



# 2025 NDSASP Technical Advisory Committee (TAC) Meeting #1 – Summary

Tuesday, January 28<sup>th</sup> from 10am-Noon CT

Project Team		
Name	Organization	Present
Kyle Wanner	North Dakota Aeronautics Commission (NDAC)	<input checked="" type="checkbox"/>
Adam Dillin	NDAC	<input checked="" type="checkbox"/>
Grant Erwin	NDAC	<input checked="" type="checkbox"/>
Regan Schnug	Kimley-Horn (KH)	<input checked="" type="checkbox"/>
Pam Keidel-Adams	KH	<input type="checkbox"/>
Georgia Twyerould	KH	<input checked="" type="checkbox"/>
Adam Ellsell	KH	<input checked="" type="checkbox"/>
Summer Marr	Marr Arnold	<input type="checkbox"/>
Sarah Arnold	Marr Arnold	<input type="checkbox"/>
TAC Members		
Name	Organization	Present
Mike McHugh	NDAC	<input checked="" type="checkbox"/>
Kim Kenville	NDAC	<input checked="" type="checkbox"/>
Brian Schuck	Federal Aviation Administration Airport District Office (FAA ADO)	<input checked="" type="checkbox"/>
Lauren Whetstone	FAA ADO	<input checked="" type="checkbox"/>
Ryan Riesinger	Grand Forks International Airport (GFK)	<input checked="" type="checkbox"/>
Lindsay Gerhardt	Mandan Regional Airport (Y19)	<input type="checkbox"/>
Landon Johnson	North Dakota (ND) Department of Commerce	<input checked="" type="checkbox"/>
Tanner Overland	ND Aviation Association	<input checked="" type="checkbox"/>
Jon Simmers	Bismarck Aero – Fixed-Base Operator	<input checked="" type="checkbox"/>
Chad Orn	ND Department of Transportation (NDDOT) – Planning	<input checked="" type="checkbox"/>
Bob Nutsch	ND IT Department – GIS	<input checked="" type="checkbox"/>
Trevor Woods	Northern Plains Unmanned Aircraft Systems Test Site (NPUASTS)	<input checked="" type="checkbox"/>
Amanda Remyense	ND Greater Chamber	<input checked="" type="checkbox"/>
Jon Ternes	AirMed – Air Medical Operator	<input checked="" type="checkbox"/>
Dan Kasowski	University of North Dakota (UND) – Aircraft Mechanic	<input type="checkbox"/>
Matt Hovdenes	Aerial Applicator	<input checked="" type="checkbox"/>



## 1. TAC Meeting #1 Introduction

*Kyle Wanner with NDAC opened up the meeting by providing background on the 2025 North Dakota State Aviation System Plan (2025 NDSASP) and North Dakota Aviation Impact Study (NDAEIS), highlighting that the last study was done in 2014 during the height of the oil boom. The timing of the 2025 NDSASP and NDAEIS is important because the base year for both studies is 2024, which presents a year of post-COVID-19 recovery, with passenger levels exceeding the previous 2014 record. Kyle noted that the RFQ for the 2025 NDSASP and NDAEIS was released in late 2023, consultants were interviewed in January, with Kimley-Horn being selected in March, and the project officially kicking off in September of 2024. The 2025 NDSASP and NDAEIS is funded with federal and state funds, Kyle thanked the FAA for their partnership throughout the scoping and grant process. Kyle thanked the committee members for participating in the study and encouraged them to share information about the study to their constituents.*

*After Kyle's opening remarks, Regan Schnug with KH kicked off the meeting by introducing the project team and facilitating introductions of the NDAC project team and TAC committee members.*

- Team introductions
  - North Dakota Aeronautics Commission (NDAC)
  - Consultant team: Kimley-Horn and Marr Arnold Planning
    - *No additional comments*
- TAC member introductions
  - *No additional comments*

## 2. TAC Role and Purpose

*Regan with KH presented on the role and purpose of the TAC and provided an overview of the project website.*

- Gather diverse perspectives from aviation stakeholders with varied backgrounds
  - *No additional comments*
- Offer insight from the local, regional, and statewide perspective
  - *No additional comments*
- Review and provide feedback on draft deliverables
  - *No additional comments*
- Preview the project website: <https://2025ndsasp.com/>
  - *No additional comments*

*TAC members were informed about the blog post updates and were shown that they can access the draft deliverables for their review under the Draft Deliverables tab of the website. TAC members were informed that they were all subscribed to project website updates and will*



*receive emails when blogs are posted, draft deliverables are posted for their review, or other notifications are posted to the website.*

*Regan with KH asked the TAC members if they approve of their name and organization being included on the <https://2025ndsasp.com/> website. The KH team will follow up with TAC members to confirm their approval.*

### **3. Project Overview**

*Regan with KH presented the project overview, which included outlining the purpose of the 2025 NDSASP and NDAEIS, presenting the project timeline, and highlighting the NDSASP and NDAEIS deliverables, which includes developing several story maps.*

- Outline the purpose of the 2025 NDSASP and NDAEIS
  - *No additional comments*
- Provide an overview of the 2025 NDSAS and NDAEIS project timeline
  - *Kyle with NDAC noted that the regional presentations occurring at the end of the project will be hosted in Minot, Fargo, Grand Forks, and Bismarck. The intention of these presentations is to have community stakeholders and legislators attend and learn about the importance of aviation as documented in the NDSASP and NDAEIS. The presentations occurring in late Summer of 2026 is good timing with the next legislative session being held in January 2027. Legislators' schedules should be fairly open to attend, and the information will be fresh in their mind prior to the next session.*
- Review the 2025 NDSASP and NDAEIS project deliverables
  - *Regan with KH advised that the draft and final deliverables will be available on the website and reiterated that TAC members will receive updates when these deliverables are uploaded.*
  - *Bob Nutsch with the GIS group of the ND IT Department suggested that the project team compile images, text, and topics throughout the study to be used in the story maps. He noted that story maps are great, and he is looking forward to this deliverable. The project team agreed with Bob and thanked him for the suggestion.*

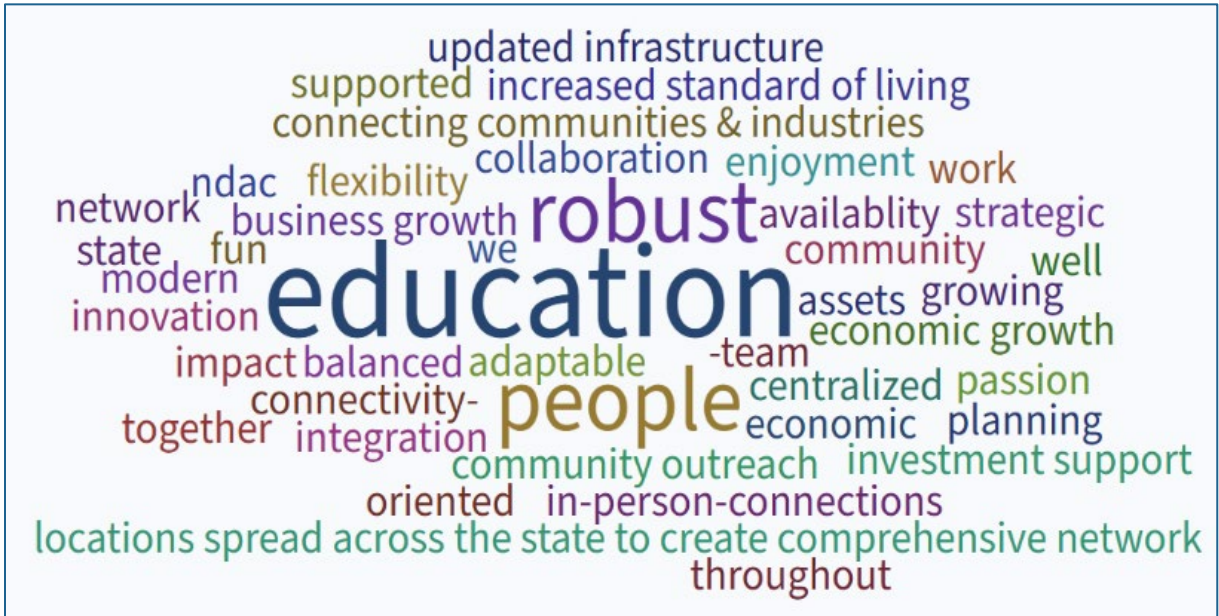
### **4. ND Aviation System Overview**

*Regan with KH presented the ND aviation system overview, which included showing the aviation system map and highlighting important aviation activities in the state. This section of the presentation was concluded with a virtual activity where TAC members were asked to identify the strengths/benefits as well as the issues/challenges of North Dakota's aviation system.*

***Figure 1** and **Figure 2** show the word clouds resulting from the benefits and challenges virtual activity, respectively.*

- Introduce the public-use airports included in the studies
  - *No additional comments*
- Highlight some of the aviation activities supported by system airports
  - *No additional comments*
- Virtual activity: Identifying strengths and challenges of the system
  - *No additional comments*

**Figure 1. NDSASP Benefits Word Cloud**



Source: 2025 NDSASP TAC Meeting #1; 2025

**Figure 2. NDSASP Challenges Word Cloud**



Source: 2025 NDSASP TAC Meeting #1; 2025



## 5. 2025 NDSASP Update

Georgia with KH presented the 2025 NDSASP Update section. This update presented the project process graphic, which demonstrates an overview of how all the tasks included in the NDSASP fit together to guide study development and offered a detailed overview of the tasks currently underway.

- Provide an overview of the 2025 NDSASP study and highlight ongoing efforts:
  - Study Framework
  - System Inventory
  - Airport Classifications
    - *No additional comments*
- Provide update on the Study Framework task:
  - Review differences between the 2014 and 2025 NDSASP framework and introduce new terminology
  - Review the 2025 NDSASP system goals
  - Present the 2025 NDSASP performance measures (PMs) and performance indicators (PIs)
    - **Discussion regarding the PMs and PIs for the Maintain a Safe and Secure Aviation System goal:**
      - *Ryan with GFK asked about the inclusion of the word “security” in this goal title since none of the PMs or PIs are related to security, such as fencing.*
      - *NDAC noted that PMs related to fencing and other security measures were removed from the 2025 NDSASP update. NDAC planners conduct security inspections with all GA airports, make note of security issues, and identify recommendations to improve security conditions at the individual airport level, but NDAC does not want that assessment presented at the statewide level. Adam noted that all the commercial service airports meet all security and TSA requirements.*
    - **Discussion regarding the PMs and PIs for the Enhancing Quality of Life goal:**
      - *Brian with the FAA noted the impact of the Air Tractor 802, which is commonly used for aerial application and is categorized as a B-II Large aircraft. The 802 can be considered a runway “hog” and its size has implications for FAA design standards at airports that may not be designed to support an aircraft of its size.*
      - *NDAC noted that the project team is asking airports to report the type of aircraft being used for aerial application to gain a better sense of the airports that are or may be impacted by the larger size of the Air Tractor 802.*



- **Discussion regarding the PMs and PIs for the Support Aviation Education and Industry Advancements goal:**
  - *Amanda with ND Greater Chamber asked how the project team is defining educational opportunities.*
    - *Georgia with KH advised that the survey provides airports to offer explanations about the type of educational opportunities they are offering or involved in to get a better sense of what educational opportunities look like to the airports.*
    - *Regan with KH followed up to reiterate that because this is a new goal information gathered pertaining to this topic will be used to develop the definition, which will be included in the chapters.*
  - *Kim with NDAC asked if the education opportunities will be paired with the cities that have high school programs.*
    - *Georgia with KH advised that one of the PIs does look at educational opportunities at schools that are within an airport's general service area, so in that way there will be pairing of which airports have communities that provide aviation educational opportunities.*
  - *Amanda with ND Greater Chamber asked the project team to share about UAS crossover opportunities within these goals.*
    - *Georgia with KH noted that UAS are being evaluated in the study through other elements such as a UAS business survey, and asking managers on their surveys about UAS activity, use cases, and infrastructure needs.*
    - *Kyle with KH noted that the study will include findings on UAS activity in the state but it's not serving as a PM or PI at this time.*
    - *Regan with KH noted that future iterations of the study could potentially include a PM or PI based on the information gathered in the 2025 NDSASP that can be used as a baseline.*
  - *Kyle with NDAC advised that NDAC plans to share a lot of this information with the communities so they can learn what other airports or communities are doing to promote education and industry advancement. This information will also be used to identify future recommendations to support aviation educational opportunities.*
- Provide update on the System Inventory task:
  - Review data collection and site visit process
    - *No additional comments*
- Provide update on the Airport Classifications task:
  - Review 2025 NDSASP airport classifications
    - *No additional comments*



## 6. 2025 NDAEIS Update

Georgia with KH presented on the 2025 NDAEIS Update, which included an overview of the linear project process (includes data collection, data analysis, then documentation), and highlighted key terminology used in the 2025 NDAEIS.

- Review the 2025 NDAEIS study process
  - *No additional comments*
- Highlight the sources of direct economic impact considered in the study
  - *No additional comments*
- Define key study terminology:
  - Measures of economic impact: jobs, earnings, gross domestic product (GDP), and output
  - Categories of economic impact: direct, multiplier, and total impacts
    - *Jon with Bismarck Aero asked if there is a blanket multiplier that is applied to impacts or to regions.*
    - *Georgia and Regan at KH explained that the multipliers are specific to industry codes (there are over 500 industries represented in IMPLAN) and based off of real input-output relationships specific to each county in North Dakota. The IMPLAN multipliers are updated annually and are based on federal sources, such as the U.S Bureau of Economics, U.S. Census Bureau, U.S Bureau of Labor Statistics, and more.*
    - *Kyle with NDAC noted that IMPLAN is the industry standard and what other states use for their economic impact studies.*
- Highlight the supplemental tasks included in the 2025 NDAEIS:
  - University of North Dakota – off-airport activity and impacts
    - *Ryan with Grand Forks International had a clarification question regarding what was meant by “off-campus” activity, and whether that was related to activity off of UND campus.*
    - *Kyle with NDAC clarified that the team is referring to activity “off-airport,” not off-campus, and the focus is on the off-airport direct economic impacts of the UND School of Aerospace Sciences. The KH team will make this correction in the presentation that is sent out to TAC members after the meeting.*
    - *This task will seek to collect data from the UND School of Aerospace Sciences regarding the direct impact value per aviation student.*
    - *UND School of Aerospace Sciences activity occurring on airport at GFK will be calculated as part of the core 2025 NDAEIS study.*
    - *Kim at NDAC advised that the story of economic impact at the UND School of Aerospace Sciences has been hard to tell because the North Dakota University System (which includes 11 public universities) only presents the economic impact of all institutions rolled into one. The UND School of Aerospace Sciences has such a big impact on the town, considering just the number of students enrolled, and it’s important to highlight its story and the impact it has on the community.*



- Benefits of aircraft and aerospace manufacturing
  - *No additional comments*
- Survey of advanced air mobility (AAM) and uncrewed aircraft systems (UAS) business impacts
  - *No additional comments*
- Economic impact of air force bases
  - *No additional comments*
- Impact losses as a result of workforce development issues
  - *Amanda with ND Greater Chamber asked if there will be any crossover with the workforce development issues and the UND School of Aerospace findings.*
  - *Georgia with KH advised that there likely will be opportunities to provide some additional context about how these two topics overlap, but the level at which that crossover can be presented will be based on the quality and quantity of data that is collected.*
  - *Kyle with NDAC advised it will be good to better understand the impact that workforce development challenges have to the state's economy and the opportunity cost of the workforce shortages. Kyle is looking forward to collecting this information and sharing it with stakeholders so they can determine where there are challenges and identify recommendations that may result in workforce improvements.*

## 7. Next Steps

*Georgia with KH provided an overview of the next steps, which will include sending several chapters to the TAC for their review over the next six months, as well as kicking off the Aviation Activity Forecast and System Performance tasks. Regan mentioned that the KH team will be presenting at the upcoming 2025 Fly ND conference. Kyle closed the meeting by encouraging TAC members to continue sharing information pertaining to the study to their stakeholders and communities.*

- Review upcoming tasks that will occur or kick-off over the next 3-6 months
  - *No additional comments*
- Highlight the 2025 Fly-ND conference
  - *No additional comments*
- Conclude with open discussion and questions.
  - *Amanda with the NC Greater Chamber asked if there was an expectation of TAC members to attend the Fly ND conference.*
    - *Regan at KH advised there is no expectation for TAC members to attend the conference, they may choose to do so if they wish. There will be no formal gathering or meeting of TAC members at the Fly ND conference.*