



2025 NDSASP Technical Advisory Committee (TAC) Meeting #3 – Meeting Summary

Thursday, February 19, 2026 from 2:00pm – 3:30pm CT

Project Team		
Name	Organization	Present
Kyle Wanner	NDAC	<input checked="" type="checkbox"/>
Adam Dillin	NDAC	<input checked="" type="checkbox"/>
Grant Erwin	NDAC	<input checked="" type="checkbox"/>
Pam Keidel-Adams	Kimley-Horn	<input checked="" type="checkbox"/>
Georgia Twyerould	Kimley-Horn	<input checked="" type="checkbox"/>
Adam Ellsall	Kimley-Horn	<input checked="" type="checkbox"/>
Summer Marr	Marr Arnold	<input type="checkbox"/>
Sarah Arnold	Marr Arnold	<input checked="" type="checkbox"/>

TAC Members		
Name	Organization	Present
Mike McHugh	NDAC	<input type="checkbox"/>
Kim Kenville	NDAC	<input type="checkbox"/>
Brian Schuck	FAA ADO	<input type="checkbox"/>
Ryan Riesinger	Grand Forks Intl Airport	<input checked="" type="checkbox"/>
Lindsay Gerhardt	Mandan Regional Airport	<input type="checkbox"/>
Landon Johnson	ND Dept of Commerce	<input checked="" type="checkbox"/>
Tanner Overland	ND Aviation Association	<input checked="" type="checkbox"/>
Jon Simmers	Bismarck Aero - FBO	<input checked="" type="checkbox"/>
Chad Orn	NDDOT	<input type="checkbox"/>
Bob Nutsch	ND IT Dept - GIS	<input checked="" type="checkbox"/>
Trevor Woods	NPUAS Test Site	<input type="checkbox"/>
Amanda Remyse	ND Greater Chamber	<input checked="" type="checkbox"/>
Robert "RD" Reimers	AirMed – Air Medical Operator	<input type="checkbox"/>
Dan Kasowski	UND – Aircraft Mechanic	<input type="checkbox"/>
Matt Hovdenes	Aerial Applicator	<input checked="" type="checkbox"/>
Mark Holzer	FAA ADO	<input type="checkbox"/>



1. TAC Meeting #3 Introduction

Georgia Twyerould with Kimley-Horn (KH) opened the meeting and welcomed the attendees.

Pam Keidel-Adams (KH) then introduced the NDAC and other project team members.

- Team Introductions
 - North Dakota Aeronautics Commission (NDAC)
 - Consultant team: Kimley-Horn (KH) and Marr Arnold Planning (MAP)
- Agenda
- TAC Member Introductions
 - *TAC members were asked to participate in an icebreaker, introducing themselves and identifying their preferred superpower.*
- TAC Role and Purpose
 - *Pam requested feedback from the TAC on how engagement has been going since the project's kickoff.*
 - *Ryan Riesinger (GFK) offered that the TAC has sufficient time to review the documentation and the project is going well.*
 - *Pam offered that if more time is needed to review documentation to let the team know. She noted that the project is nearing completion and that none of the remaining chapters will affect future analysis. The team could accommodate an extended review period if necessary.*

2. Project Overview

Pam (KH) offered a refresher on the TAC's role and purpose, discussed the purpose of the SASP and AEIS, and reviewed the project timeline.

- Project Purpose
 - *No additional comments*
- Project Timeline
 - *No additional comments*
- Study Process
 - *No Additional comments*

3. 2025 NDSASP Issues and Industry Advancements

Sarah Arnold (MAP) provided information on the purpose of this task and identified the eight topics that were analyzed as part of the NDSASP. Of the eight, four are discussed in more detail in the presentation. The four not discussed during today's presentation included: Emerging Aviation Fuel Sources, Aging Fleet and Pilot Population, Commercial Service Access, and Revenue Producing Projects. Each of the four and the input received are noted below:

- Advanced Air Mobility (AAM)
 - *No additional comments.*
- Air Traffic Control Modernization
 - *No additional comments.*
- Aviation Professional Shortage
 - *Bob Nutsch (ND IT Dept – GIS) asked about pilot shortage and whether that's still an issue. Sarah responded that the pilot shortage in ND may be more localized to general aviation operations and aerial applicators, which are highly specialized.*



- *Bob (ND IT Dept – GIS) asked in the chat (not for discussion, but consideration) if there is or could be a state funded grant program to help young pilots get started, such as with insurance assistance?*
- *Jon Simmers (Bismarck Aero) says he sees the same trends. Issues with work-life balance for agriculture pilots. He noted that a career in aviation used to be way of life, not just a job. It's a commitment to a lifestyle, which is typically more rural. Can be hard to find pilots who want to live in rural settings or pass up opportunities to work as a commercial airline pilot.*
- *Jon (Bismarck Aero) also noted there are barriers to entry with pilot jobs due to high insurance costs and strict regulatory requirements. Changes to aircraft make and models can also contribute to challenges for young pilots who find it hard to keep pace with aircraft changes.*
- *Adam Dillin (NDAC) noted that aviation education programs and grants, which support aviation education in schools and youth programs statewide, have been going very well. Students have opportunities to use simulators and go on test flights with pilots.*
- *Amanda Remyse (ND Greater Chamber) asked Landon Johnson (ND Dept of Commerce) if information from this study could be useful with the "Career Builder" program. Landon noted that he has spoken with Katie primarily about the autonomous sector, but believes she would be open to discussing other aviation-related workforce challenges as well.*
- **Economic Conditions and Impact on Buying Power**
 - *Amanda (ND Greater Chamber) asked whether NDAC could better document and communicate the impacts of rising construction costs. She noted that bridge replacement costs have increased from hundreds of thousands of dollars to millions.*
 - *Kyle Wanner (NDAC) responded that this information is documented in the chapter addressing reduced buying power due to increasing construction costs, noting that costs have increased by up to five times. He added that NDAC has tracked capital improvement projects over the past 10 years, illustrating how overall system needs have grown over time. While North Dakota has successfully secured increased federal, state, and local funding as needs have grown, project demands continue to increase.*
 - *Amanda (ND Greater Chamber) also asked about the impact of regulations on project costs.*
 - *Kyle (NDAC) noted that most regulatory requirements are federal and that he has raised these concerns with the Federal Aviation Administration (FAA). He added that some contractors choose not to bid on federally funded projects due to the regulatory requirements, though he has not seen definitive national-level data quantifying this impact.*
 - *Kyle (NDAC) noted that the timing of federal grant releases presents challenges, as funding is typically released during the summer, when contractors have often already committed to projects funded in the winter or spring.*
 - *Adam (NDAC) added that funding timing often delays construction until the following spring or summer due to weather constraints occurring in fall and winter. He noted that this issue has been raised at the Senate level, with requests to release grants in March rather than July. Kyle added that continuing resolutions also contribute to these timing challenges.*



- *Kyle (NDAC) noted that releasing grants earlier in the year could result in cost savings of approximately 20–30 percent by allowing more projects to move forward efficiently.*
- *Amanda (ND Greater Chamber) asked whether the state infrastructure bank (Bank of North Dakota) could be used to help leverage funding.*
- *Kyle (NDAC) responded that a loan program was developed two legislative sessions ago, but limited funding remains. He noted that the program is intended for revenue-producing projects and that NDAC would like to see this program continue to be leveraged in the future.*

4. 2025 NDSASP Recommendations and Cost Estimates

Adam Ellsall (KH) offered an overview of the purpose of this analysis and walked the group through the 10-year needs, which includes needs identified in NDAC’s Capital Improvement Plan (CIP) and needs identified from the NDSASP analysis.

- **Process to Estimate Costs**
 - *No additional comments.*
- **ND CIP Totals (2026-2035)**
 - *Adam (NDAC) offered details on the system for consideration relative to costs. He noted there are 89 total public-use airports, 46 GA National Plan of Integrated Airport System (NPIAS), eight Commercial Service NPIAS, and 35 Non-NPIAS GA airports. Adam noted that NPIAS airports are federally obligated and are eligible to receive federal funding, whereas non-NPIAS airports are not eligible to receive federal funding.*
 - *Bob (ND IT Dept – GIS) asked why taxiways are so costly.*
 - *Adam (NDAC) offered that taxiways make up a significant portion of an airport’s infrastructure and account for a lot of the airport’s total pavement, especially considering many airports require full or partial parallel taxiways per design standards. Taxiways may need to be constructed or improved to meet capacity needs and require ongoing maintenance.*
- **Summary of Costs by NDSASP Goal Category**
 - *No additional comments.*
- **Next Steps**
 - *No additional comments.*

5. 2025 NDAEIS Update

Georgia Twyerould (KH) closed out the meeting with an update on the NDAEIS. This update provided an overview of the NDAEIS study process, key terminology used to describe impacts, offered details on differences in methodology between the 2025 and 2015 studies, how IMPLAN was used, then highlighted the economic activity at airports and other off-airport aviation related sectors.

- **NDAEIS Process**
 - *No additional comments.*
- **Measures of Economic Impact**
 - *No additional comments.*
- **Categories of Economic Impact**



- *No additional comments.*
- Methodology Difference for Tenant Impacts
 - *No additional comments.*
- Using IMPLAN
 - *No additional comments.*
- NDAEIS Results

Georgia (KH) walked the group through the economic impact results for the following:

 - *On-Airport Core Impacts (Business tenant, airport administration, and capital expenditures)*
 - *Off-Airport Core Impacts (Commercial service and general aviation visitor spending)*
 - *Amanda asked whether there is breakdown between business and leisure travelers. Georgia (KH) noted that the spending is not separated between these two types of travelers, but the data collected from passengers does include the split of business vs. leisure travelers.*
 - *Statewide Core Impacts (Sum of on- and off-airport impacts)*
 - *Comparison of Core Impacts from 2015 to 2025*
 - *Air Force Base Impacts (Grand Forks and Minot Air Force Bases)*
 - *Aircraft/Aerospace Manufacturing Impacts*
 - *UAS Business Impacts*
- NDAEIS Next Steps
 - *Ryan (GFK) asked Georgia (KH) about the release of the individual airport results as he is interested in seeing the final numbers. She noted she would discuss this with NDAC in terms of timing of the release.*

6. Open Discussion

- *Amanda (ND Greater Chamber) relayed she thought the team has done a great job.*
- *Adam (NDAC) offered that KH has done a tremendous amount of work since the project's inception and looks forward to seeing the final deliverables come Spring and Summer.*