remaining costs for the state or local governments to pick up in order to complete the project.

Our airport leaders along with the staff at the North Dakota Aeronautics Commission work closely with upper level FAA personnel to ensure that they are aware of the state's capital improvement needs. The state has recently seen historic success in leveraging federal funding into the state due to multiple factors that include:

- Identifying good justifiable projects that receive high national priority consideration
- Working towards shovel ready airport projects that are prepared to receive federal grants during the
 federal fiscal year window. State and local fund availability helps to ensure that the airport can also
 quickly navigate the planning, environmental, and design phases that are required to be ready for a
 federal grant request.
- Lastly, ensuring the availability of adequate amounts of state and local funding so that federal funds can be accepted with the cost sharing requirements.

In conclusion, it is very important to understand that the federal government doesn't provide every airport project with a 90% grant. State funding availability is also critical to ensure that our airports are being properly maintained while at the same time able to grow and accommodate our growing communities.



Investing in North Dakota's AVIATION FUTUR

North Dakota's Aviation Industry generated \$3.66 billion in economic benefit last year and employs 32,200 people. Aviation is the vital link across each of the state's major economic drivers such as agriculture, energy, manufacturing, tourism, technology and health care. North Dakota's Aviation Industry connects our communities and businesses on a state, regional and national scale, and support from the State of North Dakota will continue to make this possible.

2019 Legislative Request

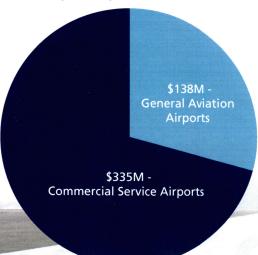
- Vote yes HB1066 "Operation Prairie Dog" which would provide \$50 million for airport capital projects.
- Vote yes on SB2180 which would allow commercial airports to enter into contracts with Transportation Network Companies, such as Uber and Lyft.
- Vote no on HB1184 which would remove an airport authorities' ability to guick take land in eminent domain proceeding, which jeopardizes federal funding for airports.
- Support HB 1006 which would fund the ND Aeronautics Commission.

Funding Overview

- Federal funding levels are not sufficient
- The Aeronautics Commission administers grants to airports based on individual capital improvement plans
- Critical projects are prioritized

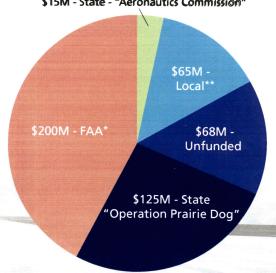
North Dakota's Estimated Airport Development Costs 2019-2023

5 Year Project Needs (per the ND Aeronautics Statewide **Capital Improvement Plan)**



Funding Sources Over Next 5 Years (estimates)

\$15M - State - "Aeronautics Commission"



^{*}FAA estimate is \$40 million average over next 5 years

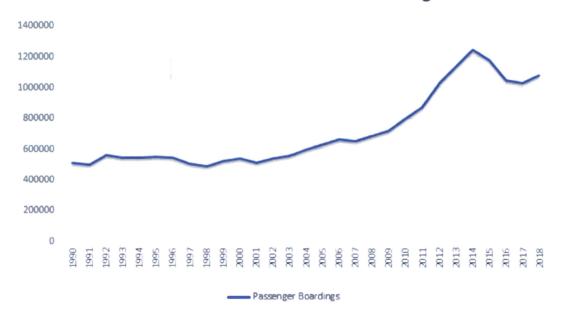
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// HB1006 3-7-2019 B32

Forecasted Growth

The airline passenger numbers are near an all-time high, which was set in 2014 during the height of the economic boom. 2018 numbers are strong and still well above pre-boom levels. The growth has leveled off to a steady manageable level. Sound infrastructure investment is required to continue to keep up with the growth.





Consequences of Not Supporting North Dakota's Aviation Industry

Airports across the state were built to handle light aircraft and commuter airlines. Both commercial and general aviation airports are experiencing detrimental impacts due to increased traffic, larger, heavier planes and limited resources, and new operations such as UAVs.

Federal Funding

- Federal funding for airport projects is not guaranteed as airports compete nationally for this funding.
- 54 out of 89 of the public airports in North Dakota are eligible to receive federal funding. The other 35 airports rely solely on state and local funds for infrastructure projects.
- Of those 54 airports that qualify to receive federal funds not all of their projects are eligible to receive federal funding as each project must meet certain criteria.
- There have been many cases where federal grants have been provided at less than the maximum allowed 90% federal funding level due to inadequate levels of federal funding availability.

For More Information Contact

Matthew Remynse
Airport Association of North Dakota, President
701-355-1808
airportassociationpresident@gmail.com

#12 HB 1006 3-7-2019 Pg1

March 6th, 2019

RE: Testimony to the Senate Appropriations Committee on HB 1006 – Aeronautics Commission Budget

Dear Chairman Holmberg and members of the committee,

My name is Larry Mueller, and I am here on behalf of the Hillsboro Municipal Airport, with a special interest in representing the smaller General Aviation airport sector of ND. I am here to voice our airport's support of HB 1006 and the ND Dakota Aeronautics Commission.

There are 89 airports in ND. Eight are considered the larger "commercial" type airports. The rest... the other 81 out of 89, are often lumped together as General Aviation airports, or "GA." Hillsboro falls into the GA category.

The Hillsboro airport serves a much bigger circle than many people realize. There is new technology abound at our airport. Elbit Systems, a world leader in Aerospace and Defense, flew their Hermes 450 drone from Hillsboro starting 3 years ago. This was the first unmanned airplane in the United States to have such activity and with such a large scale. Elbit partnered with UND and NDSU as well as private industry, working on cutting edge technology in helping lead ND in the ever-developing new drone industry. This last year, Harris Corporation, an American based world leading company in Information Technology and Defense Systems, installed a radar system at the airport specific to drone technology and a new FAA collision avoidance system called ADS-B. This technology will be used to help in separation between drones and airplanes. This opportunity is happening in two places – New York and Hillsboro, North Dakota. Once again, new technology tied to a smaller GA airport helps ND lead the nation in upcoming drone technology.

Hillsboro has several other businesses operating on the airport. On-Site Aviation, a Fixed Based Operator, employs a half dozen people. They perform aircraft maintenance and have a paint shop. Airloan.com, one of the largest GA lenders in the US, is based at Halstad, MN 10 miles away, and uses the airport as its main hub airport. Fly3H4 provides flight instruction and aircraft rental on the airport, and currently has 10 students enrolled. Porter Aviation is a crop duster and provides a very important service to many farmers in the community.

There is a great deal of growth at the Hillsboro Airport. This last year, Hillsboro basically rebuilt its entire airport. The asphalt that was built to last a maximum of 20 years was replaced after 24 years. Along with the new runway, we will be replacing the main taxiway, and adding additional taxiway this upcoming summer. This project has been in the works for 8 years. Hillsboro has had no place to build a new hangar during that 8-year stretch while sitting at 100% capacity the entire time. We have had numerous requests for a place to build new hangars but have had to turn people away. We currently have plans in place for possibly 4 new hangars in the next two years, as soon as a taxiway to connect the hangars is completed. During this 8-year stretch, which included buying additional land, environmental assessments, engineering and planning, and now finally the actual construction phase, the total cost was approximately \$7.5 million.

Hillsboro, like the other 80 smaller General Aviation airports, does not have paid professionals managing its airport. We are unpaid volunteers. I am here today on vacation time and on my dollar. As do most of the GA airports, we receive 4 mills from our sponsor town. It is enough to cover the cost of general maintenance each year with the help of volunteer labor. However, it doesn't cover the cost of

Pg 2

infrastructure or new growth opportunities. The only way to meet those needs is with help from the State Aeronautics Commission. Hillsboro is lucky – we are one of the small airports that has a federal designation, which means we qualify for up to 90% matching funds from the FAA, with state and local money in place first. Without the professional assistance of Kyle Wanner, we would never be able to qualify for these grants. Without the financial support from State Commission, we also would also not qualify. Rest assured, Mr. Wanner knows how to run a tight ship. When it came time to request the money for this large project at Hillsboro, Mr. Wanner made it clear that we could qualify for Federal funds and State Funds... once we had a \$250,000 commitment from the City of Hillsboro in the bank... above the 4 mills we already receive. I think I can clearly attest that Mr. Wanner will not be handing out any tax dollars without an airport showing 1. A serious proven need, and 2. A serious commitment from the airport's community toward that airport.

In a small town, a handful of people end up wearing quite a few hats. Perhaps a great deal of putting on different hats explains my lack of hairline. I have served as President of the Airport Authority and manager of the airport for 22 years. I'm proud of that service. I'm also proud of the fact that I have served on the Fire Department, and also as an EMT on the ambulance service in Hillsboro. In the last 10 years, I was there when an elderly gentleman had a pace maker that wouldn't stop going off. The very device that was put in him to save his life was killing him. A King Air airplane flew him direct to Mayo, and he lived. I was there when a middle-aged man was flown direct to St. Paul with severe burns he received. I was there when a very young girl was flown to Minneapolis after having a stroke. The time saved in a fast, direct flight probably saved her life. These three families most likely didn't give our small airport much of a thought... until their family members needed it most in their time of need. If it were your parent's pacemaker, your friend who was burned, or your daughter who had a stroke, how much would you value a mile of pavement to quickly get your loved one miles away to the care they need in the quickest way possible? The business aspect of the Hillsboro airport is great. But the greatest asset it provides is just one more piece to our critical infrastructure system we have in ND.

Based on the funding needs of the Hillsboro Airport and airports across the state, I respectfully request that the committee support HB 1006 and strongly consider adding an additional \$22 million in one-time funding to the \$5 million already identified in the bill. This will provide a total one-time appropriation of \$27 million for airport infrastructure projects in the next biennium.

Additionally, I would request the appropriate language be placed in the bill that would allow the ND Aeronautics Commission the ability to grant the money allocated in HB 1066 related to the oil and gas tax revenue.

In conclusion, the Hillsboro airport is vital to its region and the overall aviation system in North Dakota. This bill would assure the Hillsboro airport and other airports throughout the state have the necessary funding sources to complete their key capital projects this biennium. Again, I appreciate the opportunity to provide testimony of HB1006.

Respectfully,

Larry Mueller Hillsboro Municipal Airport Authority Chairman GFKS

Grand Forks International Airport

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Grand Forks Regional Airport Authority
2301 Airport Drive
Grand Forks, ND 58203
701-795-6981 - office
701-795-6979 - fax
www.gfkairport.com

March 7, 2019

RE: Testimony to the Senate Appropriations Committee on HB 1006 – Aeronautics Commission Budget

Dear Chairman Holmberg and members of the committee,

Thank you for the opportunity to provide testimony today. I am Ryan Riesinger, the Executive Director of the Grand Forks Regional Airport Authority, and I'm here to voice support for HB 1006 and the North Dakota Aeronautics Commission (NDAC).

Airports are vitally important for the State of North Dakota. They are the front door of our communities, a driver of business growth, and an important part of our quality of life. Our Airports are valuable infrastructure that must be continually maintained, developed, and expanded to meet the needs of the public.

In January, I testified in support of HB 1066 (Operation Prairie Dog Bill) and its \$50 million for airports. As it currently stands, airport funding in HB 1066 has been reduced to \$20 million.

Based on the funding needs of airports across the state, I respectfully request that the committee add an additional \$22 million in one-time funding to the \$5 million already

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identified in HB 1006. This will provide a total one-time appropriation of \$27 million for airport infrastructure projects in the next biennium and offset the reduction in HB 1066.

The Grand Forks International Airport (GFK) is North Dakota's busiest commercial airport and serves as the gateway to the northern Red River Valley. We are also the proud home of the John D. Odegard School of Aerospace Sciences at the University of North Dakota (UND), which is one of the busiest aviation flight schools in the world. Due to increased enrollment in the program, we set an all-time record for operations in 2018 with 368,385 takeoffs and landings. This makes us the 21st busiest airport in the United States.

In 2015, GFK began an Airport Master Planning effort. It has documented that we are at our airfield capacity level and must implement our Capital Improvement Program (CIP). In the next 8 years the CIP calls for the extension of our crosswind runway to enhance safety and increase capacity, reconstruction of our primary runway due to aging pavement, and the construction of a fifth runway to increase airfield capacity by an additional 44%. Total estimated program costs are \$100 million.

We anticipate all proposed CIP projects will be eligible for Federal Aviation Administration (FAA) grant funding at 90% through the Airport Improvement Program (AIP). However, on larger projects like ours, it is likely we will not receive the full FAA funding at 90%, resulting in a funding gap. Other airports in the State are in similar circumstances and would benefit greatly from increased State participation to help fund these gaps.

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Another example where HB 1006 funding could be very beneficial at GFK is the UND Apron Project. The aircraft aprons used by UND were originally constructed in the 1980's and several years ago were determined to be in need of reconstruction. However, the FAA determined the aprons were "exclusively used", and therefore, not eligible for FAA funding. In the 2015 State Legislative Session, \$6 million was authorized and construction of "Phase 1" was completed in 2016. UND requested \$4.8 million in the 2017 State Legislative Session to complete the final phase of the project, but the budget was tight and no funds were authorized. With the increased appropriation in HB 1006 and NDAC approval, it is possible to receive funding to complete this much needed project.

It is important to note that the NDAC would grant these funds on a priority basis, and they have done an excellent job to balance these priorities historically, albeit with limited resources.

North Dakota Airports and the NDAC would continue to maximize and leverage federal grant dollars to the best of our collective ability. There is no question that this bill, with the additional \$22 million included, would provide much greater flexibility to the NDAC in planning future airport infrastructure projects.

Additionally, I would request the appropriate language be placed in the bill that would allow the ND Aeronautics Commission the ability to grant the money allocated in HB 1066 related to the oil and gas tax revenue.

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In conclusion, I ask that you support HB 1006 with the additional \$22 million appropriation. It is vitally important to continue to invest in North Dakota's airport infrastructure. It would provide a reliable source of funding for needed airport infrastructure projects. Again, I appreciate the opportunity to provide testimony in support of HB 1006 and would be happy to answer any questions.

Respectfully,

Ryan Riesinger Executive Director Grand Forks Regional Airport Authority

UND NORTH DAKOTA

Funding Request

Final Phase

Reconstruction of the UND Flight Training Apron at the Grand Forks International Airport

Phase I-COMPLETED SUMMER 2016

The first phase of this project was a total reconstruction of part of Bravo and the entire Charlie apron. The blue portion of the map below shows the area of ramp which was rehabilitated/reconstructed. This phase was completed with the \$6M authorized by the 2015 State Legislature, and construction was complete in 2016.



Final Phase - ESTIMATED \$4.8 MILLION

The final phase of this project is a reconstruction of Bravo apron - west (tan area above). Bravo apron is a patchwork of broken and patched original pavement from the 1980s.

This area requires total reconstruction. There is a high water table, making the soils weak and susceptible to frost movement. This water table issue will be addressed in the reconstruction with underdrains.

- REQUEST \$4.8 Million
- FINAL PHASE of apron reconstruction project
- FIRST PHASE was a success, the remaining apron continues to worsen and needs reconstruction
- PROJECT IS CRITICAL for safety of students and property

REQUEST/NEED: \$4.8 million for the final phase of reconstruction of the apron (aircraft parking area), the "classroom" used by the University of North Dakota's Aerospace program for flight training daily at the Grand Forks International Airport. The University requested a phased approach to complete this work while remaining in operation. **The final phase remains for \$4.8 million.**

PROBLEM: Significant potholes and concrete deterioration due to the age and environmental factors at the Grand Forks Airport. A North Dakota Aeronautics Commission statewide pavement condition study (PCI) revealed that UND's apron is getting worse and in dire need of major reconstruction. The pavements on Bravo Apron were originally constructed in the 1980s and are currently in very poor condition. In the 2015 Legislative session \$6M was authorized, and significant progress was made on Bravo and Charlie Aprons. Bravo – west is the remaining ramp requiring reconstruction.

CONCERN: The conditions pose an increasing safety risk to students and employees, and also to the 100-plus aircraft operated by North Dakota's premier aviation school. The replacement cost of the current fleet is \$44,239,039, a significant investment that has been funded through student flight fees, donations, and the UND Aerospace Foundation.

CURRENT PAVEMENT CONDITION INDEX (PCI) as reported by North Dakota Aeronautics Commission in 2015 vs. 2018: PCI is a numerical rating of a pavement's condition based on the type and severity of distresses observed on the pavement surface. The PCI value of a pavement's condition is represented by a numerical index between 0 and 100; where 0 is the worst possible condition and 100 is the best possible condition.





PCI 2015 Results

RED ORANGE/YELLOW

0-40 = Total Reconstruction
41-70 = Reconstruction/Major Rehabilitation
71-100 = Preventative Maintenance

As evidenced above, the rehabilitation/reconstruction completed in 2016 has brought the east Bravo and Charlie ramp areas up to the highest pavement condition possible. The remainder of Bravo has deteriorated significantly since 2015.



UND Flight Operations encompasses many buildings at GFK. Charlie Ramp is shown at the top; Bravo Ramp is at the bottom. All buildings here are owned by UND or the UND Aerospace Foundation.

A ground lease is paid to the Grand Forks Regional Airport Authority for the land under the buildings and vehicle parking areas.



Pavement deterioration on Bravo Apron with a yardstick to show scale.



Patched asphalt over concrete (in 2015) shown in upper left area of above photo of Bravo Apron – west.

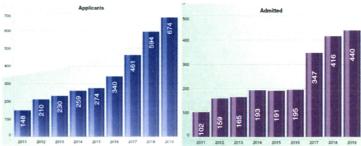
Alternate Funding Options:

UND has looked closely at other funding sources, but they will not work.

- FAA: The FAA released new guidance that now precludes the utilization of Aviation Trust funds to provide funding for exclusive-use apron/ramp space at the nation's airports. Under this policy, the UND apron is considered "private" use and thus not eligible for FAA funding. The Grand Forks Regional Airport Authority and the University have worked with the FAA to reverse this national policy, but to no avail.
- NORTH DAKOTA AERONAUTICS COMMISSION: The North Dakota Aeronautics
 Commission's funding priorities mirror the FAA's. If their policy was reversed,
 every public use airport in the state would ask for funding from the
 Aeronautics Commission for exclusive-use aprons.
- STUDENT FEES: UND students majoring in aviation pay for flight rates over and above the normal tuition and fees. Currently, the average flight lab charges associated with obtaining a degree in Commercial Aviation are estimated at \$65,619, bringing the total price of a four-year degree to \$124,655 for an instate student and \$167,327 for an out-of-state student nearly double the degree cost of a non-aviation student.
- GRAND FORKS REGIONAL AIRPORT AUTHORITY: The Grand Forks Regional Airport Authority currently taxes to its maximum capacity (four mills) and does not have reserve or bonding capabilities to meet the needs of the deteriorating ramp used by UND.
- CITY OF GRAND FORKS: The Grand Forks International Airport is owned and operated by the Grand Forks Regional Airport Authority, and not the City of Grand Forks.

UND Department of Aviation Enrollment Trends

The Aviation Department at the University of North Dakota is currently experiencing a large increase in the number of incoming students. Current data (see below) indicates an almost 100% increase in the number of applicants and admits from only two years ago. While this is a great indicator of perceived value of an aviation degree from UND, we will need appropriate and safe infrastructure in place to meet this incoming demand.



UND Dashboard Data on Aviation Applicants and Admits (December 4, 2018).

NATIONAL PILOT SHORTAGE: Since 2009, the University of North Dakota has been forecasting a large deficit in the number of future commercial airline pilots. Current projections indicate there will be disruptions in the pilot labor supply unless industry-market fundamentals change, more pilots can be enticed into an airline pilot career, or the regulatory environment changes. A status quo projection indicates that there will be a shortage of around 35,000 pilots over the next 20 years in the United States alone.

This will likely cause a large negative effect for the state of North Dakota, as the state's scheduled airline service, especially to smaller communities, will experience a reduction or elimination in air service. To help mitigate this shortage, the University of North Dakota has entered into several preferred hiring partnerships with regional and major airlines. To help meet this demand, it is critical that the infrastructure at the GFK Airport support this mission.

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March 7th, 2019

RE: Testimony to the Senate Appropriations Committee on HB 1006 – Aeronautics Commission Budget

Dear Chairman Holmberg and members of the committee,

I am Kelly Braun, representing the Dickinson Theodore Roosevelt Regional Airport. I appreciate the opportunity to provide testimony on HB 1006. I'm here today to voice our airport's support of HB1006 and the ND Dakota Aeronautics Commission.

Dickinson is an emerging community and the airport plays a vital role, it is a corner stone for economic sustainability. A 2015 economic impact study commissioned by the ND Aeronautics Commission shows that airports across the state contribute over \$1.5 Billion to the State economy and the Dickinson airports portion of that total is \$76 Million.

As the airport plans for the future, federal, state and local dollars will need to be invested into our community and specifically our airport to accomplish the goal of upgrading our existing infrastructure.

The Dickinson airport has seen many changes over the years. The most significant of these was United Airlines providing service to the airport with 50 seat passenger jets. This change in commercial service requires the airport to upgrade its infrastructure to meet current and future demands.

The FAA accepted the Dickinson Airport comprehensive master plan in early 2017 which provides in depth guidance and justification for these projects.

The airport's environmental assessment was completed in September 2017, and a finding of no significant impact has been issued. With the EA complete and, a FONSI issued, the airport has begun developed construction plans for projects that will continue through 2022.

At the beginning of 2017 the airport also developed an in-depth and comprehensive land use plan which was codified by both the City of Dickinson and Stark County late November 2017. This land use plan protects the airport and its airspace from encroachment and identifies compatible use for the areas surrounding the airport.

The existing airfield is currently 6400 feet long by 100 feet wide and has a weight bearing capacity of 37,000 pounds. Based aircraft at the airport include, 28 single-engine, 4 multiengine, 1 helicopter, and 1 jet aircraft.

In 2018 the airport boarded 22,592 passengers and this trend is expected to continue through 2019. This number exceeds the FAA's terminal forecast of 17,591 passengers in the year 2020 and aircraft operations are already in excess of the FAA's 2035 predictions. It is important to note that these

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operations are only 40% of actual operations, due to unreported VFR flights and IFR flights which cancel β flight plans before landing in Dickinson.

Proposed development at the airport to meet current and future demands will require the existing runway to be extended to $7300' \times 150'$ with a weight capacity of 90,000 pounds. It will also require that the runway be shifted 1700 feet to the North West to bring the runway safety areas and object free areas into federal compliance. This will require the acquisition of 184.9 acres and 39.4 acres of avigation easements. It will also require the relocation of existing NAVAIDS, and the development of new instrument approach and departure procedures.

To ensure operations and commercial service at the airport continue uninterrupted, a parallel taxiway will be constructed and used as a temporary runway, while the main runway undergoes reconstruction.

To accomplish this multiyear project the anticipated financial needs total \$64M. The Federal share for this project would be \$40M, State share would be \$20M, and the remainder would be the local airport share at \$4M.

Securing these funds on the State level will also secure Federal FAA funds and ensure that these vital airport projects across the state are completed on schedule.

The community of Dickinson is supportive of the investments in its local Airport and recognizes it as a viable asset, now and in the future.

Not funding the Dickinson airport would put commercial service at risk and diminish the economic impacts it provides to the community.

By funding these vital projects the Theodore Roosevelt Regional Airport will continue to grow and expand its commercial and private aeronautical services to meet the demands of the traveling public.

Based on the funding needs of The Theodore Roosevelt Regional Airport and airports across the state, I respectfully request that the committee support HB 1006 and strongly consider adding an additional \$22 million in one-time funding to the \$5 million already identified in the bill. This will provide a total one-time appropriation of \$27 million for airport infrastructure projects in the next biennium.

Additionally, I would request the appropriate language be placed in the bill that would allow the ND Aeronautics Commission the ability to grant the money allocated in HB 1066 related to the oil and gas tax revenue.

In conclusion, the Dickinson Theodore Roosevelt Regional Airport is vital to its region and the overall aviation system in North Dakota. This bill would assure the Dickinson Theodore Roosevelt Regional Airport and other airports throughout the state have the necessary funding sources to complete their key capital projects this biennium. Again, I appreciate the opportunity to provide testimony of HB1006.

Respectfully,

Kelly L. Braun C.M.

Theodore Roosevelt Regional Airport Manager

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March 7, 2019

RE: Testimony to the Senate Appropriations Committee on HB 1006 - Aeronautics Commission Budget

Dear Chairman Holmberg and members of the committee,

My name is Luke Taylor, representing the Watford City Municipal Airport. I appreciate the opportunity to provide testimony on HB 1006. I'm here today to voice our airport's support of HB1006 and the ND Dakota Aeronautics Commission.

Watford City has experienced substantial growth and impacts from oil development. Our airport serves as a general aviation hub for the Bakken Oilfield and provides the infrastructure for critical services in our community such as air ambulance and aerial application. The airport has experienced a similar increase in all kinds of aircraft operations to include business jets, air ambulance, air taxi, pipeline patrol, flight training, and tourists. Accompanying the traffic, we've completed major infrastructure improvements with the construction of a new and expanded general aviation parking ramp, terminal building, and 15 private hangars to house the growing number of business jets and single engine aircraft based on the field.

We are currently coming to the end of a multi-year planning effort and environmental study, and are on the path to building the runway to accommodate our community now and into the future. Our existing runway does not have the length nor the weight bearing capacity to support the increased operations of the large aircraft using our airport. Additionally, our existing runway is old and deteriorating and in need of a substantial reconstruction effort. Reconstruction of our existing runway will be expensive and will underserve our growing community and economy. We need the oil companies, land developers, home builders, service companies, etc. to be able to land their aircraft in Watford City and invest in our community. Our financial plan includes \$2.8M of local funding which is already committed from the city and county, over \$10M of federal funds that are planned over the next 3 years, and we are hoping, with additional funds added to this bill, the state will provide the \$7.2M we need to complete this project this coming biennium.

Based on the funding needs of Watford City Municipal Airport and airports across the state, I respectfully request that the committee support HB 1006 and strongly consider adding an additional \$22 million in one-time funding to the \$5 million already identified in the bill. This will provide a total one-time appropriation of \$27 million for airport infrastructure projects in the next biennium.

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Additionally, I would request the appropriate language be placed in the bill that would allow the ND Aeronautics Commission the ability to grant the money allocated in HB 1066 related to the oil and gas tax revenue.

In conclusion, Watford City Municipal Airport is vital to its region and the overall aviation system in North Dakota. This bill would assure Watford City and other airports throughout the state have the necessary funding sources to complete their key capital projects this biennium. Again, I appreciate the opportunity to provide testimony of HB1006.

Respectfully,

Luke Taylor, Manager

Watford City Municipal Airport

WATFORD CITY MUNICIPAL AIRPORT

WATFORD CITY, ND





WATFORD CITY MUNICIPAL AIRPORT

Watford City and the surrounding region has experienced substantial growth and impacts from oil development. Watford City Municipal Airport serves as a general aviation hub for the Bakken Oilfield and contributes to the local and state economy. The 2015 Economic Impact Study for North Dakota Airports estimated an annual economic impact of \$5,205,805 for the airport. There are 35 aircraft based at the airport, ranging from business jets to smaller single engine aircraft. The airport is also important to aerial applicators and regional healthcare systems. In addition to patients being flown into and out of the airport, there are times when physicians are flown in to provide healthcare.

AIRPORT NEEDS

Increased activity by larger, more demanding aircraft has created operational challenges for the Watford City Municipal Airport.

The intent of improvements is to lengthen the Airport's runway length to accommodate aviation demand and meet FAA design standards. Factors contributing to the need for improvements include instrument approach capability limitations and pavement strength that is inadequate for larger aircraft using the airport on a frequent basis.

The implementation of improvements to the airport will address the following needs:

- Providing adequate runway length to meet existing and foreseeable requirements considering changes in the Watford City region.
- · Providing instrument approach procedures for both runway ends available for day and night operations.

Multi-year planning studies, including an alternative airport site study, identified issues and constraints to current airport operations. The studies found:

- · Based aircraft has increased from 12 aircraft in 2006 to 35 in 2018.
- A need to lengthen the primary (paved) runway from 4,400 feet to a minimum of 5,500 feet to accommodate increased operations by large aircraft (heavier than 12,500 pounds).
- Runway 12-30 instrument approach minimums are limited due to topography, roads and other obstacles in the runway approaches. Specifically, the Runway 12 instrument approach is currently available in daytime only and is expected to be lost entirely in the next few months due to changes in FAA policy.



- Extending Runway 12-30 on its existing alignment is impractical due to topography constraints, existing infrastructure and potential impacts to environmentally-sensitive land.
- A site selection study was conducted to determine if there were any feasible alternative airport sites within reasonable proximity to Watford City. None were found.
- The best path forward was to plan for a new paved runway on an alternative configuration at the existing airport site.
- Numerous alternatives were then developed at the existing site with the objective of meeting runway length requirements and FAA airport design standards while minimizing costs and runway closure time.



PROPOSED IMPROVEMENTS

Construction of a New Paved Runway

Design challenges associated with the relocation/realignment of the primary runway include the following:

- · Minimizing time the Airport is without a paved runway during construction
- · Preventing the impact of environmentally-sensitive land
- · Providing Runway Protection Zones free of incompatible uses per FAA guidance

Improvements proposed include the following:

- · Construct a new paved runway including:
 - ♦ Replace electronic aids to navigation (NAVAID) on the airfield
 - Develop revised approach and departure instrument approach procedures to the primary runway
 - Runway and taxiway lighting and signage for the proposed runway and taxiway system
 - ♦ Land acquisition to support the new runway
 - ♦ Airfield drainage improvements (including ditches and channels)

Upon completion of the planning and environmental assessment, the Airport Authority will need financial assistance from the Federal Aviation Administration (FAA) and State of North Dakota to accomplish the proposed development. This project is necessary to provide an airport that accommodates the aviation demands of the community and the Bakken Oilfield for the foreseeable future.

ESTIMATED TIMING



ANTICIPATED FINANCIAL NEEDS

Federal: \$10.6 million State: \$7.2 million Local: \$2.8 million



Base Level Funding Changes

| Base Fevel Lalidillà Clialides | | | | | | | | | | | | |
|---|----------|----------------|--------------------------|---------------|----------|-------------|---------------|---------------|---|--------------------|---------------------|----------------|
| | | Executive Budg | et Recommendation | 1 | | Hous | e Version | | | House Changes to | Executive Budget | |
| | | | | | | | | | | Increase (Decrease |) - Executive Budge | t |
| | FTE | General | Other | | FTE | General | Other | | FTE | General | Other | |
| | Position | Fund | Funds | Total | Position | Fund | Funds | Total | Positions | Fund | Funds | Total |
| 2019-21 Biennium Base Level | 7.00 | \$900,000 | \$9,985,412 | \$10,885,412 | 7.00 | \$900,000 | \$9,985,412 | \$10,885,412 | 0.00 | \$0 | \$0 | \$0 |
| 2019-21 Ongoing Funding Changes | | | | | | | | | | | | |
| Base payroll changes | | | \$22,266 | \$22,266 | | | \$22,266 | \$22,266 | | | | \$0 |
| Salary increase | | | 60,008 | 60,008 | | | 35,957 | 35,957 | | | (24,051) | (24,051) |
| Health insurance increase | | | 26,452 | 26,452 | | | 31,234 | 31,234 | | | 4,782 | 4,782 |
| Retirement contribution increase | | | 7,822 | 7,822 | | | | 0 | | | (7,822) | (7,822) |
| Reduces ongoing grant funding | | (\$45,000) | (950,000) | (995,000) | | (\$400,000) | (950,000) | (1,350,000) | | (355,000) | | (355,000) |
| Reduces funding for building, ground, maintenance | | | (220,000) | (220,000) | | | (220,000) | (220,000) | | | | 0 |
| Removes funding for capital assets | | | (100,000) | (100,000) | | | (100,000) | (100,000) | | | | 0 |
| Increases other operating expenses | | | 19,810 | 19,810 | | | 19,810 | 19,810 | | | | 0 |
| Adds Microsoft Office 365 licensing | | | 754 | 754 | | | 754 | 754_ | *************************************** | | | 0 |
| Total ongoing funding changes | 0.00 | (\$45,000) | (\$1,132,888) | (\$1,177,888) | 0.00 | (\$400,000) | (\$1,159,979) | (\$1,559,979) | 0.00 | (\$355,000) | (\$27,091) | (\$382,091) |
| One-time funding items | | | | | | | | | | | | |
| Energy impact grants for airports | | | \$22,000,000 | \$22,000,000 | | | \$5,000,000 | \$5,000,000 | | | | (\$17,000,000) |
| Total one-time funding changes | 0.00 | \$0 | \$22,000,000 | \$22,000,000 | 0.00 | \$0 | \$5,000,000 | \$5,000,000 | 0.00 | \$0 | \$0 | (\$17,000,000) |
| Total Changes to Base Level Funding | 0.00 | (\$45,000) | \$20,867,112 | \$20,822,112 | 0.00 | (\$400,000) | \$3,840,021 | \$3,440,021 | 0.00 | (\$355,000) | (\$27,091) | (\$17,382,091) |
| 2019-21 Total Funding | 7.00 | \$855,000 | \$30,852,524 | \$31,707,524 | 7.00 | \$500,000 | \$13,825,433 | \$14,325,433 | 0.00 | (\$355,000) | (\$27,091) | (\$17,382,091) |

Other Sections for Aeronautics Commission - Budget No. 412

Strategic investment and improvements fund

Executive Budget Recommendation

Section 3 would provide for a transfer at the direction of the Aeronautics Section 3 identifies \$5 million from the strategic investment and improvements fund for airport energy impact grants during the 2019-21 biennium. biennium.

House Version

Commission of \$22 million from the strategic investment and improvements fund for airport energy impact grants during the 2019-21

PROPOSED AMENDMENTS TO ENGROSSED HOUSE BILL NO. 1006

Page 1, line 2, after "commission" insert "; and to provide an exemption"

Page 1, replace lines 12 through 19 with:

| "Salaries and wages | \$1,431,222 | \$95,689 | \$1,526,911 |
|--------------------------------|------------------|-------------------|-------------------|
| Operating expenses | 2,204,190 | (199,436) | 2,004,754 |
| Capital assets | 100,000 | (100,000) | 0 |
| Grants | <u>7,150,000</u> | <u>40,650,000</u> | 47,800,000 |
| Total all funds | \$10,885,412 | \$40,446,253 | \$51,331,665 |
| Less estimated income | <u>9,985,412</u> | <u>40,846,253</u> | <u>50,831,665</u> |
| Total general fund | \$900,000 | (\$400,000) | \$500,000 |
| Full-time equivalent positions | 7.00 | 0.00 | 7.00" |

Page 2, replace lines 2 and 3 with:

| "Airport energy impact grants | <u>\$0</u> | \$22,000,000 |
|-------------------------------|------------|---------------|
| Total special funds | \$0 | \$22,000,000" |

Page 2, line 10, replace "\$5,000,000" with "\$22,000,000"

Page 2, after line 12, insert:

"SECTION 4. AIRPORT INFRASTRUCTURE FUND - AIRPORT GRANTS -

EXEMPTION. The estimated income line item in section 1 of this Act includes \$20,000,000 from the airport infrastructure fund for the aeronautics commission to provide grants to airports during the biennium beginning July 1, 2019, and ending June 30, 2021. Section 54-44.1-11 does not apply to this funding and any funds not spent by June 30, 2021, must be continued into the biennium beginning July 1, 2021, and ending June 30, 2023, and may be expended only for providing grants to airports."

Renumber accordingly

STATEMENT OF PURPOSE OF AMENDMENT:

House Bill No. 1006 - Aeronautics Commission - Senate Action

| | Base Budget | House Version | Senate Changes | Senate Version |
|-----------------------|----------------|------------------|-------------------|-------------------|
| Salaries and wages | \$1,431,222 | \$1,520,679 | \$6,232 | \$1,526,911 |
| Operating expenses | 2,204,190 | 2,004,754 | | 2,004,754 |
| Capital assets | 100,000 | | | |
| Grants | 7,150,000 | 10,800,000 | 37,000,000 | 47,800,000 |
| Total all funds | \$10,885,412 | \$14,325,433 | \$37,006,232 | \$51,331,665 |
| Less estimated income | 9,985,412 | 13,825,433 | 37,006,232 | 50,831,665 |
| General fund | \$900,000 | \$500,000 | \$0 | \$500,000 |
| FTE | 7.00 | 7.00 | 0.00 | 7.00 |

Department 412 - Aeronautics Commission - Detail of Senate Changes

| | Adjusts Funding for Salary Increases¹ | Adds Funding for Airport Infrastructure Grants ² | Adds Funding for Airport Energy Impact Grants ³ | Total Senate Changes |
|--|--|--|---|-------------------------|
| Salaries and wages Operating expenses Capital assets | \$6,232 | | | \$6,232 |
| Grants | | \$20,000,000 | \$17,000,000 | 37,000,000 |
| Total all funds | \$6,232 | \$20,000,000 | \$17,000,000 | \$37,006,232 |
| Less estimated income | 6,232 | 20,000,000 | 17,000,000 | 37,006,232 |
| General fund | \$0 | \$0 | \$0 | \$0 |
| FTE | 0.00 | 0.00 | 0.00 | 0.00 |

HB 1006 4-1-19 Pg 2

This amendment also:

¹ Funding is added to provide for employee salary increases of 2 percent on July 1, 2019, with a minimum monthly increase of \$80, and an increase of 3 percent on July 1, 2020. The House provided funding for a salary increase of 2 percent on July 1, 2019, and 2 percent on July 1, 2020.

² Funding of \$20 million is added from funds available in the airport infrastructure fund, which was created in House Bill No. 1066, for the Aeronautics Commission to provide grants to airports. The House version did not include this appropriation.

³ One-time funding from the strategic investment and improvements fund is added to provide a total of \$22 million, for energy impact grants to airports. The House proposal provided one-time funding of \$5 million from the strategic investment and improvements fund for energy impact grants to airports.

[•] Amends a section to identify \$22 million in the estimated income line item from the strategic investment and improvements fund. The House version identified \$5 million the strategic investment and improvements fund.

Adds a section to identify \$20 million in the estimated income line item from the airport infrastructure fund for grants to airports, and provides an exemption to allow the funds to be continued into the 2021-23 biennium. The House version did not include this section.

April 1, 2019

4-3-19 HB 1006

PROPOSED AMENDMENTS TO ENGROSSED HOUSE BILL NO. 1006

Page 1, line 2, after "commission" insert "; and to provide an exemption"

Page 1, replace lines 12 through 19 with:

| "Salaries and wages | \$1,431,222 | \$95,106 | \$1,526,328 |
|--------------------------------|------------------|-------------------|--------------|
| Operating expenses | 2,204,190 | (199,436) | 2,004,754 |
| Capital assets | 100,000 | (100,000) | 0 |
| Grants | <u>7,150,000</u> | 45,650,000 | 52,800,000 |
| Total all funds | \$10,885,412 | \$45,445,670 | \$56,331,082 |
| Less estimated income | <u>9,985,412</u> | <u>45,845,670</u> | 55,831,082 |
| Total general fund | \$900,000 | (\$400,000) | \$500,000 |
| Full-time equivalent positions | 7.00 | 0.00 | 7.00" |

Page 2, replace lines 2 and 3 with:

| "Airport energy impact grants | <u>\$0</u> | \$27,000,000 |
|-------------------------------|------------|---------------|
| Total special funds | \$0 | \$27,000,000" |

Page 2, line 10, replace "\$5,000,000" with "\$27,000,000"

Page 2, after line 12, insert:

"SECTION 4. AIRPORT INFRASTRUCTURE FUND - AIRPORT GRANTS - EXEMPTION. The estimated income line item in section 1 of this Act includes \$20,000,000 from the airport infrastructure fund for the aeronautics commission to provide grants to airports during the biennium beginning July 1, 2019, and ending June 30, 2021. Section 54-44.1-11 does not apply to this funding and any funds not

spent by June 30, 2021, must be continued into the biennium beginning July 1, 2021, and ending June 30, 2023, and may be expended only for providing grants to airports."

Renumber accordingly

STATEMENT OF PURPOSE OF AMENDMENT:

House Bill No. 1006 - Aeronautics Commission - Senate Action

| | Base Budget | House Version | Senate Changes | Senate Version |
|-----------------------|----------------|------------------|-------------------|-------------------|
| Salaries and wages | \$1,431,222 | \$1,520,679 | \$5,649 | \$1,526,328 |
| Operating expenses | 2,204,190 | 2,004,754 | | 2,004,754 |
| Capital assets | 100,000 | | | |
| Grants | 7,150,000 | 10,800,000 | 42,000,000 | 52,800,000 |
| | | | | |
| Total all funds | \$10,885,412 | \$14,325,433 | \$42,005,649 | \$56,331,082 |
| Less estimated income | 9,985,412 | 13,825,433 | 42,005,649 | 55,831,082 |
| General fund | \$900,000 | \$500,000 | \$0 | \$500,000 |
| | | | | |
| FTE | 7.00 | 7.00 | 0.00 | 7.00 |

Department 412 - Aeronautics Commission - Detail of Senate Changes

| Salaries and wages Operating expenses Capital assets | Adjusts Funding for Salary Increases \$5,649 | Adds Funding for Airport Infrastructure Grants ² | Adds Funding for Airport Energy Impact Grants ² | Total Senate Changes \$5,649 |
|--|--|--|---|------------------------------------|
| Grants | | \$20,000,000 | \$22,000,000 | 42,000,000 |
| Total all funds Less estimated income General fund | \$5,649 5,649 \$0 | \$20,000,000 <u>20,000,000</u> \$0 | \$22,000,000 22,000,000 \$0 | \$42,005,649 42,005,649 \$0 |
| FTE | 0.00 | 0.00 | 0.00 | 0.00 |



This amendment also:

- Includes a section to identify \$27 million in the estimated income line item from the strategic investment and improvements fund. The House version identified \$5 million from the strategic investment and improvements fund.
- Adds a section to identify \$20 million in the estimated income line item from the airport infrastructure fund for grants to airports, and provides an exemption to allow the funds to be continued into the 2021-23 biennium. The House version did not include this section.

¹ Funding is added to provide for employee salary increases of 2 percent on July 1, 2019, with a minimum monthly increase of \$120 and a maximum monthly increase of \$200, and an increase of 2.5 percent on July 1, 2020. The House provided funding for salary increases of 2 percent per year.

² Funding of \$20 million is added from funds available in the airport infrastructure fund, which was created in House Bill No. 1066, for the Aeronautics Commission to provide grants to airports. The House version did not include this appropriation.

³ One-time funding from the strategic investment and improvements fund is added to provide a total of \$27 million, for energy impact grants to airports. The House provided one-time funding of \$5 million from the strategic investment and improvements fund for energy impact grants to airports.

19.0194.02003 Title. Fiscal No. 3 Prepared by the Legislative Council staff for Senator Sorvaag

April 3, 2019

41

PROPOSED AMENDMENTS TO ENGROSSED HOUSE BILL NO. 1006

Page 1, line 2, after "commission" insert "; and to provide an exemption"

Page 1, replace lines 12 through 19 with:

| "Salaries and wages | \$1,431,222 | \$95,106 | \$1,526,328 |
|--------------------------------|------------------|-------------------|--------------|
| Operating expenses | 2,204,190 | (199,436) | 2,004,754 |
| Capital assets | 100,000 | (100,000) | 0 |
| Grants | <u>7,150,000</u> | 45,650,000 | 52,800,000 |
| Total all funds | \$10,885,412 | \$45,445,670 | \$56,331,082 |
| Less estimated income | 9,985,412 | <u>45,845,670</u> | 55,831,082 |
| Total general fund | \$900,000 | (\$400,000) | \$500,000 |
| Full-time equivalent positions | 7.00 | 0.00 | 7.00" |

Page 2, replace lines 2 and 3 with:

| "Airport grants | <u>\$0</u> | \$27,000,000 |
|---------------------|------------|---------------|
| Total special funds | \$0 | \$27,000,000" |

Page 2, line 9, remove "ENERGY IMPACT"

Page 2, line 10, replace "\$5,000,000" with "\$27,000,000"

Page 2, line 11, remove "energy impact"

Page 2, after line 12, insert:

"SECTION 4. AIRPORT INFRASTRUCTURE FUND - AIRPORT GRANTS - EXEMPTION. The estimated income line item in section 1 of this Act includes \$20,000,000 from the airport infrastructure fund for the aeronautics commission to provide grants to airports during the biennium beginning July 1, 2019, and ending June 30, 2021. Section 54-44.1-11 does not apply to this funding and any funds not spent by June 30, 2021, must be continued into the biennium beginning July 1, 2021, and ending June 30, 2023, and may be expended only for providing grants to airports."

Renumber accordingly

STATEMENT OF PURPOSE OF AMENDMENT:

House Bill No. 1006 - Aeronautics Commission - Senate Action

| | Base Budget | House Version | Senate Changes | Senate Version |
|-----------------------|----------------|------------------|-------------------|-------------------|
| Salaries and wages | \$1,431,222 | \$1,520,679 | \$5,649 | \$1,526,328 |
| Operating expenses | 2,204,190 | 2,004,754 | | 2,004,754 |
| Capital assets | 100,000 | | | |
| Grants | 7,150,000 | 10,800,000 | 42,000,000 | 52,800,000 |
| Total all funds | \$10,885,412 | \$14,325,433 | \$42,005,649 | \$56,331,082 |
| Less estimated income | 9,985,412 | 13,825,433 | 42,005,649 | 55,831,082 |
| General fund | \$900,000 | \$500,000 | \$0 | \$500,000 |
| FTE | 7.00 | 7.00 | 0.00 | 7.00 |

Department 412 - Aeronautics Commission - Detail of Senate Changes

| Salaries and wages Operating expenses | Adjusts Funding for Salary Increases ¹ \$5,649 | Adds Funding for Airport Infrastructure Grants ² | Adds Funding for Airport Grants ³ | Total Senate Changes \$5,649 |
|--|---|--|--|------------------------------------|
| Capital assets Grants | | \$20,000,000 | \$22,000,000 | 42,000,000 |
| Total all funds Less estimated income General fund | \$5,649 5,649 \$0 | \$20,000,000 20,000,000 \$0 | \$22,000,000 22,000,000 \$0 | \$42,005,649 42,005,649 \$0 |
| FTE | 0.00 | 0.00 | 0.00 | 0.00 |



This amendment also:

- Includes a section to identify \$27 million in the estimated income line item from the strategic investment and improvements fund. The House version identified \$5 million from the strategic investment and improvements fund.
- Adds a section to identify \$20 million in the estimated income line item from the airport infrastructure fund for grants to airports, and provides an exemption to allow the funds to be continued into the 2021-23 biennium.
 The House version did not include this section.

¹ Funding is added to provide for employee salary increases of 2 percent on July 1, 2019, with a minimum monthly increase of \$120 and a maximum monthly increase of \$200, and an increase of 2.5 percent on July 1, 2020. The House provided funding for salary increases of 2 percent per year.

² Funding of \$20 million is added from funds available in the airport infrastructure fund, which was created in House Bill No. 1066, for the Aeronautics Commission to provide grants to airports. The House version did not include this appropriation.

³ One-time funding from the strategic investment and improvements fund is added to provide a total of \$27 million for grants to airports. The House provided one-time funding of \$5 million from the strategic investment and improvements fund for energy impact grants to airports.



AB1806

att A

Aeronautics Commission - Budget No. 412 House Bill No. 1006 Base Level Funding Changes

| | House Version | | | | Senate Version | | | | Senate Changes to House Version | | | |
|---|---------------|-------------|---------------|---------------|----------------|-------------|--------------------|--------------|---------------------------------|-----------------|---------------------|--------------|
| | | | | | | | | | | Increase (Decre | ease) - House Versi | on |
| | FTE | General | Other | | FTE | General | Other | | FTE | General | Other | |
| | Position | Fund | Funds | Total | Position | Fund | Funds | Total | Positions | Fund | Funds | Total |
| 2019-21 Biennium Base Level | 7.00 | \$900,000 | \$9,985,412 | \$10,885,412 | 7.00 | \$900,000 | \$9,985,412 | \$10,885,412 | 0.00 | \$0 | \$0 | \$0 |
| 2019-21 Ongoing Funding Changes | | | | | | | | | | | | |
| Base payroll changes | | | \$22,266 | \$22,266 | | | \$22,266 | \$22,266 | | | | \$0 |
| Salary increase | | | 35,957 | 35,957 | | | 41,606 | 41,606 | | | 5,649 | 5,649 |
| Salary increase - Market equity | | | | 0 | | | | 0 | | | | 0 |
| Health insurance increase | | | 31,234 | 31,234 | | | 31,234 | 31,234 | | | | 0 |
| Retirement contribution increase | | | | 0 | | | | 0 | | | | 0 |
| Reduces ongoing grant funding | | (\$400,000) | (950,000) | (1,350,000) | | (400,000) | (950,000) | (1,350,000) | | | | 0 |
| Reduces funding for building, ground, maintenance | | | (220,000) | (220,000) | | | (220,000) | (220,000) | | | | 0 |
| Removes funding for capital assets | | | (100,000) | (100,000) | | | (100,000) | (100,000) | | | | 0 |
| Increases other operating expenses | | | 19,810 | 19,810 | | | 19,810 | 19,810 | | | | 0 |
| Adds Microsoft Office 365 licensing | | | 754 | 754 | | | 754 | 754 | | | | 0 |
| Adds airport infrastructure grants | | | | 00 | | | 20,000, 000 | 20,000,000 | | | 20,000,000 | 20,000,000 |
| Total ongoing funding changes | 0.00 | (\$400,000) | (\$1,159,979) | (\$1,559,979) | 0.00 | (\$400,000) | \$18,845,670 | \$18,445,670 | 0.00 | \$0 | \$20,005,649 | \$20,005,649 |
| One-time funding items | | | | | | | | | | | | |
| Energy impact grants for airports | | | \$5,000,000 | \$5,000,000 | | | \$27,000,000 | \$27,000,000 | | | \$22,000,000 | \$22,000,000 |
| Total one-time funding changes | 0.00 | \$0 | \$5,000,000 | \$5,000,000 | 0.00 | \$0 | \$27,000,000 | \$27,000,000 | 0.00 | \$0 | \$22,000,000 | \$22,000,000 |
| Total Changes to Base Level Funding | 0.00 | (\$400,000) | \$3,840,021 | \$3,440,021 | 0.00 | (\$400,000) | \$45,845,670 | \$45,445,670 | 0.00 | \$0 | \$42,005,649 | \$42,005,649 |
| 2019-21 Total Funding | 7.00 | \$500,000 | \$13,825,433 | \$14,325,433 | 7.00 | \$500,000 | \$55,831,082 | \$56,331,082 | 0.00 | \$0 | \$42,005,649 | \$42,005,649 |

Other Sections for Aeronautics Commission - Budget No. 412

Strategic investment and improvements fund

Section 3 identifies \$5 million from the strategic investment and improvements fund for airport energy impact grants during the 2019-21 biennium.

House Version

Exemption - Airport infrastructure fund

Senate Version

Section 3 identifies \$27 million from the strategic investment and improvements fund for airport energy impact grants during the 2019-21 biennium.

Section 4 identifies \$20 million from the airport infrastructure fund for grants to airports during the 2019-21 biennium and provides an exemption from 54-44.1-11, to continue the funding into the 2021-23 biennium.







YTD Boardings Comparison of Commercial Service Airports

Through March

Prepared by: N.D. Aeronautics Commission

10-Apr-19

| YTD 2019 73,805 | YTD 2018 63,787 | YTD 2017 | YTD 2016 | YTD 2015 | YTD 2014 | YTD 2013 | YTD 2012 | YTD 2011 | YTD 2010 | Difference | % Change |
|------------------------|---|---|--|---|---|---|--|---|--|---|--|
| 73,805 | 63 787 | | | | | | | | | | ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, |
| | 05,707 | 64,264 | 65,026 | 62,728 | 58,938 | 61,196 | 52,372 | 45,885 | 47,839 | 10,018 | 15.71% |
| 1,395 | 1,529 | 1,777 | 1,568 | 985 | 177 | 594 | 648 | 1,343 | 994 | (134) | -8.76% |
| 4,982 | 4,876 | 3,965 | 4,087 | 11,006 | 11,388 | 4,216 | 6,124 | 3,320 | 1,753 | 106 | 2.17% |
| 117,665 | 110,846 | 107,649 | 105,278 | 116,441 | 119,989 | 107,572 | 99,905 | 94,862 | 96,905 | 6,819 | 6.15% |
| 30,693 | 29,099 | 31,996 | 37,372 | 39,565 | 40,297 | 39,655 | 37,616 | 30,135 | 27,450 | 1,594 | 5.48% |
| 2,644 | 2,984 | 3,327 | 2,726 | 1,970 | 135 | 635 | 1,844 | 1,324 | 875 | (340) | -11.39% |
| 39,624 | 36,369 | 34,239 | 39,728 | 50,640 | 54,652 | 54,094 | 51,597 | 29,717 | 14,662 | 3,255 | 8.95% |
| 19,265 | 16,421 | 15,797 | 16,498 | 29,542 | 27,342 | 20,154 | 8,425 | 5,146 | 3,179 | 2,844 | 17.32% |
| 290,073 | 265,911 | 263,014 | 272,283 | 312,877 | 312,918 | 288,116 | 258,531 | 211,732 | 193,657 | 24,162 | 9.09% |
| 281,052 | 256,522 | 253,945 | 263,902 | 298,916 | 301,218 | 282,671 | 249,915 | 205,745 | 190,035 | 24,530 | 9.56% |
| 9,021 | 9,389 | 9,069 | 8,381 | 13,961 | 11,700 | 5,445 | 8,616 | 5,987 | 3,622 | (368) | -3.92% |
| | 117,665 30,693 2,644 39,624 19,265 290,073 | 117,665 110,846 30,693 29,099 2,644 2,984 39,624 36,369 19,265 16,421 290,073 265,911 281,052 256,522 | 117,665 110,846 107,649 30,693 29,099 31,996 2,644 2,984 3,327 39,624 36,369 34,239 19,265 16,421 15,797 290,073 265,911 263,014 281,052 256,522 253,945 | 117,665 110,846 107,649 105,278 30,693 29,099 31,996 37,372 2,644 2,984 3,327 2,726 39,624 36,369 34,239 39,728 19,265 16,421 15,797 16,498 290,073 265,911 263,014 272,283 281,052 256,522 253,945 263,902 | 4,982 4,876 3,965 4,087 11,006 117,665 110,846 107,649 105,278 116,441 30,693 29,099 31,996 37,372 39,565 2,644 2,984 3,327 2,726 1,970 39,624 36,369 34,239 39,728 50,640 19,265 16,421 15,797 16,498 29,542 290,073 265,911 263,014 272,283 312,877 | 4,982 4,876 3,965 4,087 11,006 11,388 117,665 110,846 107,649 105,278 116,441 119,989 30,693 29,099 31,996 37,372 39,565 40,297 2,644 2,984 3,327 2,726 1,970 135 39,624 36,369 34,239 39,728 50,640 54,652 19,265 16,421 15,797 16,498 29,542 27,342 290,073 265,911 263,014 272,283 312,877 312,918 281,052 256,522 253,945 263,902 298,916 301,218 | 4,982 4,876 3,965 4,087 11,006 11,388 4,216 117,665 110,846 107,649 105,278 116,441 119,989 107,572 30,693 29,099 31,996 37,372 39,565 40,297 39,655 2,644 2,984 3,327 2,726 1,970 135 635 39,624 36,369 34,239 39,728 50,640 54,652 54,094 19,265 16,421 15,797 16,498 29,542 27,342 20,154 290,073 265,911 263,014 272,283 312,877 312,918 288,116 281,052 256,522 253,945 263,902 298,916 301,218 282,671 | 4,982 4,876 3,965 4,087 11,006 11,388 4,216 6,124 117,665 110,846 107,649 105,278 116,441 119,989 107,572 99,905 30,693 29,099 31,996 37,372 39,565 40,297 39,655 37,616 2,644 2,984 3,327 2,726 1,970 135 635 1,844 39,624 36,369 34,239 39,728 50,640 54,652 54,094 51,597 19,265 16,421 15,797 16,498 29,542 27,342 20,154 8,425 290,073 265,911 263,014 272,283 312,877 312,918 288,116 258,531 | 4,982 4,876 3,965 4,087 11,006 11,388 4,216 6,124 3,320 117,665 110,846 107,649 105,278 116,441 119,989 107,572 99,905 94,862 30,693 29,099 31,996 37,372 39,565 40,297 39,655 37,616 30,135 2,644 2,984 3,327 2,726 1,970 135 635 1,844 1,324 39,624 36,369 34,239 39,728 50,640 54,652 54,094 51,597 29,717 19,265 16,421 15,797 16,498 29,542 27,342 20,154 8,425 5,146 290,073 265,911 263,014 272,283 312,877 312,918 288,116 258,531 211,732 | 4,982 4,876 3,965 4,087 11,006 11,388 4,216 6,124 3,320 1,753 117,665 110,846 107,649 105,278 116,441 119,989 107,572 99,905 94,862 96,905 30,693 29,099 31,996 37,372 39,565 40,297 39,655 37,616 30,135 27,450 2,644 2,984 3,327 2,726 1,970 135 635 1,844 1,324 875 39,624 36,369 34,239 39,728 50,640 54,652 54,094 51,597 29,717 14,662 19,265 16,421 15,797 16,498 29,542 27,342 20,154 8,425 5,146 3,179 290,073 265,911 263,014 272,283 312,877 312,918 288,116 258,531 211,732 193,657 | 4,982 4,876 3,965 4,087 11,006 11,388 4,216 6,124 3,320 1,753 106 117,665 110,846 107,649 105,278 116,441 119,989 107,572 99,905 94,862 96,905 6,819 30,693 29,099 31,996 37,372 39,565 40,297 39,655 37,616 30,135 27,450 1,594 2,644 2,984 3,327 2,726 1,970 135 635 1,844 1,324 875 (340) 39,624 36,369 34,239 39,728 50,640 54,652 54,094 51,597 29,717 14,662 3,255 19,265 16,421 15,797 16,498 29,542 27,342 20,154 8,425 5,146 3,179 2,844 290,073 265,911 263,014 272,283 312,877 312,918 288,116 258,531 211,732 193,657 24,162 |