



## Chapter 3. Airport Classifications

### 3.1. Introduction

North Dakota's aviation system comprises 89 public-use airports, including both commercial service and general aviation (GA) airports. While commercial service airports are widely recognized for their role in supporting passenger air travel, GA airports play an equally vital role in the state's transportation network. Together, these airports form an integrated system, each serving a distinct purpose to ensure efficient and accessible air transportation across the state.

While together these airports operate as a system, it is also important to recognize that no two airports in North Dakota are the same, making it important to classify airports according to the role they serve within the system. Numerous factors influence the role an airport serves within the system, including physical attributes like runway length, aircraft storage availability, and navigational aids (NAVAIDs), as well as external elements such as geographic location, nearby population density, and access to local markets.

The diversity of North Dakota's airports is a key factor in system planning as every airport does not require the same level of infrastructure. Passenger terminals, large parking facilities, and other amenities would be unnecessary at a GA airport primarily supporting flight training, air cargo operations, recreational flying, agricultural spraying, or corporate aviation. Airports of different sizes, ownership structures, service offerings, and operational capabilities work together to meet a wide range of aviation needs. Some GA airports provide critical services that may not be feasible at larger commercial airports, such as aerial firefighting, pipeline patrol, or agricultural spraying. Others help to reduce congestion at busy commercial service airports by accommodating private and corporate aircraft. Similarly, airports with extensive flight training programs, like Grand Forks International Airport (GFK), support the development of new pilots, ensuring a strong future workforce for the aviation industry. Categorizing airports based on their functions ensures a well-balanced network that continues to support the state's economy, rural and urban connectivity, and critical services, where each airport effectively supports key aviation activities without unnecessary overlap or redundancy.

This chapter provides an overview of the Federal Aviation Administration's (FAA's) National Plan of Integrated Airport Systems (NPIAS) classification process, defines the airport classifications for the 2025 North Dakota State Aviation System Plan (NDSASP), and evaluates non-NPIAS airports to determine eligibility for potential future NPIAS inclusion.

## 3.2. National Plan of Integrated Airport Systems (NPIAS)

As mentioned in **Chapter 1. Introduction**, the FAA oversees aviation facility planning at the national level, which includes the development of the NPIAS. Published biennially in accordance with *Title 49 United States Code (U.S.C.), Section 47103*, the NPIAS identifies aviation facilities across the United States (U.S.) that are considered essential to the National Airspace System (NAS). The latest edition (2025-2029 NPIAS), released in September 2024, classifies these facilities by the role they serve at the federal level, indicating the level of service they provide and the types of infrastructure they support. The NPIAS is updated biennially to reflect the latest available information.

The NPIAS also highlights the infrastructure funding needs associated with Airport Improvement Program (AIP) eligible projects at NPIAS airports for that funding period. AIP funding is federally allocated and restricted to NPIAS facilities. For the 2025-2029 funding period, the NPIAS identifies 3,287 nationwide public-use aviation facilities as essential to the NAS and estimates approximately \$67.5 billion in AIP-eligible development needs between 2025 and 2029.

The NPIAS includes landing sites for fixed-wing aircraft, helicopters, and sea plane bases, with 68% of the nationwide public-use facilities airports included in the NPIAS. Within North Dakota's aviation system, 54 of the 89 public use airports are recognized in the 2025-2029 NPIAS.

### 3.2.1. NPIAS Classification Process

Airports included in the NPIAS are evaluated and classified into distinct roles based on criteria established by the FAA Order 5090.5, *Formulation of the National Plan of Integrated Airport Systems (NPIAS) and the Airports Capital Improvement Plan (ACIP)* (issued September 2019). This revised order cancelled out prior FAA Orders 5090.3C, *Field Formulation of the NPIAS and* 5100.39A, *Airports Capital Improvement Plan*, both issued in 2000.

Classifying facilities for the NPIAS involves multiple steps. First, facilities must meet eligibility criteria through a preliminary screening. This evaluation determines whether existing or proposed aviation facilities not currently part of the NPIAS meet the eligibility requirements for inclusion. Facilities already in the NPIAS have previously passed this screening. The following sections outline the criteria and process for NPIAS eligibility, provided here<sup>1</sup>:

**Existing commercial service airports must meet all the following criteria:**

- Publicly owned, publicly accessible airport
- Receive scheduled air carrier service
- Annually enplane 2,500 or more passengers

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<sup>1</sup> Initial screening requirements sourced from Table 3-3 of FAA Order 5090.5, *Formulation of the NPIAS and ACIP*, 2019.



**Existing GA airports must meet all the following criteria:**

- Operated by a sponsor eligible to receive federal funds and meet FAA grant obligations
- Used by at least 10 operational and airworthy aircraft based at the airport validated against the FAA Aircraft Registry (i.e., basedaircraft.com)
- Located at least 30 miles from the nearest NPIAS airport (including airports located in adjacent states)
- Demonstrates an identifiable role in the national system (such as a Basic, Local, Regional, or National<sup>2</sup>)
- Included in a state or territory aviation system plan with a role similar to the federal role and recommended by the airport's state or territory aviation authority to be a part of the NPIAS
- No significant airfield design standard deficiencies, compliance violations, or wetland or wildlife issues based on a review by the FAA

**Proposed commercial service or GA airports** must meet the applicable eligibility criteria listed above (for existing airports) and meet the following additional requirements:

- Demonstrates how it will meet the operational activity required (for its proposed role) within the first five years of operation through a forecast validated by the FAA
- Provides enhanced facilities that will accommodate the current aviation activity and improve the functionality, as well as provide room for future development based on imminent justified demand
- Shows a benefit-cost analysis rating of 1.0 or more (FAA Order 5100.38, *Airport Improvement Program Handbook* provides information on when and how to conduct a benefit-cost analysis)
- Presents a detailed financial plan for the proposed airport to accomplish its construction and ongoing maintenance
- Level of local support/consensus is adequate to achieve the development of the new airport

**“Special justification”** may be given to an existing or proposed airport that does not meet all criteria listed above in the following cases:

- Operated by or serving needs of a Native American Community
- Identified and used by the U.S. Forest Service, U.S. Marshals, U.S. Customs and Border Patrol, U.S. Postal Service, or has Essential Air Service

Airports that fulfill the initial screening criteria are subsequently categorized as either a Primary or Nonprimary airport. Primary airports are then further classified into a hub size (Large, Medium, Small, and Nonhub), whereas Nonprimary airports are further classified into one of the following roles: National, Regional, Local, Basic, and Unclassified. It's important to note that

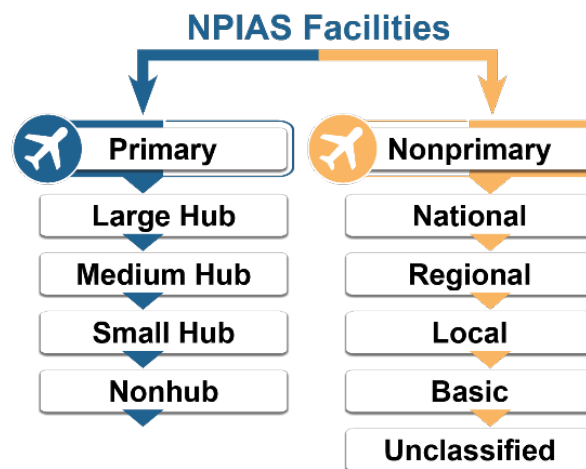
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<sup>2</sup> If an existing NPIAS airport does not meet the criteria for at least a Basic role, it is identified as Unclassified, which is not considered an official FAA “role.” An airport will be considered Unclassified until it can meet criteria for a role presented in **Table 3-2**.

these categories, and associated criteria, were initially established by the 2012 and 2014 FAA ASSET studies to better classify GA airports into distinct roles. As of 2017, the ASSET categories and criteria were integrated into the NPIAS classification process. Therefore, the roles initially identified in the ASSET studies (National, Regional, Local, Basic, and Unclassified) are now reflected in the NPIAS classifications. The Unclassified category is unique because airports in this category do not meet the minimum criteria of a Basic airport and have limited access to federal funding compared to airports in other categories. La Moure Rott Municipal is the only system airport to be categorized as Unclassified in the 2025-2029 NPIAS.

**Figure 3-1** illustrates the federal classification structure, showing the different classifications under the Primary and Nonprimary hierarchy.

**Figure 3-1. Federal Classifications Hierarchy**



Sources: FAA Order 5090.5; Kimley-Horn, 2025.

Primary airports are those that provide scheduled commercial airline service and support a minimum of 10,000 passenger enplanements annually. These airports are further segmented into various hub classifications based on the proportion of total annual enplanements they contribute to the overall U.S. passenger traffic. **Table 3-1** offers an overview of each primary airport hub classification, including its defining characteristics and criteria.

**Table 3-1. Primary Airport Hub Sizes**

Hub Size	Hub Description	Hub Criteria
<b>Large Hub</b>	These airports primarily focus on commercial airline and freight operations, with minimal general aviation (GA) activity.	Receives 1.0 percent or more of the annual U.S. commercial enplanements



Hub Size	Hub Description	Hub Criteria
<b>Medium Hub</b>	These airports typically have ample capacity to handle air carrier operations and a significant amount of general aviation (GA) activity.	Receives 0.25 to 1.0 percent of the annual U.S. commercial enplanements
<b>Small Hub</b>	These airports are generally uncongested, free of major air traffic delays, and may experience considerable general aviation (GA) activity.	Receives 0.05 to 0.25 percent of the annual U.S. commercial service enplanements
<b>Nonhub</b>	These airports form the largest group of primary airports and represent nearly 15 percent of development needs.	Receives less than 0.05 percent but more than 10,000 annual U.S. commercial enplanements

*Sources: FAA Order 5090.5; Kimley-Horn, 2025.*

If an airport does not provide scheduled air service or provides scheduled air service with fewer than 10,000 annual enplanements, it is considered a Nonprimary facility. Nonprimary facilities are classified into five distinct roles that indicate the level of service they provide and the type of users they typically serve. The five roles and the criteria associated with each are presented in **Table 3-2**.

It is essential to highlight that the criteria outlined in **Table 3-2** are applied alongside a thorough evaluation of additional factors and consideration by the FAA during its biennial review process. Furthermore, no facilities can be added to or removed from the NPIAS without close collaboration between the facility, the FAA, and the North Dakota Aeronautics Commission (NDAC).



**Table 3-2. Nonprimary Airport Classifications**

<b>Airport Classification</b>	<b>Classification Description</b>	<b>Classification Criteria (Must Meet at Least One Criterion)</b>
<b>National</b>	High levels of activity that offer alternatives to Primary airports for GA operations, support aviation on a national scale and are located in metropolitan areas near major business centers and accommodate many jet, multiengine, and propeller aircraft.	<ul style="list-style-type: none"><li>• 5,000 or more instrument operations, 11 or more validated based jets, and 20 or more international flights or 500 or more interstate departures</li><li>• 10,000 or more enplanements and at least one carrier enplanement by a large, certificated air carrier</li><li>• 500 million pounds or more of landed cargo weight</li></ul>
<b>Regional</b>	Serves large metropolitan areas and regional economies and have high levels of activity, accommodating jet, multiengine, and propeller aircraft.	<ul style="list-style-type: none"><li>• In a metropolitan or micropolitan statistical area, 10 or more domestic flights over 500 miles, 1,000 or more instrument operations, and 1 or more validated based jets or 100 or more validated based aircraft</li><li>• Nonprimary commercial service airport (requiring scheduled service) within a metropolitan statistical area</li><li>• Currently designated by the FAA as a reliever with 90 or more validated based aircraft</li></ul>
<b>Local</b>	Provides access for local communities to regional and local markets and are commonly located near larger population centers with moderate activity levels serving some multiengine or propeller aircraft.	<ul style="list-style-type: none"><li>• Publicly owned, 10 or more instrument operations, and 15 or more validated based aircraft</li><li>• Publicly owned and 2,500 or more annual enplanements</li></ul>



Airport Classification	Classification Description	Classification Criteria (Must Meet at Least One Criterion)
<b>Basic</b>	Provides a link for a community to the national system, see moderate activity levels that support GA operations such as private flying, medical or firefighting and support occasional to no activity for propeller driven and jet aircraft.	<ul style="list-style-type: none"><li>Publicly owned with 10 or more validated based aircraft, or four or more validated based helicopters if a heliport</li><li>Publicly owned and located 30 or more miles from the nearest NPIAS airport</li><li>Owned by or serving a Native American Community</li><li>Identified and used by the U.S. Forest Service, U.S. Marshals, U.S. Customs and Border Protection, U.S. Postal Service, or has Essential Air Service</li><li>A new or replacement publicly owned airport that has opened within the last 10 years</li><li>Unique circumstances related to special aeronautical use</li></ul>
<b>Unclassified</b>	Receives very limited activity with some having no based aircraft.	<ul style="list-style-type: none"><li>Airports that do not meet one of the criteria in other nonprimary roles are considered Unclassified. These facilities are evaluated with the normal biennial NPIAS review cycle and reclassified accordingly.</li></ul>

Sources: FAA Order 5090.5; Kimley-Horn, 2025.

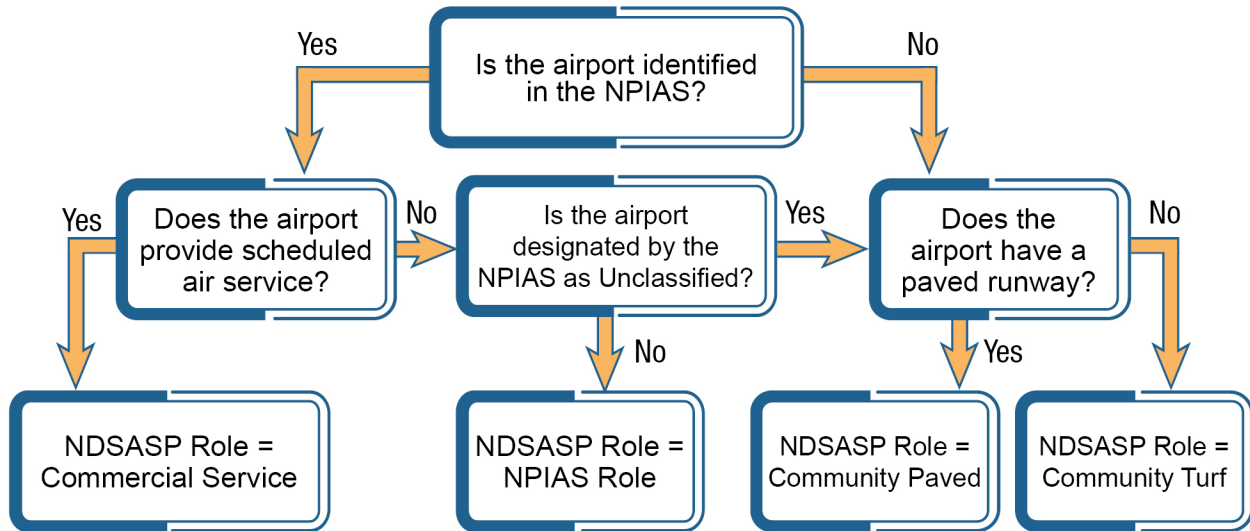


### 3.3. 2025 NDSASP Classification

As mentioned in **Section 3.1**, the 89 airports included in North Dakota's aviation system serve a variety of critical roles that support transportation, connectivity, quality of life, emergency response, and economic development across the state. Prior to the FAA ASSET study publication, and its ultimate integration into the NPIAS, many state system plans established a unique methodology to identify the roles that GA airports served in the state. With the NPIAS now offering criteria to better classify Nonprimary airports based on the unique roles they serve, many states are adopting the NPIAS classifications as their state classifications. The 2014 NDSASP was the first iteration of the state's system plan that used the same classifications and criteria used at the federal level to classify system airports, with a slight modification to airports that provided scheduled air service and to airports categorized as Unclassified. With North Dakota's aviation system also recognizing non-NPIAS airports, additional criteria were included to assign roles to those airports as well. The methodology for assigning classifications at the state level remains consistent with the 2014 approach. This methodology classifies any airport offering scheduled air service as serving a commercial service role, regardless of its federal designation as Primary or Nonprimary. Other Nonprimary airports, excluding NPIAS Unclassified airports, that do not offer scheduled air service are identified as serving the same role as their NPIAS role. The Unclassified and non-NPIAS airports are then classified as either Community Paved or Community Turf based on their primary runway surface. **Figure 3-2** illustrates the 2025 NDSASP methodology, outlining how airports are categorized within the state's aviation system. The 2025 NDSASP classifications and associated 2025-2029 NPIAS classifications for the system airports are listed in **Table 3-3**. Airports are listed in alphabetical order by associated city. The hub size for Primary airports is also included in **Table 3-3** for additional context. A map figure presenting the 2025 NDSASP classifications is presented in **Figure 3-3**, following **Table 3-3**.



**Figure 3-2. NDSASP Airport Classification System**



Sources: Kimley-Horn, 2025.

**Table 3-3. 2025 NDSASP Facility Categories**

Associated City	Airport Name	FAA ID	2025 NDSASP Role	2025-2029 NPIAS Role
<b>Arthur</b>	Arthur	1A2	Community Turf	Non-NPIAS
<b>Ashley</b>	Ashley Municipal	ASY	Local	Local
<b>Beach</b>	Beach	20U	Basic	Basic
<b>Beulah</b>	Beulah Municipal	95D	Community Paved	Non-NPIAS
<b>Bismarck</b>	Bismarck Municipal	BIS	Commercial Service	Primary (Nonhub)
<b>Bottineau</b>	Bottineau Municipal	D09	Local	Local
<b>Bowbells</b>	Bowbells Municipal	5B4	Community Turf	Non-NPIAS
<b>Bowman</b>	Bowman Regional	BWW	Local	Local
<b>Cando</b>	Cando Municipal	9D7	Basic	Basic
<b>Carrington</b>	Carrington Municipal	46D	Basic	Basic
<b>Casselton</b>	Casselton Robert Miller Regional	5N8	Local	Local
<b>Cavalier</b>	Cavalier Municipal	2C8	Local	Local



Associated City	Airport Name	FAA ID	2025 NDSASP Role	2025-2029 NPIAS Role
<b>Columbus</b>	Columbus Municipal	D49	Community Turf	Non-NPIAS
<b>Cooperstown</b>	Cooperstown Municipal	S32	Local	Local
<b>Crosby</b>	Crosby Municipal	D50	Local	Local
<b>Devils Lake</b>	Devils Lake Regional	DVL	Commercial Service	Local
<b>Dickinson</b>	Dickinson - Roosevelt Regional	DIK	Commercial Service	Primary (Nonhub)
<b>Drayton</b>	Drayton Municipal	D29	Community Paved	Non-NPIAS
<b>Dunseith</b>	International Peace Garden	S28	Basic	Basic
<b>Edgeley</b>	Edgeley Municipal	51D	Basic	Basic
<b>Elgin</b>	Elgin Municipal	Y71	Community Turf	Non-NPIAS
<b>Ellendale</b>	Ellendale Municipal	4E7	Basic	Basic
<b>Enderlin</b>	Sky Haven	5N4	Community Paved	Non-NPIAS
<b>Fargo</b>	Hector International	FAR	Commercial Service	Primary (Small Hub)
<b>Fessenden</b>	Fessenden - Streibel Municipal	D24	Community Turf	Non-NPIAS
<b>Fort Yates</b>	Standing Rock	Y27	Basic	Basic
<b>Gackle</b>	Gackle Municipal	9G9	Community Turf	Non-NPIAS
<b>Garrison</b>	Garrison Municipal	D05	Local	Local
<b>Glen Ullin</b>	Glen Ullin Regional	D57	Basic	Basic
<b>Grafton</b>	Hutson Field	GAF	Local	Local
<b>Grand Forks</b>	Grand Forks International	GFK	Commercial Service	Primary (Nonhub)
<b>Gwinner</b>	Gwinner - Roger Melroe Field	GWR	Basic	Basic



Associated City	Airport Name	FAA ID	2025 NDSASP Role	2025-2029 NPIAS Role
<b>Harvey</b>	Harvey Municipal	5H4	Basic	Basic
<b>Hazelton</b>	Hazelton Municipal	6H8	Community Turf	Non-NPIAS
<b>Hazen</b>	Mercer County Regional	HZE	Local	Local
<b>Hettinger</b>	JB Lindquist Regional	HEI	Local	Local
<b>Hillsboro</b>	Hillsboro Municipal	3H4	Local	Local
<b>Jamestown</b>	Jamestown Regional	JMS	Commercial Service	Primary (NonHub)
<b>Kenmare</b>	Kenmare Municipal	7K5	Local	Local
<b>Killdeer</b>	Dunn County - Weydahl Field	9Y1	Community Paved	Non-NPIAS
<b>Kindred</b>	Robert Odegaard Field	K74	Local	Local
<b>Kulm</b>	Kulm Municipal	D03	Community Turf	Non-NPIAS
<b>La Moure</b>	La Moure Rott Municipal	4F9	Community Paved*	Unclassified
<b>Lakota</b>	Lakota Municipal	5L0	Basic	Basic
<b>Langdon</b>	Robertson Field	D55	Local	Local
<b>Larimore</b>	Larimore Municipal	2L1	Community Paved	Non-NPIAS
<b>Leeds</b>	Leeds Municipal	D31	Community Paved	Non-NPIAS
<b>Lidgerwood</b>	Lidgerwood Municipal	4N4	Community Turf	Non-NPIAS
<b>Linton</b>	Linton Municipal	7L2	Local	Local
<b>Lisbon</b>	Lisbon Municipal	6L3	Basic	Basic
<b>Maddock</b>	Maddock Municipal	6D3	Community Paved	Non-NPIAS
<b>Mandan</b>	Mandan Regional - Lawler Field	Y19	Local	Local



Associated City	Airport Name	FAA ID	2025 NDSASP Role	2025-2029 NPIAS Role
<b>Mayville</b>	Mayville Municipal	D56	Community Paved	Non-NPIAS
<b>McClusky</b>	McClusky Municipal	7G2	Community Turf	Non-NPIAS
<b>McVile</b>	McVile Municipal	8M6	Community Turf	Non-NPIAS
<b>Milnor</b>	Milnor Municipal	4R6	Community Turf	Non-NPIAS
<b>Minot</b>	Minot International	MOT	Commercial Service	Primary (Nonhub)
<b>Minto</b>	Minto Municipal	D06	Community Paved	Non-NPIAS
<b>Mohall</b>	Mohall Municipal	HBC	Local	Local
<b>Mott</b>	Mott Municipal	3P3	Basic	Basic
<b>Napoleon</b>	Napoleon Municipal	5B5	Community Paved	Non-NPIAS
<b>New Rockford</b>	Tomlinson Field	8J7	Community Paved	Non-NPIAS
<b>New Town</b>	New Town Municipal	05D	Community Paved	Non-NPIAS
<b>Northwood</b>	Northwood Muni - Vince Field	4V4	Local	Local
<b>Oakes</b>	Oakes Municipal	2D5	Local	Local
<b>Page</b>	Page Regional	64G	Community Paved	Non-NPIAS
<b>Park River</b>	Park River - W C Skjerven Field	Y37	Basic	Basic
<b>Parshall</b>	Parshall - Hankins	Y74	Basic	Basic
<b>Pembina</b>	Pembina Municipal	PMB	Basic	Basic
<b>Plaza</b>	Trulson Field	Y99	Community Turf	Non-NPIAS
<b>Richardton</b>	Richardton Municipal	4E8	Community Turf	Non-NPIAS
<b>Riverdale</b>	Garrison Dam Recreational Airport	37N	Community Turf	Non-NPIAS

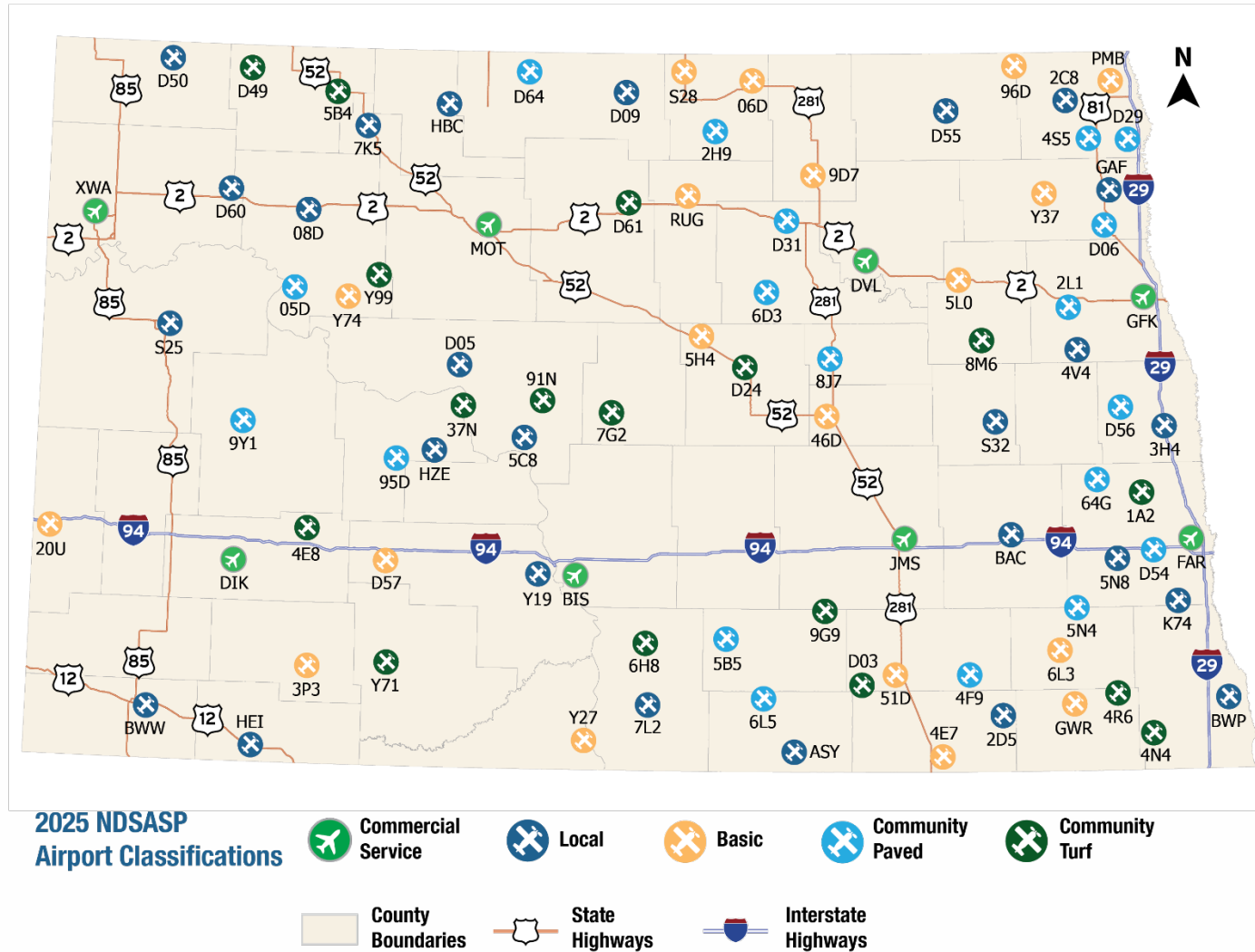


Associated City	Airport Name	FAA ID	2025 NDSASP Role	2025-2029 NPIAS Role
<b>Rolette</b>	Rolette	2H9	Community Paved	Non-NPIAS
<b>Rolla</b>	Rolla Municipal	06D	Basic	Basic
<b>Rugby</b>	Rugby Municipal	RUG	Basic	Basic
<b>St Thomas</b>	St. Thomas Municipal	4S5	Community Paved	Non-NPIAS
<b>Stanley</b>	Stanley Municipal	08D	Local	Local
<b>Tioga</b>	Tioga Municipal	D60	Local	Local
<b>Towner</b>	Towner Municipal	D61	Community Turf	Non-NPIAS
<b>Turtle Lake</b>	Turtle Lake Municipal	91N	Community Turf	Non-NPIAS
<b>Valley City</b>	Barnes County Municipal	BAC	Local	Local
<b>Wahpeton</b>	Harry Stern	BWP	Local	Local
<b>Walhalla</b>	Walhalla Municipal	96D	Basic	Basic
<b>Washburn</b>	Washburn Municipal	5C8	Local	Local
<b>Watford City</b>	Watford City Municipal	S25	Local	Local
<b>West Fargo</b>	West Fargo Municipal	D54	Community Paved	Non-NPIAS
<b>Westhope</b>	Westhope Municipal	D64	Community Paved	Non-NPIAS
<b>Williston</b>	Williston Basin International	XWA	Commercial Service	Primary (Nonhub)
<b>Wishek</b>	Wishek Municipal	6L5	Community Paved	Non-NPIAS

*Note: \*La Moure Rott Municipal Airport is part of the NPIAS, but due to its Unclassified designation its role in the NDSASP is effectively that of a Community Paved airport. Sources: 2025-2029 NPIAS; Marr Arnold Planning, 2025; Kimley-Horn, 2025.*



Figure 3-3. 2025 NDSASP Classifications Map



Source: 2025-2029 NPIAS; Marr Arnold Planning, 2025; Kimley-Horn, 2025.



### 3.4. Recommendations for NPIAS Inclusion

Given that the NPIAS is updated every two years, it is important to evaluate changes in the system to determine if non-NPIAS airports have the potential to become eligible for inclusion in future iterations. The 35 non-NPIAS airports included in the 2025 NDSASP were evaluated using current data and the minimum entry criteria for GA airports outlined in **Section 3.2.1**. This analysis assumes that each airport has an eligible sponsor capable of receiving federal funds and can adhere to FAA grant assurances. Additionally, airports with at least eight based aircrafts are presumed to meet the minimum requirements of 10 based aircraft by the next NPIAS planning cycle. The evaluation considers the inclusion in the NDSASP, proximity to meet the nearest NPIAS airport, number of based aircraft, and whether the airport met operational standards without known deficiencies or compliance violations.

As presented in **Table 3-4** only one non-NPIAS airport, Dunn County – Weydahl Field (9Y1) is potentially eligible for inclusion into a future NPIAS publication. Although the airport currently has eight based aircraft, it is anticipated they will meet the minimum requirement of 10 based aircraft by the next NPIAS planning cycle. 9Y1 plays a critical role in supporting North Dakota’s oil industry and has experienced significant public and private investment since 2014, highlighting its importance within the region and to the state’s system. The FAA is aware of the growth and investment occurring at 9Y1 and has been coordinating with NDAC regarding the future of the airport. NDAC is actively monitoring this airport for future inclusion into the NPIAS for the next planning cycle and will continue to coordinate closely with the FAA to support this effort.

While only one of the non-NPIAS airports is considered eligible for NPIAS inclusion based on the initial screening requirements, the other non-NPIAS airports were evaluated to determine if they met the “special justification” considerations included in **Section 3.2.1**. Data sources listed in Appendix C of the *2025-2029 NPIAS* were reviewed for this evaluation but did not provide adequate data to make a recommendation. Some of these airports may meet one of the “special justification” criteria, such as serving or being operated by a Native American Community or otherwise serving specific needs that may be deemed a “special justification” upon FAA review, however none of these non-NPIAS airports have expressed interest in obtaining NPIAS status at the time of this report. Ongoing evaluation of their operations, growth, and regional importance, and continued coordination with NDAC, will help determine if future inclusion may be warranted.

While not a part of the NPIAS inclusion analysis presented in **Table 3-4**, La Moure Rott Municipal Airport is of particular note because the facility has long been assigned the status of Unclassified in the NPIAS due to low based aircraft counts and the fact that the city’s airport authority does not own the airport property but instead holds a long-term lease from a private landowner. It is the goal of NDAC and the city of La Moure for the airport to become classified with a role of at least Basic and are therefore working together to acquire the land the airfield occupies and attract new based aircraft to the site.



**Table 3-4. NPIAS Re-evaluation Results for Non-NPIAS Airports in the 2024 NDSASP**

Associated City	Airport Name	FAA ID	Part of NDSASP?	30+ Miles from Nearest NPIAS Airport?	10+ Based Aircraft?	Compliance Violations?	Eligible for NPIAS Inclusion?
<b>Arthur</b>	Arthur Airport	1A2	Yes	No	No	Yes	No
<b>Beulah</b>	Beulah Municipal Airport	95D	Yes	No	Yes	Yes	No
<b>Bowbells</b>	Bowbells Municipal	5B4	Yes	No	No	Yes	No
<b>Columbus</b>	Columbus Municipal	D49	Yes	No	No	Yes	No
<b>Drayton</b>	Drayton Municipal	D29	Yes	No	No	Yes	No
<b>Elgin</b>	Elgin Municipal	Y71	Yes	No	No	Yes	No
<b>Enderlin</b>	Sky Haven Airport	5N4	Yes	No	Yes	Yes	No
<b>Fargo</b>	West Fargo Municipal	D54	Yes	No	Yes	Yes	No
<b>Fessenden</b>	Fessenden-Streibel Municipal	D24	Yes	No	No	Yes	No
<b>Gackle</b>	Gackle Municipal	9G9	Yes	No	No	Yes	No
<b>Hazelton</b>	Hazelton Municipal	6H8	Yes	No	No	Yes	No
<b>Killdeer</b>	Dunn County-Weydahl Field	9Y1	Yes	Yes	Yes	No	<b>Yes</b>
<b>Kulm</b>	Kulm Municipal	D03	Yes	No	Yes	Yes	No

Associated City	Airport Name	FAA ID	Part of NDSASP?	30+ Miles from Nearest NPIAS Airport?	10+ Based Aircraft?	Compliance Violations?	Eligible for NPIAS Inclusion?
<b>Larimore</b>	Larimore Municipal	2L1	Yes	No	Yes	Yes	No
<b>Leeds</b>	Leeds Municipal	D31	Yes	No	No	Yes	No
<b>Lidgerwood</b>	Lidgerwood Municipal	4N4	Yes	No	No	Yes	No
<b>Maddock</b>	Maddock Municipal	6D3	Yes	No	Yes	Yes	No
<b>Mayville</b>	Mayville Municipal	D56	Yes	No	Yes	Yes	No
<b>McClusky</b>	McClusky Municipal	7G2	Yes	No	No	Yes	No
<b>McVile</b>	McVile Municipal	8M6	Yes	No	No	Yes	No
<b>Milnor</b>	Milnor Municipal	4R6	Yes	No	No	Yes	No
<b>Minto</b>	Minto Municipal	D06	Yes	No	No	Yes	No
<b>Napoleon</b>	Napoleon Municipal	5B5	Yes	Yes*	No	Yes	No
<b>New Rockford</b>	Tomlinson Field	8J7	Yes	No	No	Yes	No
<b>New Town</b>	New Town Municipal	05D	Yes	No	Yes	Yes	No
<b>Page</b>	Page Regional	64G	Yes	No	Yes	Yes	No
<b>Plaza</b>	Trulson Field Airport	Y99	Yes	No	No	Yes	No

Associated City	Airport Name	FAA ID	Part of NDSASP?	30+ Miles from Nearest NPIAS Airport?	10+ Based Aircraft?	Compliance Violations?	Eligible for NPIAS Inclusion?
<b>Richardton</b>	Richardton	4E8	Yes	No	No	Yes	No
<b>Riverdale</b>	Garrison Dam Recreational Airpark	37N	Yes	No	No	Yes	No
<b>Rolette</b>	Rolette Airport	2H9	Yes	No	No	Yes	No
<b>St Thomas</b>	St. Thomas Municipal	4S5	Yes	No	No	Yes	No
<b>Towner</b>	Towner Municipal	D61	Yes	No	No	Yes	No
<b>Turtle Lake</b>	Turtle Lake Municipal	91N	Yes	No	No	Yes	No
<b>Westhope</b>	Westhope Municipal	D64	Yes	No	No	Yes	No
<b>Wishek</b>	Wishek Municipal	6L5	Yes	No	No	Yes	No

*Notes: \*A portion of Napoleon Municipal Airport is 30 nautical miles from the nearest NPIAS airport. Airports were considered as having design deficiencies and/or compliance violations if they have non-compliant Runway Safety Areas, if there are taxiway design standard deficiencies, or if the airport does not meet FAA runway to taxiway separation standards. Based aircraft counts are not validated by the FAA as these airports are not currently included in the NPIAS. Sources: FAA Form 5010; 2025-2029 NPIAS; BasedAircraft.com; FAA Order 5090.5; FAA Advisory Circular 150/5300-13B; Google Earth; Marr Arnold Planning, 2025; Kimley-Horn, 2025.*



### 3.5. Summary

There is a diverse range of aviation activity occurring across North Dakota's aviation system. This diversity encompasses a range of operations including commercial flights, agricultural aviation, air medical transport, flight training, and recreational flying. North Dakota's aviation sector plays a crucial role in the state's economy by providing essential services, generating employment, and supporting various industries. Establishing roles and categorizing system facilities is a vital component of the aviation system planning process, allowing the NDAC to make coordinated, data-informed decisions that guide projected development and policy recommendations. The airport classifications presented in this chapter serve as the foundation for evaluating performance measures and indicators in subsequent chapters, as well as for informing final recommendations and considerations.