

Williston Basin International Airport Master Plan Stakeholder Advisory Committee Kick Off Meeting

December 15, 2021

Presented by:

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1

Kick Off Meeting Agenda

- Welcome & Introductions
- Airport History & Overview
- Master Plan Overview
 - Purpose, Process, Goals/Objectives, Member Roles
- Public Involvement Plan (PIP)
- Master Plan Scope Overview
- Next Steps
- Discussion/Questions



2

Project Consultant Team



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3

Introductions

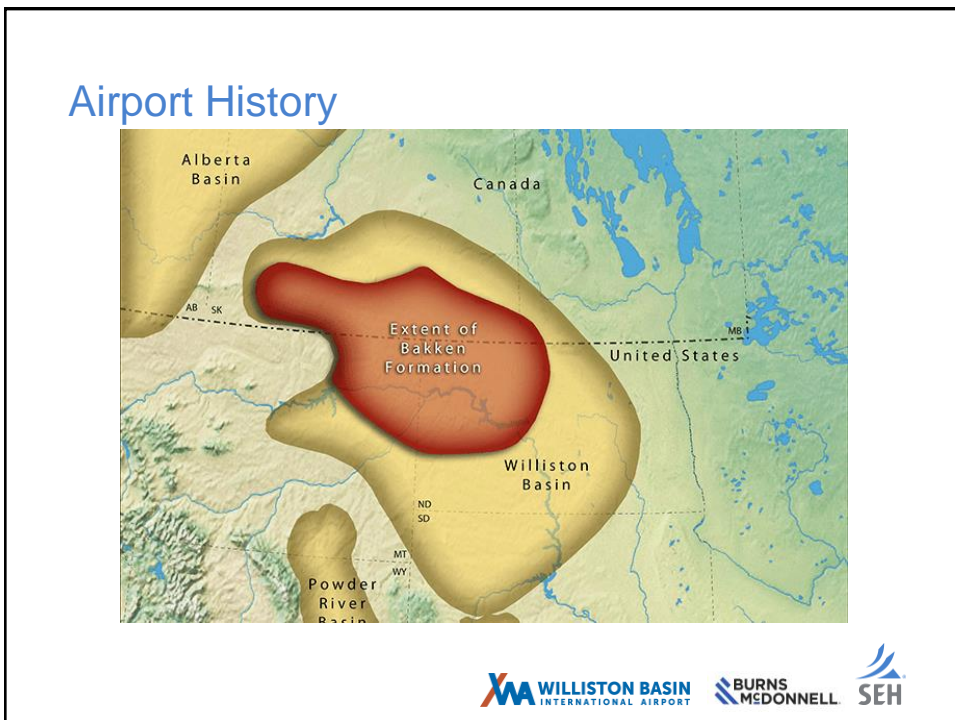
- Name
- Organization
- Role
- Why is the airport important to the organization you're representing?



4



5



6

Airport History – 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



7

Airport History – Aircraft Needs

- Sloulin Field is designed for 30 passenger turboprops.
- 50 passenger regional jets operated at the old Sloulin Field.
- Williston Basin International Airport now accommodates 70 to 220 passenger aircraft.



8

Airport History – Airport Growth

- **Enplanements (from NDAC)**
 - 2008 – 12,000
 - 2014 – 120,000
 - 2018 – 73,795 (up 7.4% December '18 vs '17)
 - YTD 2019 up 22% over 2018 (additions by DL and UA)
 - Energy Industry Charter Operations
- **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



9

Airport History – New Airport Site

- Site Selection/Feasibility Study
- Environmental Process
- Field Surveys
- Tribal Consultation Process
- Final Site Selection
- Tribal Monitoring – 2017 Construction

- Williston Basin International Airport – Open to the public **October 10, 2019**



10

WILLISTON BASIN INTERNATIONAL AIRPORT OVERVIEW



11

Airport Overview Cont.

 SERVED BY **3** AIRLINES

1M+ lbs 
INBOUND AIR CARGO

650k+ lbs 
OUTBOUND AIR CARGO



US CUSTOMS AND
BORDER PATROL



49
BASED AIRCRAFT



1 FBO



12

Airport Uses



AIRLINE



AIR AMBULANCE



AIRCRAFT RENTAL



AIR CARGO



AIR CHARTER



SURVEYING



AG SPRAY



FLIGHT INSTRUCTION

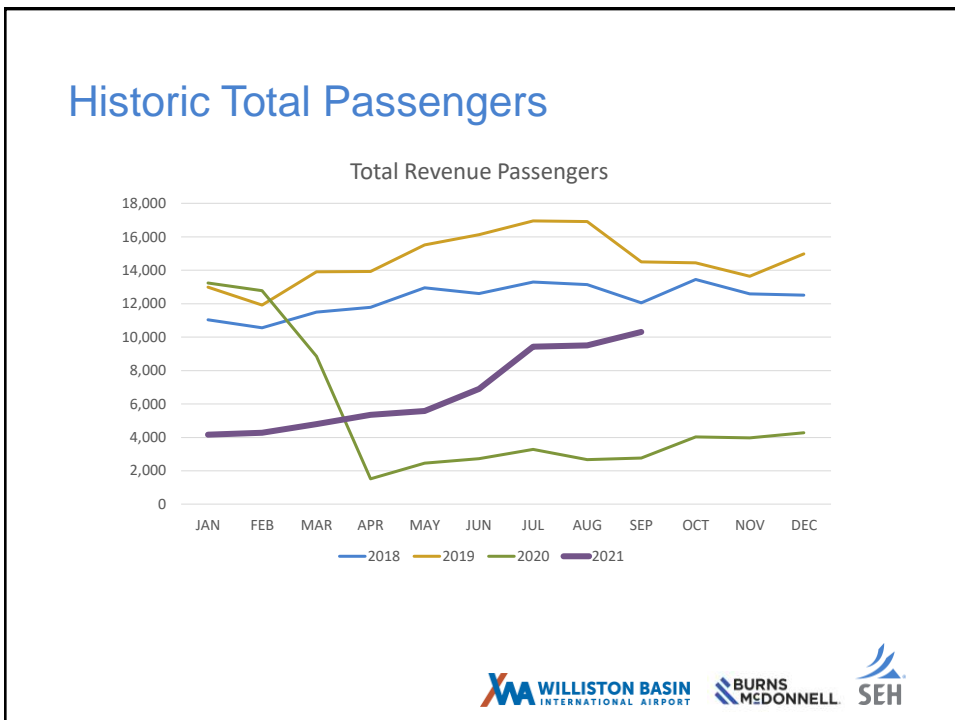


CAR RENTALS





13



14



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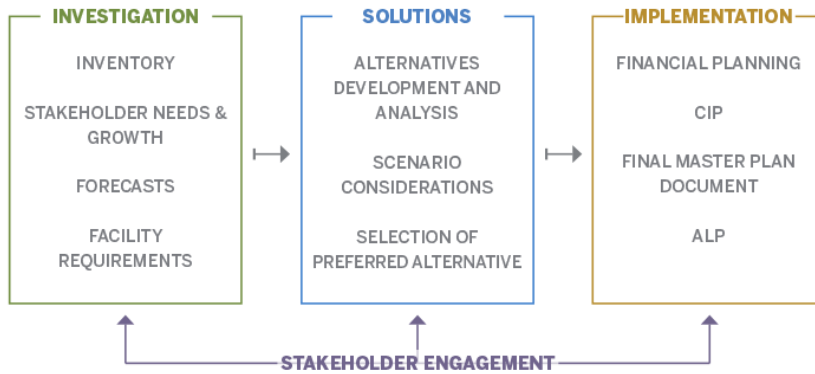
Master Plan Purpose

- Comprehensive study of the airport
 - Meet the existing & future needs of the airport users
 - Short, mid, & long-term development plans
- Provides direction to the Airport Sponsor for future preservation & development priorities
- Build a solid foundation among decision makers & the public on the vision established in the Airport Master Plan



16

Master Plan Process



17

Master Plan Goals

- Focus Areas
 - Phased approach to cargo building area development
 - Evaluation of deicing facility needs
 - Terminal parking needs
 - Utility improvements including sewer and water extensions
 - Forecast future activity



18

What influences the Master Plan?

- FAA standards
- Aviation demand
- Environmental considerations
- Infrastructure constraints
- Financial feasibility
- Community goals and input
- Stakeholder input



19

What influences the Master Plan?

- FAA and NDAC standards
 - FAA Advisory Circular 150/5070-6B
 - *“The intent of the FAA guidance is to foster a flexible approach to master planning that directs attention and resources to critical issues. The scope of each master plan must be tailored to the individual airport.”*



Advisory Circular

Consolidated AC includes Changes 1 and 2

Subject: Airport Master Plans

Date: July 29, 2005 AC No.: 150/5070-6B
Initiated by: APP-400 Change:



20

Each Master Plan Should....

- Document issues
- Justify proposed development
- Provide effective graphics
- Establish realistic schedule for implementation
- Propose an achievable financial plan
- Provide sufficient project definition and detail for subsequent environmental evaluations
- Present a plan that adequately addresses the issues and satisfies local, state and federal regulations



21

Each Master Plan Should....

- Document policies and future aeronautical demand to support deliberations on spending, debt, land use controls and other policies necessary to preserve the airport and its surroundings
- Set the stage and establish a framework for a continuing planning process



22



23

Public Involvement Plan

Meant to be a living and continuously updated document



Written Outreach

- Project webpage
- Project flyers
- Executive summary
- Photos
- Online surveys
- Project newsletters



In-Person outreach

- City of Williston staff– Project updates
- Stakeholder Advisory Committee (SAC)
- Community/stakeholder hosted meetings/project updates
- Project open houses
- FAA and NDAC meetings and coordination



24



25



26

Stakeholders

Local Government

- City of Williston
- City of Tioga
- City of Watford City
- Williams County
- McKenzie County

Airport Tenants

- Overland Aviation (FBO)
- Airfield Rescue and Fire Fighting (ARFF)
- Delta Air Lines
- United Airlines
- Sun Country Airlines
- Cargo operators
- Private hangar owners
- Rental car agencies



27

Stakeholders

Airport Users

- Airline passengers
- Based aircraft owners
- Transient airport users
- Charter operators

Off Airport Stakeholders

- General public
- Local residents
- Area businesses

- Williston Area Chamber of Commerce
- Visit Williston
- Tioga Chamber
- Watford City Area Chamber of Commerce
- Local events such as Williston Economic Development Week



28

Stakeholder Advisory Committee (SAC) Role

- Represent the broad range of stakeholders
- Review, understand and share project updates
- Provide input and serve as a voice for key stakeholders
- Validate the overall process and XWA progress on commitments for stakeholder outreach



29

SAC Meetings

- Approximately 6 meetings over the next 24 months
 - Preferred meeting time?
 - Feedback on meeting location and virtual meeting options



30

Public Involvement Plan Feedback

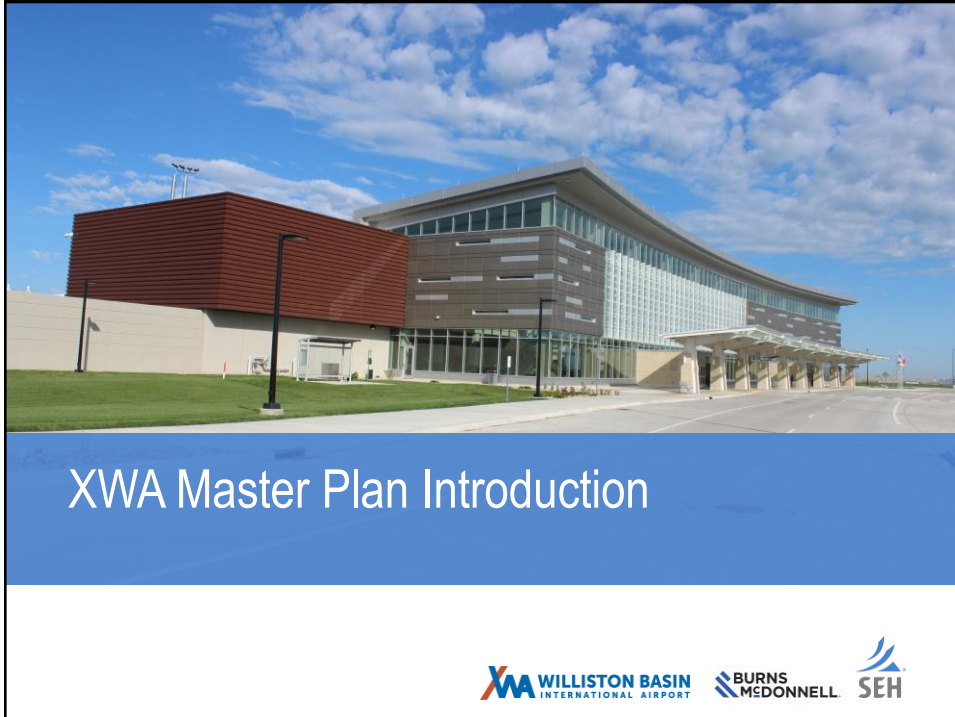
- Additional stakeholders?
- Additional outreach methods to consider?
- Other suggestions?



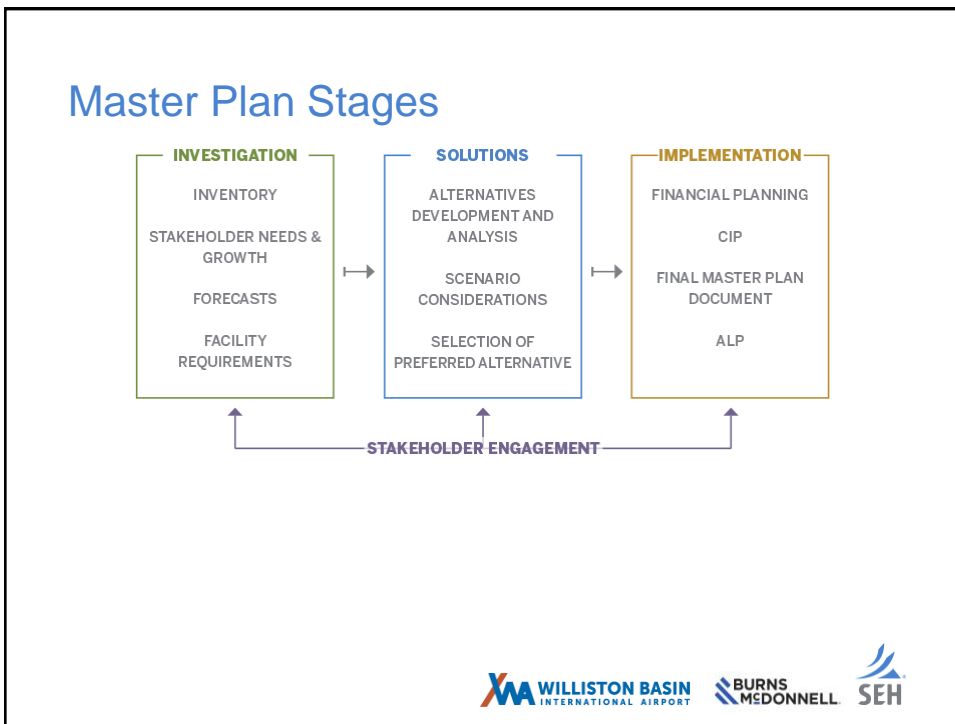
31



32



33



34

Master Plan Funding

- The Master Plan will be funded by grants provided by Federal Aviation Administration (FAA) and the North Dakota Aeronautics Commission (NDAC) along with local funding from the City of Williston
- Project funding shares
 - FAA grant funded = 92%
 - NDAC grant funded = 4%
 - City of Williston funding = 4%



35

XWA Master Plan Overview

- Project Initiation
- Stakeholder Involvement
- Inventory
 - Existing facilities, services, activity levels, built and natural environment
- Forecasts
 - Based aircraft
 - Operations (takeoffs and landings)
 - Enplanements (boarding passengers)
 - General aviation, air carrier, cargo activity



36

XWA Master Plan Overview

- Facility recommendations and alternatives
 - Runways
 - Taxiways
 - Airspace
 - Terminal area
 - Building Areas
- Implementation Plan/Capital Improvement Plan (CIP)
 - Funding sources
 - Project cost estimates
 - Implementation Plan



37

XWA Master Plan Overview

- Airport Layout Plan (ALP)
 - Exhibit A Property Map
- Public Involvement Plan
- Master Plan Report Document

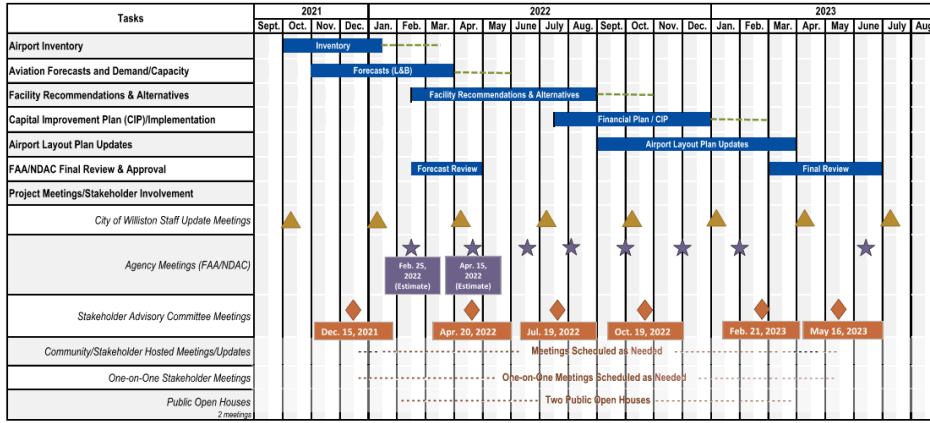


38

Project Schedule

Williston Basin International Airport
SEH Williston, North Dakota

Draft Master Plan Schedule
December 20, 2021



* FAA/NDAC's ALP Approval by June 15th
 ----- One month for FAA review & one month to address comments



39



What's next?



40

Master Plan Next Steps

Project Team

- Inventory efforts
- Data gathering
- Forecast development
- Airport stakeholder collaboration

SAC

- Meeting #2:
 - Day/time preference
 - Topics
 - Airport inventory
 - Aviation forecasts
 - Facility recommendations

41

Questions and Discussion

42

Thank you!



The image shows a presentation slide with a blue background and the text "Thank you!". At the bottom, there are three logos: XWA Williston Basin International Airport, Burns Medonnell, and SEH.