

## **NOTICE OF OPPORTUNITY FOR PUBLIC COMMENT RELATED TO PASSENGER FACILITY CHARGES**

The Dickinson Municipal Airport Authority (Sponsor) is providing an opportunity for public comment until April 21, 2026 related to our Passenger Facility Charge (PFC) Program. This notice includes information related to a proposed new Impose and Use PFC Application #3 for the Dickinson Theodore Roosevelt Regional Airport (DIK). This written notice is provided in accordance with requirements contained in Federal Aviation Regulation 49 CFR Part 158.24 Passenger Facility Charge.

The Sponsor plans to continue the maximum PFC allowable of \$4.50 per enplaned passenger. We anticipate collection to begin on January 1, 2028, with a total revenue impact of \$1,987,558. The PFC expiration date for these projects is estimated to be December 1, 2046. Future PFC projects will likely extend the expiration date. The fourteen projects described below are the proposed projects for PFC funding.

### **03-001      Extend Runway 14/32 Phase 3: Construct Parallel Taxiway, Final Land Acquisition, Exhibit A**

This project includes the design and construction necessary to complete Phases 3 and 4 of the Runway 15-33 extension (now Runway 14-32). This included the acquisition of 184.9 acres in fee with 39.4 in easement. It included the construction of parallel Taxiway F north segment 4,215 feet by 100 feet. It also included the installation of PAPIs and REILs (and the associated flight checks), installation of medium intensity runway lighting, runway markings and signage, an AGIS survey for LPV and VOR approaches and an update to the Exhibit A of the ALP.

This project was part of a multi-phased runway extension project conducted over several years. Earlier phases of this project were not included in this PFC application as federal and state grants provided the required funding of those phases.

This project was a phase of the multi-phased reconstruction, lengthening and widening of Runway 14-32. The overall project was required to develop aviation facilities that met the applicable FAA airport design standards and accommodate current and projected levels of aviation activity for the DIK and the surrounding service area. The project developed the runway and taxiway infrastructure necessary to meet the expected demand for the forecasted growth of air traffic in the Dickinson, ND area consistent with FAA airport design standards for Airport Reference Code (ARC) C-III aircraft, as well as providing the capability for anticipated future operations of larger aircraft. The factors contributing to the need include:

- Inadequate runway/taxiway separation
- Inadequate runway safety area
- Inadequate runway length, strength, and width
- Limited all-weather viability
- Incompatible land uses

The total costs for this project were \$13,838,928. FAA Grant #40 provided \$12,455,036. State funds provided \$995,312 toward the local match and PFCs are requested to fund the remaining local match of \$388,580. This project began in April 2019 and was completed in April 2021.

### **03-002          Extend Runway 14-32, Locally Funded Portion of Phase 6**

This project includes the design and construction necessary to complete Phase 6 of the Runway 14-32 extension. This phase included the extension of Runway 14-32 by 3,900 feet in length and 150 feet in width. The pavement was made up of P-154 subbase course, P-209 crushed aggregate base course, and P-501 11-inch PCC pavement. The FAA funded (through AIP 44) 3,036.21' of the construction costs related to the extension based on the availability of federal funding. PFCs are requested to fund the remaining construction costs for the 863.79 feet as well as all eligible design, construction administration and other soft costs which were not funded with any Federal or State funding.

This project was part of a multi-phased runway extension project conducted over several years. Earlier phases of this project were not included in this PFC application as federal and state grants provided the required funding of those phases.

This project was a phase of the multi-phased reconstruction, lengthening and widening of Runway 14-32. The overall project was required to develop aviation facilities that met the applicable FAA airport design standards and accommodate current and projected levels of aviation activity for the DIK and the surrounding service area. The project developed the runway and taxiway infrastructure necessary to meet the expected demand for the forecasted growth of air traffic in the Dickinson, ND area consistent with FAA airport design standards for Airport Reference Code (ARC) C-III aircraft, as well as providing the capability for anticipated future operations of larger aircraft. The factors contributing to the need include:

- Inadequate runway/taxiway separation
- Inadequate runway safety area
- Inadequate runway length, strength, and width
- Limited all-weather viability
- Incompatible land uses

The total costs for this project were \$17,402,675. FAA Grant #44 provided \$7,777,777. State funds (G190006 and SIIF1) provided \$8,858,000 toward the project. PFCs are requested to fund the remaining eligible costs of \$766,898. This project began in July 2022 and was completed in April 2023.

### **03-003          Install Runway 14-32 NAVAIDs, Design and Construction, Phase 5**

This project includes the design and construction necessary to install and commission the navigations aids and a new ILS on the extended Runway 14-32. This included the following: Runway 32 Glideslope Indicator, Equipment Shelter and Access Road; Runway 32 Localizer Array and Equipment Shelter; Runway 32 MALSR and Equipment Shelter; Runway 14 PAPIs and Runway 32 PAPIs.

This project was a phase of the multi-phased reconstruction, lengthening and widening of Runway 14-32. The overall project was required to develop aviation facilities that met the applicable FAA airport design standards and accommodate current and projected levels of aviation activity for the DIK and the surrounding service area. The project developed the runway and taxiway infrastructure necessary to meet the expected demand for the forecasted growth of air traffic in the Dickinson, ND area consistent with FAA airport design standards for Airport Reference Code (ARC) C-III aircraft, as well as providing the capability for anticipated future operations of larger aircraft. The factors contributing to the need include:

- Inadequate runway/taxiway separation
- Inadequate runway safety area
- Inadequate runway length, strength, and width
- Limited all-weather viability
- Incompatible land uses

The total costs for this project were \$5,199,931. State funds (G180091, G180092, G190002, NDAC, and SIIF5) provided \$4,772,393 toward the project. PFCs are requested to fund the remaining eligible costs of \$427,538. This project began in August 2021 and was completed in July 2023.

### **03-004      Acquire Snow Removal Equipment**

This project includes the acquisition of snow removal equipment. The equipment acquired included a new Multi-Function MB5 snow removal equipment carrier vehicle with a 24-foot plow and a 22-foot sweeper. The project also includes the design of a SRE High Speed Broom (Phase 1).

With the completion of the Runway 14-32 reconstruction, lengthening and widening project and the additional of a full-length parallel Taxiway A, the pavement surface to be cleared during a winter weather event was nearly doubled in surface area. DIK lacked the necessary equipment to meet the FAA standards for the timeliness removal of snow. This equipment supplemented the existing equipment to meet this requirement.

The total costs for this project were \$896,919. FAA Grant #49 provided \$807,227. State funds provided \$44,846 toward the local match and PFCs are requested to fund the remaining local match of \$44,846. This project began in May 2022 and was completed in December 2023.

### **03-005      Update Terminal Area Study**

This project included an update to the Airport's 2018 Terminal Area narrative report. It included a planning study and Concept and Budget Report (CBR). The study and CBR evaluated two alternatives. Alternative 1 was feasibility to expand or modify the existing terminal in place. Alternative 2 was the demolition and abandonment of the existing terminal and construct a new terminal in the preferred location identified on the 2017 Airport Layout Plan (ALP).

This project was necessary to address the short-term and long-term terminal area development needs to accommodate significant passenger growth that is causing overcrowding in sections of the Airport. This project is necessary to properly plan for anticipated airline fleet mix changes and the impacts on the terminal building requirements and its associated facilities.

The total costs for this project were \$257,958. FAA Grant #49 provided \$232,023. State funds provided \$12,890 toward the local match. PFCs are requested to fund \$12,467 of the local match. Local funds provided \$578 of the remaining local match. This project began in July 2022 and was completed in April 2024.

**03-006            Reconstruct Runway Lighting**

This project includes the design and construction of the final Phase 7 of the runway extension project which included various runway and lighting improvements and other various navigational aides. This PFC project included the reconstruction of Runway 07-25 medium intensity runway lighting and pavement markings.

This project was the final phase of the multi-phased reconstruction, lengthening and widening of Runway 14-32. The overall project was required to develop aviation facilities that met the applicable FAA airport design standards and accommodate current and projected levels of aviation activity for the DIK and the surrounding service area. The project developed the runway and taxiway infrastructure necessary to meet the expected demand for the forecasted growth of air traffic in the Dickinson, ND area consistent with FAA airport design standards for Airport Reference Code (ARC) C-III aircraft, as well as providing the capability for anticipated future operations of larger aircraft. The factors contributing to the need include:

- Inadequate runway/taxiway separation
- Inadequate runway safety area
- Inadequate runway length, strength, and width
- Limited all-weather viability
- Incompatible land uses

This project began in June 2023 and was completed in August 2024. The total costs for this project were \$204,249. Funding sources are as follows:

<b>Funding Source</b>	<b>Amount</b>
Federal Funds – AIP 50	\$173,848
State Funds – Match to AIP 50	9,658
<b>PFCs – Match to AIP 50</b>	<b>9,639</b>
Local Funds – Match to AIP 50	20
State Funds - Design	9,976
<b>PFCs – Local Match for Design</b>	<b>1,108</b>
Total Funds	\$204,429

<b>Total PFCs Requested</b>	<b>\$10,747</b>
-----------------------------	-----------------

**03-007 Reconstruct Taxiway Lighting**

This project includes the design and construction of the final Phase 7 of the runway extension project which included various runway and lighting improvements and other various navigational aides. This PFC project included the installation of Taxiway A medium intensity lighting, signs and pavement markings; and the reconstruction of Taxiway D lighting.

This project was the final phase of the multi-phased reconstruction, lengthening and widening of Runway 14-32. The overall project was required to develop aviation facilities that met the applicable FAA airport design standards and accommodate current and projected levels of aviation activity for the DIK and the surrounding service area. The project developed the runway and taxiway infrastructure necessary to meet the expected demand for the forecasted growth of air traffic in the Dickinson, ND area consistent with FAA airport design standards for Airport Reference Code (ARC) C-III aircraft, as well as providing the capability for anticipated future operations of larger aircraft. The factors contributing to the need include:

- Inadequate runway/taxiway separation
- Inadequate runway safety area
- Inadequate runway length, strength, and width
- Limited all-weather viability
- Incompatible land uses

This project began in June 2023 and was completed in August 2024. The total costs for this project were \$1,246,920. Funding sources are as follows:

<b>Funding Source</b>	<b>Amount</b>
Federal Funds – AIP 50	\$1,061,326
State Funds – Match to AIP 50	58,963
<b>PFCs – Match to AIP 50</b>	<b>58,843</b>
Local Funds – Match to AIP 50	119
State Funds - Design	60,902
<b>PFCs – Local Match for Design</b>	<b>6,767</b>
Total Funds	\$1,246,920
<b>Total PFCs Requested</b>	<b>\$65,610</b>

**03-008 Reconstruct NAVAIDS**

This project includes the design and construction of the final Phase 7 of the runway extension project which included various runway and lighting improvements and other various navigational aides. This PFC project included the following:

- Replacement of the windcones
- Installation of a 4-box PAPI on Runway 07-25
- Installation of a REIL on Runway 07-25
- Reconstruction of the airport beacon and tower

This project was the final phase of the multi-phased reconstruction, lengthening and widening of Runway 14-32. The overall project was required to develop aviation facilities that met the applicable FAA airport design standards and accommodate current and projected levels of aviation activity for the DIK and the surrounding service area. The project developed the runway and taxiway infrastructure necessary to meet the expected demand for the forecasted growth of air traffic in the Dickinson, ND area consistent with FAA airport design standards for Airport Reference Code (ARC) C-III aircraft, as well as providing the capability for anticipated future operations of larger aircraft. The factors contributing to the need include:

- Inadequate runway/taxiway separation
- Inadequate runway safety area
- Inadequate runway length, strength, and width
- Limited all-weather viability
- Incompatible land uses

This project began in June 2023 and was completed in August 2024. The total costs for this project were \$358,446. Funding sources are as follows:

<b>Funding Source</b>	<b>Amount</b>
Federal Funds – AIP 50	\$305,963
State Funds – Match to AIP 50	16,998
<b>PFCs – Match to AIP 50</b>	<b>16,965</b>
Local Funds – Match to AIP 50	32
State Funds - Design	16,639
<b>PFCs – Local Match for Design</b>	<b>1,849</b>
Total Funds	\$358,446
<b>Total PFCs Requested</b>	<b>\$18,814</b>

### **03-009      Pavement Rehabilitation - Apron**

This project provided the necessary pavement rehabilitation to the majority of the general aviation apron (33,000 SY) to extend its useful life until the time when sufficient funding is available to reconstruct the pavements. Pavement rehabilitation included crack sealing, large crack repair, concrete joint sealing, miscellaneous asphalt pavement removal and replace and associated construction activities. This grant provided funding for the general/civil construction and associated construction administration, construction observation and testing services.

The energy development in western North Dakota during the decade previous to this project brought larger and more frequent commercial, business and private jets to this region. The apron was constructed in phases with the original portion constructed in 1978 and the last in 2002. The 2021 Pavement Conditions Index Study identified distresses to include longitudinal and transverse asphalt cracking; alligator cracking and raveling.

The project was intended to maintain the existing hot mix asphalt pavements from deteriorating any further and to remove and replace the pavement in areas of foreign object debris concerns. The sealing of the cracks will prevent water infiltration into the cracks and assist in preventing further cracking and worsening of the pavement condition. Due to the pending reconstruction project, no major surface treatments were applied.

The total costs for this project were \$479,353. FAA Grant #50 provided \$431,417. State funds provided \$23,968 toward the local match and PFCs are requested to fund the remaining local match of \$23,968. This project began in August 2023 and was completed in December 2023.

### **03-010          Pavement Rehabilitation – East Taxilane**

This project provided the necessary pavement rehabilitation to reseal the east hangar taxilane (135' x 25') to extend its useful life until the time when sufficient funding is available to reconstruct the pavements. Pavement rehabilitation included crack sealing, large crack repair, concrete joint sealing, and associated construction activities. This grant provided funding for the general/civil construction and associated construction administration, construction observation and testing services.

The energy development in western North Dakota during the decade previous to this project brought larger and more frequent commercial, business and private jets to this region. The 2021 Pavement Conditions Index Study identified distresses to include longitudinal and transverse asphalt cracking; alligator cracking and raveling.

The project was intended to maintain the existing hot mix asphalt pavements from deteriorating any further and to remove and replace the pavement in areas of foreign object debris concerns. The sealing of the cracks will prevent water infiltration into the cracks and assist in preventing further cracking and worsening of the pavement condition. Due to the pending reconstruction project, no major surface treatments were applied.

The total costs for this project were \$6,856. FAA Grant #50 provided \$6,171. State funds provided \$343 toward the local match and PFCs are requested to fund the remaining local match of \$342. This project began in August 2023 and was completed in December 2023.

### **03-011          Pavement Rehabilitation – West Taxilane**

This project provided the necessary pavement rehabilitation to reseal the west hangar taxilane (170' x 25') to extend its useful life until the time when sufficient funding is available to reconstruct the pavements. Pavement rehabilitation included crack sealing, large crack repair, concrete joint sealing, and associated construction activities. This grant provided funding for the

general/civil construction and associated construction administration, construction observation and testing services.

The energy development in western North Dakota during the decade previous to this project brought larger and more frequent commercial, business and private jets to this region. The 2021 Pavement Conditions Index Study identified distresses to include longitudinal and transverse asphalt cracking; alligator cracking and raveling.

The project was intended to maintain the existing hot mix asphalt pavements from deteriorating any further and to remove and replace the pavement in areas of foreign object debris concerns. The sealing of the cracks will prevent water infiltration into the cracks and assist in preventing further cracking and worsening of the pavement condition. Due to the pending reconstruction project, no major surface treatments were applied.

The total costs for this project were \$5,446. FAA Grant #50 provided \$4,902. State funds provided \$272 toward the local match and PFCs are requested to fund the remaining local match of \$272. This project began in August 2023 and was completed in December 2023.

### **03-012          Acquire Aircraft Rescue and Firefighting Truck**

This project consists of the acquisition of a new Rosenbauer Model A144 Aircraft Rescue and Fire Fighting (ARFF) truck. This truck is a 1,500-gallon, Class 4 ARFF unit. This truck is necessary to satisfy ARFF Index B requirements.

The Airport is required to maintain emergency response equipment to meet the FAA standards for response time during an emergency incident on the airfield. This unit will replace an existing piece of equipment which has outlived its useful life, is a source of continual maintenance and is undersized for the current activity at the Airport. This unit will be supplemented by the existing airfield emergency response equipment to meet the FAA required criteria.

The total costs for this project was \$965,821. FAA Grant #51 provided \$869,239 toward the purchase of the truck. State funds provided \$48,291 toward the local match. PFCs are requested to fund the remaining local match of \$48,291. This project began in June 2023 and was completed in March 2025.

### **03-013          Acquire Aircraft Rescue and Firefighting Equipment**

This project consists of the acquisition of forcible aircraft entry tools for the Airport's new Rosenbauer Model A144 ARFF truck along with ARFF protective gear (bunker and SBCA gear). It also includes additional equipment and modifications to the new ARFF truck not funded with grant funds.

The Airport is required to maintain emergency response equipment to meet the FAA standards for response time during an emergency incident on the airfield. The forcible aircraft entry tools replaced the equipment from the replaced ARFF truck which had outlived their useful lives. The ARFF protective equipment replaced had also reached the end of their useful lives.

The total costs for this project were \$145,533. PFCs are requested to fund 100% of this project. This project began in November 2024 and was completed in June 2025.

**03-014            PFC Administration Costs**

PFC-eligible general formation costs included in this PFC project are the necessary expenditures to prepare the new PFC application. Development associated with the approved projects in this application will preserve and enhance capacity at the Airport. The total cost of this project is \$33,652. PFCs are anticipated to provide 100% funding for this project. This project started in September 2025 and is estimated to be complete in June 2026.

**Comments or a request for more detailed project descriptions should be sent to Mr. Kelly Braun, Airport Manager, Dickinson Theodore Roosevelt Regional Airport, 11120 42<sup>nd</sup> Street SW, Dickinson, ND 58601.**