



MINUTES

XWA Stakeholder Advisory Committee (SAC) Meeting #3
October 19, 2022
9:00 a.m. – 10:30 a.m.
Airport Operations Center

Copies to: Attendees

XWA Staff

Anthony Dudas
Ryan O'Rear
Stephanie Wellman

City of Williston

Tate Cymbaluk
David Tuan

Williston Chamber of Commerce

Anna Nelson

Williston Convention & Visitor Bureau

Amy Krueger

Williston Economic Development

Shawn Wenko
Barb Peterson

Williston State College

Bernell Hirning

Overland Aviation

Tanner Overland

Airport Users

David Anfinson
Troy Bratcher

FAA

Mark Holzer
Brian Schuck

NDAC

Kyle Wanner

SEH

Kaci Nowicki
Melissa Underwood
Megan Moll

Burns McDonnell

Andy Loftus
Bryan Hansen

- I. Welcome & Introductions (5 minutes)

II. Master Plan Progress Update (5 minutes)

A. Project Flow Chart

1. This meeting focuses on Airside Facility Recommendations. The airside recommendations focus on all areas where aircraft operate.
2. The next focus area (covered at next meeting) will be the Landside Facility Recommendations & Alternatives.

III. Cargo & General Aviation Forecast Overview (20 minutes)

A. Cargo forecasts & activity

1. Carriers

- a. XWA is served by FedEx (Corporate Air) and UPS (Encore Air Cargo).
 - (1) UPS handles Amazon packages, so is particularly busy during the holidays and will bring in larger aircraft on an as-needed basis (Brasilia).
- b. Other carriers come into XWA during peak time of year.
- c. Airports can see large fluctuations in air cargo activity, depending on how the carrier decides to allocate air vs ground transportation as well as local shipping demands.
- d. Short-term contracts are common with feeder carriers like Corporate Air and Encore Air Cargo, so things can change quickly. This means that carriers (particularly feeder carriers serving FedEx and UPS) and the aircraft operating at XWA are subject to change.

2. Cargo Activity

- a. Draft air cargo operations forecast shows a decrease during the COVID pandemic but includes a rebound in 2022-2024 and a 3% growth rate in the future.
 - (1) The operations forecast doesn't include a carrier switching to a larger aircraft at this time. If this were to happen, operations could stay the same, but amount of cargo moved through the airport would increase. This situation could also cause a reduction in operations as freight from two or more small aircraft is shifted onto one larger aircraft. This situation allows the carrier to move the same or more freight using less flights (operations).
- b. Cargo activity schedule presented shows how all the cargo aircraft arrive and depart around the same time, causing apron congestion.

B. General aviation

1. Users

- a. Airline, air ambulance, aircraft rental, air cargo, air charter, surveying, agricultural spraying, flight instruction are examples of types of GA users.

2. Based aircraft forecasts

- a. Mark Holzer (FAA) added that during the oil boom, based aircraft increased from 1,850 aircraft in 2012 to 2,200 aircraft in 2021. **He suggested adding the State based aircraft growth compared to the U.S. Based Aircraft graph in the general aviation forecast chapter.**
- b. The large drop in the national forecast in 2007 was likely due to data cleanup (FAA no longer counting non-airworthy aircraft). **This may be worth mentioning in the report.**
- c. Based aircraft went from 49 at ISN in 2018 to 33 at XWA in 2019. Two additional based aircraft were added in 2022 for a total of 35. The aircraft that didn't move from ISN to XWA were either not actively flying aircraft or relocated to another airport with rental hangar space. The active general aviation aircraft moved to XWA.
 - (1) XWA wants to construct rental hangar space to better accommodate and attract based aircraft.
 - (a) NDAC has a hangar construction program, and opportunities for funding are also available through the FAA via COVID relief grant programs.

- (b) XWA has been in discussion with Overland Aviation regarding hangar storage.
- (2) Based aircraft are forecasted to increase to 45 by 2041.
 - (a) Question was asked regarding electric aircraft and if they are included in the based aircraft forecasts? The FAA does not yet break out electric aircraft into its own category (like turbine, piston, jet, rotor, etc.). However, the forecasted based aircraft could be electric in later years of the forecast.
 - (b) Mark asked if UAV were taken into consideration.
 - (i) Anthony – UAV would likely be part of the cargo activity in the future, but it's too far out to really anticipate what that would look like and what airport infrastructure would be needed.

3. Operations forecasts

- a. Since XWA doesn't have a tower, it's hard to get a 100% accurate count of operations. Data is pulled from multiple sources.
- b. General Aviation operations have a forecasted Compound Annual Growth Rate (CAGR) of 0.5%, resulting in 39,797 operations in 2041.
- c. General Aviation operations can be significantly affected by changes in use of the airport like an increase in flight training.

IV. Airside Facility Recommendations & Alternatives (50 minutes)

Facility recommendations evaluate scenarios that are more aggressive than the selected forecasts.

A. Critical Aircraft

- 1. Most demanding aircraft that uses the airport regularly (500 operations).
- 2. Existing (2019): CRJ-200 (C-II)
- 3. Future: ERJ-174 (C-III). This aircraft may be the critical aircraft in 2022. It has been used on commercial flights in 2022.
- 4. 2019 numbers only include data from ISN, which couldn't accommodate aircraft larger than C-II.
 - a. Both Delta and United started operating C-III aircraft right when XWA opened, but that paused during the COVID pandemic and went back to 50-seataircraft.
 - (1) **Anthony has asked to update the Critical Design Aircraft table to include calendar year data instead of the federal fiscal year to accurately represent C-III operations in 2019. There were operations of this type of aircraft during the end of the calendar year (October through December).**
 - (2) Attendees noted that airfares are lower when Delta and United are flying the larger aircraft.

B. Runway Design Codes (RDC)

- 1. Runway 14/32
 - a. Existing Design Standards: D-III
 - b. Existing AIP Eligibility: C-II (potentially C-III, pending 2022 operations counts)
 - c. Future AIP Eligibility: C-III (forecasted in near term)
- 2. Runway 4/22
 - a. Existing Design Standards: A/B-II
 - b. Existing AIP Eligibility: A/B-I
- 3. Runways can accommodate aircraft larger than the critical aircraft using XWA.
- 4. Mark asked Tanner about the larger general aviation aircraft operating at XWA. Tanner mentioned there are Gulfstream G IV, V, VI arriving 3 – 4 times per month in addition to Citations, Gulfstream 280s, and maybe some Global aircraft a couple times per year.

C. Runway 14/32 & Runway 4/22

- 1. No runway changes recommended in the near future. The concrete runway has a useful life of approximately 40 years. Runway design will need to be reevaluated at the end of the pavement life.

- a. When the airport was constructed, the City obtained a letter of interest from larger aircraft to help justify the D-III design standards. That operator no longer operates that aircraft.
 - b. The FAA has also updated the Airport Design Advisory Circular since the airport was built, and some standards have changed.
2. Length
- a. Runway 14/32
 - (1) Critical Aircraft: 6,903 feet
 - (2) Planned ultimate condition: 8,500 feet
 - (3) Airlines may have restrictions on the current runway length in hot weather conditions, so the longer runway could be a benefit in the future.
 - b. Runway 4/22
 - (1) Critical Aircraft: 3,900 feet
3. Width
- a. Runway 14/32
 - (1) Existing: 150 feet
 - (2) Design Standards: 100 feet (this is an example of a design standard that has changed since the airport was constructed. 150 feet was the standard when the airport was designed and constructed. The width should be re-evaluated when the runway reaches the end of its useful life around 2059).
 - b. Runway 4/22
 - (1) Existing: 75 feet
 - (2) Design Standards: 60 feet
4. Pavement strength
- a. Meets recommendations
5. Markings, signs, and lighting
6. Navigational aids & meteorological aids
7. The historic weather station information was taken from ISN which can have different weather patterns that the area where the airport is now located. There is a need to continue to evaluate the information received on the new airport site. **The SEH team can evaluate available data for XWA, although it can't be used for the official 10-year record until 10 years of data is available.**
- D. Instrument Approach Procedures & Airspace Evaluation
- 1. Airport airspace is well-protected and there are no obstructions.
- E. Taxiway Network
- 1. Taxiway Design Groups (TDG)
 - a. Various parts of the airport are designed for various aircraft sizes.
 - b. Taxiway direct access from the terminal apron will need to be reevaluated and mitigated in the future.
 - c. Mark Holzer (FAA) shared that a full parallel taxiway for Runway 4/22 would allow XWA to reduce the visibility minimums by ¼ mile. This would increase some design standards, including the RPZ size if it was implemented.
 - d. Future deicing pad addition to Taxiway B will alleviate congestion.
 - (1) XWA is the only airport in the state currently required to collect deicing fluid.
 - (2) All aircraft (commercial, charter, cargo) needing to deice need to use the deicing pad, which can cause delays.
 - (3) Design for expansion of the deicing pad is underway and is currently 90% complete.
 - (a) The collection system was initially designed to accommodate the deicing pad expansion, so the current project includes the additional pavement/grading required.
 - (b) The expanded deicing pad will be constructed next year.

F. Aprons and Aircraft Parking

1. Commercial Service Apron

- a. Deicing pad expansion to be completed
- b. Apron expansion to both sides is planned, but not needed/justified within the planning period.

2. General aviation apron

a. Existing challenges

- (1) Four air cargo aircraft and the associated support trucks and staff cause congestion on the apron, as well as the auto parking area.
- (2) Cargo vehicles are leaving dirt and debris on the apron. Vehicle operators are trained to operate at XWA but may not be on an active airfield environment often.

b. Spacing opportunities

c. Tiedowns

- (1) Need for 4-5 additional ADG I or ADG II tiedowns.
- (2) Moving cargo operations to another apron area would increase space available for General Aviation and allow for better segregation of use.

d. Alternatives

3. Cargo apron

a. Development opportunities

- (1) Future cargo apron expansion north of the existing General Aviation apron.
 - (a) Would separate cargo from General Aviation traffic. This area could be converted to a GA expansion area should air cargo operations be relocated to a commercial development area in the future.
- (2) Commercial Development area –
 - (a) Ultimate cargo operations could relocate this this area north of the Runway 22 end
 - (b) The selected location can be designed based on needs. Alternatives show a couple examples.

b. Alternatives

G. Hangar Needs

1. Many different types of hangars (box, ranch, T-hangar, etc.)

2. Private hangar development

- a. Many different options, depending on need.
- b. East-facing hangars are not ideal for ice/snow, but better than north-facing hangars.

3. City-owned hangar development

- a. Dave said it would be nice to have hangar storage available to get based aircraft back to XWA.

4. Alternatives

5. Fuel System

- a. Self-service fuel could be additional revenue for the airport.
- b. Less congestion on the General Aviation apron.
- c. Could provide better 24-hour fueling options for GA aircraft

6. Dave shared that one struggle with General Aviation operations at XWA is ISN was right in town, easy to access airplane and quickly get in the air. The new airport is a 25-minute drive from town, plus then you need to prep the plane, etc. The additional time may be a turn-off for many pilots.

- a. Also complicated at times due to the operating hours of the Fixed Based Operator on the airfield being closed or busy.

H. Air Traffic Control Tower (ATCT)

1. Discussion of the tower will be presented at the next meeting.

2. Siting locations

- V. Next Steps (5 minutes)
 - A. Project Schedule
 - B. Next meeting scheduled for **January 18, 2023, from 9:00-10:30 a.m. at the airport**
- VI. Discussion/Questions
 - A. Salt Lake Center is driving installation of a Remote Communications Air-Ground (RCAG) facility at XWA. This would allow direct communication between a control facility and aircraft at XWA. This should be evaluated in the facility recommendations chapter.
 - B. Anthony is interested in exploring a designated agricultural spraying apron in the general aviation building area.