Chapter 4. Inventory

4.1. Introduction

To gain a thorough understanding of the current state of airport facilities, services, and activities, an extensive data collection effort was conducted early in the development of the 2025 North Dakota State Aviation System Plan (2025 NDSASP). A comprehensive and accurate dataset is crucial as it underpins many subsequent elements of the NDSASP, including both the existing and future system performance analysis. Beyond assessing current performance, this data serves as a foundational resource for the NDAC to monitor trends, guide policy, and make informed decisions about future system enhancements over time.

This chapter provides an overview of the inventory process and presents the data that is used to assess the Performance Measures (PMs) and Performance Indicators (PIs) presented in Chapter 2. Study Framework and presented in **Chapter 6. Existing System Performance**. The chapter is organized into the following sub-sections.

- 4.2. Inventory and Data Collection Process
- 4.3. 2025 NDSASP Data by Goal
- 4.4. Summary

4.2. Inventory and Data Collection Process

The primary source of inventory data for the 2025 NDSASP was airport representatives. Data was gathered from airport staff, managers, or other secondary contacts using a 19-page Airport Manager Survey (AMS). The AMS was organized into nine major sections and included questions that were required to evaluate the PMs and PIs, as well as additional data requests that were of particular interest to the North Dakota Aeronautics Commission (NDAC). The AMS was customized into two survey versions: one tailored for the 81 general aviation (GA) airports and another for the eight commercial service airports. These versions included slight variations to address the specific needs of GA and commercial service airports. **Table 4-1** summarizes the types of information requested in the AMS, by section. It is important to note that the AMS also included questions related to the 2025 North Dakota Aviation Economic Impact Study (2025 NDAEIS). Further details on the data collection for the 2025 NDAEIS can be found in **Chapter X: 2025 North Dakota Aviation Economic Impact Study.**

Table 4-1. 2025 NDSASP Airport Manager Survey Data Sections and Categories

2025 NDSASP Airport Manager Survey Section	Example Data Categories
General Airport Information	• Airport Contact Information
Facilities and Services	• Terminal or Fixed Base Operator Information • Fuel

Aircraft Storage	• Based Aircraft Hangars
	  ◦ Private Hangars
	  ◦ Public T-Hangars
	  ◦ Public Conventional/Box Storage Hangars
	• Aircraft Tie-downs

Airport Activity	• Aerial Agriculture • Flight Training • Aerial Medical Operations • Aircraft Mechanic Operations • Uncrewed Aircraft Systems (UAS) • Aircraft Electrification Infrastructure
Planning and Airport Preservation	• Community Engagement • Land Use and Airport Planning • Public Funding and Insurance • Airport Self-Inspection • Snow Removal
Runway Protection Zones	• Percent Control of Runway Protection Zones (RPZs) • Control Method for RPZs

Sources: 2025 NDSASP Airport Manager Survey; Kimley-Horn, 2025.

Before distribution, the surveys were pre-populated with the airport's name as well as aerial images that presented the boundaries of the RPZ, which were made available by the NDAC. Once pre-populated, the surveys were both mailed and emailed to the primary and secondary airport representatives. Recipients of the AMS were asked to review and complete the surveys to the best of their ability and were informed that a member of the project team would reach out and schedule an in-person or virtual site visit. Of North Dakota's 89 public-use airports, all

commercial service airports (8) received in-person site visits, while virtual (over-the-phone) site visits were conducted at the 81 GA airports. The site visits (both in-person and virtual) were essential for all airports, ensuring support for the extensive data request while allowing the project team to address survey-related questions and assist with completion. The project team and NDAC followed up with airports as needed to collect any missing data items. Up to three attempts were made to contact any airports that had missing data. Data that airports were unable to provide and that was unknown by NDAC is presented as "Not Provided" in the subsequent sections and subsections.

4.3. 2025 NDSASP Data by Goal

The following subsections introduce each goal and its associated PMs and PIs as well as present all related data in tabular format. This information is used to assess the 2025 NDSASP PMs and PIs, which are introduced in **Chapter 2. Study Framework**. This data was collected via the AMS as well as from publicly available data sources. The data that is presented throughout this chapter is used to analyze existing system performance. The results of the existing system performance analyses are presented in **Chapter 6. Existing System Performance.** This chapter only presents the data in tabular format associated with the PMs and PIs for each goal.

4.3.1. Goal 1: Maintain a Safe Aviation System

The following provides the inventory information for the PMs and PIs associated with the Maintain a Safe Aviation System goal and is presented in the following order:

PMs:

- Percent of airports with clear approaches to all runway ends
- Percent of airports that control Runway Protection Zones (RPZs) through fee simple ownership or easements for all runways ends
- Percent of airports with public gatherings in the RPZs (stadiums, parks, large public or commercial buildings, parking lots, or other similar spaces) for all runway ends

PIs:

- Percent of airports with roads, railroads, or structures not utilized for public gatherings in the RPZs for all runway ends

The data tables associated with the PMs and PIs of Goal 1 are presented at the conclusion of the text for this goal.

4.3.1.1. PM: Percent of Airports with Clear Approaches to all Runway Ends

Obstructions within approach surfaces can pose a hazard to aircraft operations, particularly during critical phases of flight such as takeoff and landing. The Federal Aviation Administration (FAA), through Federal Aviation Regulation (FAR) Part 77, established standards for

determining obstructions to navigable airspace. These regulations define imaginary surfaces around airports, such as approach surfaces, transitional surfaces, horizontal and conical surfaces, that must be identified and mitigated to ensure the safe and efficient movement of aircraft. Maintaining clear approach surfaces is essential for preserving airport safety, minimizing the risk of accidents, and supporting future airport development.

The airport's most recent Airport Master Record (AMR), available from the FAA's Airport Data Information Portal (ADIP), was used to identify obstructions within the approach surfaces for all runway ends. This information is presented by runway, with a "/" to separate runway ends, and is in Columns 2, 4, 6, and 8 of **Table 4-2**.

4.3.1.2. PM: Percent of Airports that Control RPZs through Fee Simple Ownership or Easement for all Runway Ends

According to FAA Advisory Circular (AC) 150/5300-13B, *Airport Design,* an RPZ is an imaginary trapezoidal area at ground level located prior to the threshold or beyond the runway end designed to enhance the safety and protection of people and property on the ground. RPZs play a critical role in safeguarding aircraft during takeoff and landing, which are the riskiest phases of flight due to the low altitude and transitional nature of these operations.

Controlling the land within an airport's RPZ is crucial for protecting the airport from future encroaching development and allowing for continued safe aircraft operations. The FAA emphasizes that airports should completely control the land within their RPZ to prevent incompatible development. Airports may control the land within their RPZ through avigation easements or fee simple ownership. Fee simple ownership is the best method of control as it gives the airport complete ownership and rights to control the land and airspace within an RPZ, however, an avigation easement may also be helpful in giving the airport some control over the land to restrict certain types of uses and prevent airspace obstructions.

As part of the data collection process, airport representatives were asked to report the percentage of land they control within their RPZs, regardless of the specific type of ownership or control mechanism. This information is presented in Columns 2, 4, 6, and 8 of **Table 4-3**. Data is presented by runway with a "/" to separate the runway ends.

4.3.1.3. PM: Percent of Airports with Public Gatherings in the RPZs For All Runway Ends

Ensuring that an airport operates at the highest level of safety requires diligent management of the airfield and its designated safety areas, including the RPZ. The FAA strongly discourages land uses within the RPZ that facilitate public gatherings. Certain land uses are classified as "public gathering" due to the potential for large numbers of people in a concentrated area. These include schools, churches, stadiums, parks, outdoor event venues, parking lots, commercial establishments such as restaurants or shopping centers, and other similar uses. Uses that facilitate public gatherings are considered incompatible with the RPZ due to the increased potential for injury in the event of an aircraft undershoot, overshoot, or other

emergencies. Maintaining RPZs that are clear of public gatherings is a fundamental component of safe airport operations and land use planning.

Each GA airport's most recent inspection report, provided by NDAC, was reviewed to identify the characteristics found in its RPZs. Since NDAC inspection reports are unavailable for commercial service airports, recent Airport Layout Plans (ALPs) and aerial imagery were reviewed to identify RPZ characteristics. This information is presented by runway with a "/" to separate runway ends and is in in Columns 2, 4, 6, and 8 of **Table 4-4.**

4.3.1.4. PI: Percent of Airports with Roads, Railroads, or Structures Not Utilized for Public Gatherings in the RPZs for all Runway Ends

As mentioned in **Section 4.3.1.2.,** it is recommended by the FAA that RPZs are kept clear of obstructions, which includes public right-of-way (ROW) infrastructure, such as roads and railroads, as well as structures that does not attract crowds or public gatherings, such as a storage shed. In many instances, it is not reasonable or feasible to remove and reroute existing ROW infrastructure or uses that do not pose a significant threat. It is still important to understand how many airports in the system have roads, railroads, or structures not utilized for public gatherings in the RPZ even if loss of life or damage may not be as significant as the uses listed in **Section 4.3.1.2**.

The RPZ characteristics presented in **Table 4-4** Columns 2, 4, 6, and 8 of show if roads, railroads, or structures not utilized for public gatherings are present. Data is presented by runway with a "/" to separate the runway ends.

Table 4-2. Goal 1: Maintain a Safe Aviation System – Data Table for Clear Approaches

Airport Information			Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8
Associated City	Airport Name	FAA ID	Rwy 1 Orientation	Clear Approaches Rwy 1	Rwy 2 Orientation	Clear Approaches Rwy 2	Rwy 3 Orientation	Clear Approaches Rwy 3	Rwy 4 Orientation	Clear Approaches Rwy 4
Commercial Service										
Bismarck	Bismarck Municipal Airport	BIS	13/31	Pole / Clear	03/21	Clear / Clear	N/A	N/A	N/A	N/A
Devils Lake	Devils Lake Regional Airport	DVL	13/31	Clear / Building	03/21	Road / Trees	N/A	N/A	N/A	N/A
Dickinson	Dickinson – Roosevelt Regional Airport	DIK	14/32	Pole / Road	07/25	Clear / Road	N/A	N/A	N/A	N/A
Fargo	Hector International Airport	FAR	18/36	Clear / Clear	09/27	Clear / Pole	13/31	Road / Road	N/A	N/A
Grand Forks	Grand Forks International Airport	GFK	17R/35L	Clear / Clear	09L/27R	Clear / Clear	17L/35R	Clear / Clear	09R/27L	Clear / Clear
Jamestown	Jamestown Regional Airport	JMS	13/31	Tree / Clear	04/22	Clear / Clear	N/A	N/A	N/A	N/A
Minot	Minot International Airport	MOT	13/31	Clear / Clear	08/26	Trees / Clear	N/A	N/A	N/A	N/A
Williston	Williston Basin International Airport	XWA	14/32	Clear / Clear	04/22	Clear / Clear	N/A	N/A	N/A	N/A
General Aviation										
Arthur	Arthur Airport	1A2	17/35	Clear / Road	N/A	N/A	N/A	N/A	N/A	N/A
Ashley	Ashley Municipal Airport	ASY	15/33	Clear / Clear	N/A	N/A	N/A	N/A	N/A	N/A
Beach	Beach Airport	20U	12/30	Clear / Clear	N/A	N/A	N/A	N/A	N/A	N/A
Beulah	Beulah Municipal Airport	95D	10/28	Fence / Road	N/A	N/A	N/A	N/A	N/A	N/A
Bottineau	Bottineau Municipal Airport	D09	13/31	Road / Clear	03/21	Clear / Road	N/A	N/A	N/A	N/A
Bowbells	Bowbells Municipal Airport	5B4	08/26	Trees / Railroad	N/A	N/A	N/A	N/A	N/A	N/A

Table 4-2. (Continued) Goal 1: Maintain a Safe Aviation System – Data Table for Clear Approaches

Airport Information			Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8
Associated City	Airport Name	FAA ID	Rwy 1 Orientation	Clear Approaches Rwy 1	Rwy 2 Orientation	Clear Approaches Rwy 2	Rwy 3 Orientation	Clear Approaches Rwy 3	Rwy 4 Orientation	Clear Approaches Rwy 4
General Aviation										
Bowman	Bowman Regional Airport	BWW	13/31	Clear / Clear	N/A	N/A	N/A	N/A	N/A	N/A
Cando	Cando Municipal Airport	9D7	16/34	Clear / Clear	N/A	N/A	N/A	N/A	N/A	N/A
Carrington	Carrington Municipal Airport	46D	13/31	Clear / Clear	N/A	N/A	N/A	N/A	N/A	N/A
Casselton	Casselton Robert Miller Regional Airport	5N8	13/31	Clear / Clear	N/A	N/A	N/A	N/A	N/A	N/A
Cavalier	Cavalier Municipal Airport	2C8	16/34	Clear / Clear	N/A	N/A	N/A	N/A	N/A	N/A
Columbus	Columbus Municipal Airport	D49	07/25	Clear / Road	N/A	N/A	N/A	N/A	N/A	N/A
Cooperstown	Cooperstown Municipal Airport	S32	13/31	Clear / Clear	N/A	N/A	N/A	N/A	N/A	N/A
Crosby	Crosby Municipal Airport	D50	13/31	Clear / Clear	03/21	Clear / Clear	N/A	N/A	N/A	N/A
Drayton	Drayton Municipal Airport	D29	17/35	Clear / Clear**	N/A	N/A	N/A	N/A	N/A	N/A
Dunseith	International Peace Garden Airport	S28	11/29	Clear / Clear	N/A	N/A	N/A	N/A	N/A	N/A
Edgeley	Edgeley Municipal Airport	51D	14/32	Clear / Clear	09/27	Clear / Clear	N/A	N/A	N/A	N/A
Elgin	Elgin Municipal Airport	Y71	12/30	Clear / Clear	N/A	N/A	N/A	N/A	N/A	N/A
Ellendale	Ellendale Municipal Airport	4E7	13/31	Clear / Clear	17/35	Clear / Clear	N/A	N/A	N/A	N/A
Enderlin	Sky Haven Airport	5N4	12/30	Road / Clear	N/A	N/A	N/A	N/A	N/A	N/A
Fessenden	Fessenden – Streibel Municipal Airport	D24	08/26	Clear / Clear	N/A	N/A	N/A	N/A	N/A	N/A

Table 4-2. (Continued) Goal 1: Maintain a Safe Aviation System – Data Table for Clear Approaches

Airport Information			Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8
Associated City	Airport Name	FAA ID	Rwy 1 Orientation	Clear Approaches Rwy 1	Rwy 2 Orientation	Clear Approaches Rwy 2	Rwy 3 Orientation	Clear Approaches Rwy 3	Rwy 4 Orientation	Clear Approaches Rwy 4
General Aviation										
Fort Yates	Standing Rock Airport	Y27	14/32	Clear / Fence	N/A	N/A	N/A	N/A	N/A	N/A
Gackle	Gackle Municipal Airport	9G9	08/26	Clear / Clear	17/35	Clear / Clear	N/A	N/A	N/A	N/A
Garrison	Garrison Municipal Airport	D05	13/31	Clear / Clear	03/21	Clear / Clear	N/A	N/A	N/A	N/A
Glen Ullin	Glen Ullin Regional Airport	D57	11/29	Clear / Clear	N/A	N/A	N/A	N/A	N/A	N/A
Grafton	Hutson Field	GAF	17/35	Clear / Clear	08/26	Clear / Clear	N/A	N/A	N/A	N/A
Gwinner	Gwinner – Roger Melroe Field	GWR	16/34	Clear / Clear	06/24	Clear / Clear	N/A	N/A	N/A	N/A
Harvey	Harvey Municipal Airport	5H4	11/29	Clear / Clear	N/A	N/A	N/A	N/A	N/A	N/A
Hazelton	Hazelton Municipal Airport	6H8	17/35	Road / Pipeline	N/A	N/A	N/A	N/A	N/A	N/A
Hazen	Mercer County Regional Airport	HZE	15/33	Clear / Clear	N/A	N/A	N/A	N/A	N/A	N/A
Hettinger	Hettinger Municipal Airport	HEI	12/30	Clear / Clear	17/35	Clear / Clear	N/A	N/A	N/A	N/A
Hillsboro	Hillsboro Municipal Airport	3H4	16/34	Clear / Clear	N/A	N/A	N/A	N/A	N/A	N/A
Kenmare	Kenmare Municipal Airport	7K5	08/26	Clear / Clear	N/A	N/A	N/A	N/A	N/A	N/A
Killdeer	Dunn County – Weydahl Field	9Y1	13/31	Clear / Clear	N/A	N/A	N/A	N/A	N/A	N/A
Kindred	Robert Odegaard Field	K74	11/29	Clear / Clear	N/A	N/A	N/A	N/A	N/A	N/A
Kulm	Kulm Municipal Airport	D03	12/30	Clear / Clear	N/A	N/A	N/A	N/A	N/A	N/A

Table 4-2. (Continued) Goal 1: Maintain a Safe Aviation System – Data Table for Clear Approaches

Airport Information			Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8
Associated City	Airport Name	FAA ID	Rwy 1 Orientation	Clear Approaches Rwy 1	Rwy 2 Orientation	Clear Approaches Rwy 2	Rwy 3 Orientation	Clear Approaches Rwy 3	Rwy 4 Orientation	Clear Approaches Rwy 4
General Aviation										
La Moure	La Moure Rott Municipal Airport	4F9	16/34	Other / Clear	N/A	N/A	N/A	N/A	N/A	N/A
Lakota	Lakota Municipal Airport	5L0	15/33	Clear / Clear	N/A	N/A	N/A	N/A	N/A	N/A
Langdon	Robertson Field	D55	14/32	Clear / Clear	08/26	Clear / Road	N/A	N/A	N/A	N/A
Larimore	Larimore Municipal Airport	2L1	12/30	Clear / Road	N/A	N/A	N/A	N/A	N/A	N/A
Leeds	Leeds Municipal Airport	D31	09/27	Clear / Road	N/A	N/A	N/A	N/A	N/A	N/A
Lidgerwood	Lidgerwood Municipal Airport	4N4	18/36	Clear / Brush	N/A	N/A	N/A	N/A	N/A	N/A
Linton	Linton Municipal Airport	7L2	09/27	Clear / Clear	N/A	N/A	N/A	N/A	N/A	N/A
Lisbon	Lisbon Municipal Airport	6L3	14/32	Fence / Road	03/21	Clear / Clear	N/A	N/A	N/A	N/A
Maddock	Maddock Municipal Airport	6D3	12/30	Clear / Clear	N/A	N/A	N/A	N/A	N/A	N/A
Mandan	Mandan Regional – Lawler Field	Y19	13/31	Clear / Clear	04/22	Clear / Clear	N/A	N/A	N/A	N/A
Mayville	Mayville Municipal Airport	D56	18/36	Clear / Clear	N/A	N/A	N/A	N/A	N/A	N/A
McClusky	McClusky Municipal Airport	7G2	13/31	Clear / Clear	N/A	N/A	N/A	N/A	N/A	N/A
McVille	McVille Municipal Airport	8M6	13/31	Road / Building	18/36	Road / Road	N/A	N/A	N/A	N/A
Milnor	Milnor Municipal Airport	4R6	08/26	Road / Clear	N/A	N/A	N/A	N/A	N/A	N/A
Minto	Minto Municipal Airport	D06	17/35	Trees / Clear	N/A	N/A	N/A	N/A	N/A	N/A

Table 4-2. (Continued) Goal 1: Maintain a Safe Aviation System – Data Table for Clear Approaches

Airport Information			Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8
Associated City	Airport Name	FAA ID	Rwy 1 Orientation	Clear Approaches Rwy 1	Rwy 2 Orientation	Clear Approaches Rwy 2	Rwy 3 Orientation	Clear Approaches Rwy 3	Rwy 4 Orientation	Clear Approaches Rwy 4
General Aviation										
Mohall	Mohall Municipal Airport	HBC	13/31	Clear / Clear	N/A	N/A	N/A	N/A	N/A	N/A
Mott	Mott Municipal Airport	3P3	10/28	Clear / Clear	N/A	N/A	N/A	N/A	N/A	N/A
Napoleon	Napoleon Municipal Airport	5B5	12/30	Building / Clear	08/26	Clear / Clear	N/A	N/A	N/A	N/A
New Rockford	Tomlinson Field	8J7	13/31	Railroad / Road	N/A	N/A	N/A	N/A	N/A	N/A
New Town	New Town Municipal Airport	05D	12/30	Clear[1] / Road	N/A	N/A	N/A	N/A	N/A	N/A
Northwood	Northwood Municipal – Vince Field	4V4	08/26	Clear / Clear	N/A	N/A	N/A	N/A	N/A	N/A
Oakes	Oakes Municipal Airport	2D5	12/30	Other / Clear	17/35	Clear / Clear	N/A	N/A	N/A	N/A
Page	Page Regional Airport	64G	17/35	Other / Clear**	N/A	N/A	N/A	N/A	N/A	N/A
Park River	Park River – W C Skjerven Field	Y37	13/31	Trees / Clear	04/22	Clear / Clear	N/A	N/A	N/A	N/A
Parshall	Parshall – Hankins Airport	Y74	12/30	Clear / Clear	N/A	N/A	N/A	N/A	N/A	N/A
Pembina	Pembina Municipal Airport	PMB	15/33	Clear / Clear	N/A	N/A	N/A	N/A	N/A	N/A
Plaza	Trulson Field	Y99	08/26	Road / Tree	N/A	N/A	N/A	N/A	N/A	N/A
Richardton	Richardton Municipal Airport	4E8	11/29	Clear / Clear	N/A	N/A	N/A	N/A	N/A	N/A
Riverdale	Garrison Dam Recreational Airpark	37N	11/29	Trees / Trees	N/A	N/A	N/A	N/A	N/A	N/A
Rolette	Rolette Airport	2H9	15/33	Trees / Road	N/A	N/A	N/A	N/A	N/A	N/A

Table 4-2. (Continued) Goal 1: Maintain a Safe Aviation System – Data Table for Clear Approaches

Airport Information			Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8
Associated City	Airport Name	FAA ID	Rwy 1 Orientation	Clear Approaches Rwy 1	Rwy 2 Orientation	Clear Approaches Rwy 2	Rwy 3 Orientation	Clear Approaches Rwy 3	Rwy 4 Orientation	Clear Approaches Rwy 4
General Aviation										
Rolla	Rolla Municipal Airport	06D	14/32	Clear / Clear[2]	07/25	Clear / Clear	N/A	N/A	N/A	N/A
Rugby	Rugby Municipal Airport	RUG	12/30	Clear / Clear	N/A	N/A	N/A	N/A	N/A	N/A
St Thomas	St. Thomas Municipal Airport	4S5	17/35	Clear** / Clear**	N/A	N/A	N/A	N/A	N/A	N/A
Stanley	Stanley Municipal Airport	08D	10/28	Clear / Clear	02/22	No Data	N/A	N/A	N/A	N/A
Tioga	Tioga Municipal Airport	D60	12/30	Clear / Road	03/21	Clear / Clear	N/A	N/A	N/A	N/A
Towner	Towner Municipal Airport	D61	16/34	Road / Road	03/21	Road / Clear	N/A	N/A	N/A	N/A
Turtle Lake	Turtle Lake Municipal Airport	91N	08/26	Clear / Clear	N/A	N/A	N/A	N/A	N/A	N/A
Valley City	Barnes County Municipal Airport	BAC	13/31	Clear / Clear	17/35	Clear / Clear	05/23	Clear / Clear	08/26	Clear / Clear
Wahpeton	Harry Stern Airport	BWP	15/33	Trees / Trees	03/21	Trees / Clear	N/A	N/A	N/A	N/A
Walhalla	Walhalla Municipal Airport	96D	15/33	Clear / Clear	N/A	N/A	N/A	N/A	N/A	N/A
Washburn	Washburn Municipal Airport	5C8	08/26	Clear / Clear	17/35	Clear / Clear	N/A	N/A	N/A	N/A
Watford City	Watford City Municipal Airport	S25	12/30	Road / Road	N/A	N/A	N/A	N/A	N/A	N/A
West Fargo	West Fargo Municipal Airport	D54	18/36	Road / Clear	N/A	N/A	N/A	N/A	N/A	N/A
Westhope	Westhope Municipal Airport	D64	14/32	Clear/ Tree	N/A	N/A	N/A	N/A	N/A	N/A
Wishek	Wishek Municipal Airport	6L5	14/32	Clear / Road	N/A	N/A	N/A	N/A	N/A	N/A

*Note: "N/A" indicates that the airport does not have a second, third, or fourth runway. "Clear**" indicates cases where the FAA FAR Part 77 Approach Surface is clear of obstructions; however, a close-in obstruction exists in the airspace between the approach surface and the runway threshold. 06D conducted tree removal July 2025 on Runway 32 to remove existing obstructions. 05D is undergoing a 300-foot extension of Runway 12, which will remove the existing obstruction of the railroad. Sources: FAA ADIP, 2025; Google Earth, 2025; NDAC GA Inspection Reports, 2025, Kimley-Horn, 2025.*

Table 4-3. Goal 1: Maintain a Safe Aviation System – Data Table For Control of RPZs

Airport Information			Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8
Associated City	Airport Name	FAA ID	Rwy 1 Orientation	Percent RPZ Control – Rwy 1	Rwy 2 Orientation	Percent RPZ Control – Rwy 2	Rwy 3 Orientation	Percent RPZ Control – Rwy 3	Rwy 4 Orientation	Percent RPZ Control – Rwy 4
Commercial Service										
Bismarck	Bismarck Municipal Airport	BIS	13/31	100% / > 50%	03/21	100% / 100%	N/A	N/A	N/A	N/A
Devils Lake	Devils Lake Regional Airport	DVL	13/31	> 50% / > 50%	03/21	> 50% / 100%	N/A	N/A	N/A	N/A
Dickinson	Dickinson – Roosevelt Regional Airport	DIK	14/32	100% / 100%	07/25	100% / 100%	N/A	N/A	N/A	N/A
Fargo	Hector International Airport	FAR	18/36	100% / 100%	09/27	100% / 100%	13/31	> 50% / < 50%	N/A	N/A / N/A
Grand Forks	Grand Forks International Airport	GFK	17R/35L	100% / > 50%	09L/27R	100% / 100%	17L/35R	100% / 100%	09R/27L	100% / 100%
Jamestown	Jamestown Regional Airport	JMS	13/31	100% / 100%	04/22	100% / 100%	N/A	N/A	N/A	N/A
Minot	Minot International Airport	MOT	13/31	> 50% / > 50%	08/26	> 50% / 100%	N/A	N/A	N/A	N/A
Williston	Williston Basin International Airport	XWA	14/32	100% / 100%	04/22	100% / 100%	N/A	N/A	N/A	N/A
General Aviation										
Arthur	Arthur Airport	1A2	17/35	No Control / No Control	N/A	N/A	N/A	N/A	N/A	N/A
Ashley	Ashley Municipal Airport	ASY	15/33	100% / 100%	N/A	N/A	N/A	N/A	N/A	N/A
Beach	Beach Airport	20U	12/30	100% / > 50%	N/A	N/A	N/A	N/A	N/A	N/A
Beulah	Beulah Municipal Airport	95D	10/28	No Control / No Control	N/A	N/A	N/A	N/A	N/A	N/A
Bottineau	Bottineau Municipal Airport	D09	13/31	100% / > 50%	03/21	100% / 100%	N/A	N/A	N/A	N/A
Bowbells	Bowbells Municipal Airport	5B4	08/26	No Control / No Control	N/A	N/A	N/A	N/A	N/A	N/A

Table 4-3. (Continued) Goal 1: Maintain a Safe Aviation System – Data Table For Control of RPZs

Airport Information			Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8
Associated City	Airport Name	FAA ID	Rwy 1 Orientation	Percent RPZ Control – Rwy 1	Rwy 2 Orientation	Percent RPZ Control – Rwy 2	Rwy 3 Orientation	Percent RPZ Control – Rwy 3	Rwy 4 Orientation	Percent RPZ Control – Rwy 4
General Aviation										
Bowman	Bowman Regional Airport	BWW	13/31	100% / 100%	N/A	N/A	N/A	N/A	N/A	N/A
Cando	Cando Municipal Airport	9D7	16/34	< 50% / No Control	N/A	N/A	N/A	N/A	N/A	N/A
Carrington	Carrington Municipal Airport	46D	13/31	> 50% / 100%	N/A	N/A	N/A	N/A	N/A	N/A
Casselton	Casselton Robert Miller Regional Airport	5N8	13/31	> 50% / > 50%	N/A	N/A	N/A	N/A	N/A	N/A
Cavalier	Cavalier Municipal Airport	2C8	16/34	100% / 100%	N/A	N/A	N/A	N/A	N/A	N/A
Columbus	Columbus Municipal Airport	D49	07/25	No Control / No Control	N/A	N/A	N/A	N/A	N/A	N/A
Cooperstown	Cooperstown Municipal Airport	S32	13/31	100% / 100%	N/A	N/A	N/A	N/A	N/A	N/A
Crosby	Crosby Municipal Airport	D50	13/31	< 50% / > 50%	03/21	< 50% / < 50%	N/A	N/A	N/A	N/A
Drayton	Drayton Municipal Airport	D29	17/35	No Control / No Control	N/A	N/A	N/A	N/A	N/A	N/A
Dunseith	International Peace Garden Airport	S28	11/29	< 50% / > 50%	N/A	N/A	N/A	N/A	N/A	N/A
Edgeley	Edgeley Municipal Airport	51D	14/32	100% / 100%	09/27	100% / 100%	N/A	N/A	N/A	N/A
Elgin	Elgin Municipal Airport	Y71	12/30	No Control / No Control	N/A	N/A	N/A	N/A	N/A	N/A
Ellendale	Ellendale Municipal Airport	4E7	13/31	100% / < 50%	17/35	100% / > 50%	N/A	N/A	N/A	N/A
Enderlin	Sky Haven Airport	5N4	12/30	< 50% / < 50%	N/A	N/A	N/A	N/A	N/A	N/A
Fessenden	Fessenden – Streibel Municipal Airport	D24	08/26	< 50% / < 50%	N/A	N/A	N/A	N/A	N/A	N/A

Table 4-3. (Continued) Goal 1: Maintain a Safe Aviation System – Data Table For Control of RPZs

Airport Information			Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8
Associated City	**Airport Name**	**FAA ID**	**Rwy 1 Orientation**	**Percent RPZ Control – Rwy 1**	**Rwy 2 Orientation**	**Percent RPZ Control – Rwy 2**	**Rwy 3 Orientation**	**Percent RPZ Control – Rwy 3**	**Rwy 4 Orientation**	**Percent RPZ Control – Rwy 4**
General Aviation										
Fort Yates	Standing Rock Airport	Y27	14/32	100% / 100%	N/A	N/A	N/A	N/A	N/A	N/A
Gackle	Gackle Municipal Airport	9G9	08/26	< 50% / < 50%	17/35	< 50% / < 50%	N/A	N/A	N/A	N/A
Garrison	Garrison Municipal Airport	D05	13/31	< 50% / > 50%	03/21	< 50% / < 50%	N/A	N/A	N/A	N/A
Glen Ullin	Glen Ullin Regional Airport	D57	11/29	> 50% / > 50%	N/A	N/A	N/A	N/A	N/A	N/A
Grafton	Hutson Field	GAF	17/35	100% / 100%	08/26	100% / 100%	N/A	N/A	N/A	N/A
Gwinner	Gwinner – Roger Melroe Field	GWR	16/34	> 50% / 100%	06/24	100% / 100%	N/A	N/A	N/A	N/A
Harvey	Harvey Municipal Airport	5H4	11/29	> 50% / 100%	N/A	N/A	N/A	N/A	N/A	N/A
Hazelton	Hazelton Municipal Airport	6H8	17/35	No Control / No Control	N/A	N/A	N/A	N/A	N/A	N/A
Hazen	Mercer County Regional Airport	HZE	15/33	100% / 100%	N/A	N/A	N/A	N/A	N/A	N/A
Hettinger	Hettinger Municipal Airport	HEI	12/30	> 50% / 100%	17/35	> 50% / > 50%	N/A	N/A	N/A	N/A
Hillsboro	Hillsboro Municipal Airport	3H4	16/34	100% / 100%	N/A	N/A	N/A	N/A	N/A	N/A
Kenmare	Kenmare Municipal Airport	7K5	08/26	100% / < 50%	N/A	N/A	N/A	N/A	N/A	N/A
Killdeer	Dunn County – Weydahl Field	9Y1	13/31	< 50% / < 50%	N/A	N/A	N/A	N/A	N/A	N/A
Kindred	Robert Odegaard Field	K74	11/29	< 50% / > 50%	N/A	N/A	N/A	N/A	N/A	N/A
Kulm	Kulm Municipal Airport	D03	12/30	No Control / > 50%	N/A	N/A	N/A	N/A	N/A	N/A

Table 4-3. (Continued) Goal 1: Maintain a Safe Aviation System – Data Table For Control of RPZs

Airport Information			Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8
Associated City	**Airport Name**	**FAA ID**	**Rwy 1 Orientation**	**Percent RPZ Control – Rwy 1**	**Rwy 2 Orientation**	**Percent RPZ Control – Rwy 2**	**Rwy 3 Orientation**	**Percent RPZ Control – Rwy 3**	**Rwy 4 Orientation**	**Percent RPZ Control – Rwy 4**
General Aviation										
La Moure	La Moure Rott Municipal Airport	4F9	16/34	< 50% / No Control	N/A	N/A	N/A	N/A	N/A	N/A
Lakota	Lakota Municipal Airport	5L0	15/33	> 50% / > 50%	N/A	N/A	N/A	N/A	N/A	N/A
Langdon	Robertson Field	D55	14/32	< 50% / > 50%	08/26	< 50% / < 50%	N/A	N/A	N/A	N/A
Larimore	Larimore Municipal Airport	2L1	12/30	> 50% / < 50%	N/A	N/A	N/A	N/A	N/A	N/A
Leeds	Leeds Municipal Airport	D31	09/27	< 50% / < 50%	N/A	N/A	N/A	N/A	N/A	N/A
Lidgerwood	Lidgerwood Municipal Airport	4N4	18/36	No Control / No Control	N/A	N/A	N/A	N/A	N/A	N/A
Linton	Linton Municipal Airport	7L2	09/27	100% / > 50%	N/A	N/A	N/A	N/A	N/A	N/A
Lisbon	Lisbon Municipal Airport	6L3	14/32	100% / 100%	03/21	> 50% / > 50%	N/A	N/A	N/A	N/A
Maddock	Maddock Municipal Airport	6D3	12/30	< 50% / < 50%	N/A	N/A	N/A	N/A	N/A	N/A
Mandan	Mandan Regional – Lawler Field	Y19	13/31	> 50% / > 50%	04/22	< 50% / > 50%	N/A	N/A	N/A	N/A
Mayville	Mayville Municipal Airport	D56	18/36	> 50% / < 50%	N/A	N/A	N/A	N/A	N/A	N/A
McClusky	McClusky Municipal Airport	7G2	13/31	> 50% / > 50%	N/A	N/A	N/A	N/A	N/A	N/A
McVille	McVille Municipal Airport	8M6	13/31	< 50% / < 50%	18/36	No Control / No Control	N/A	N/A	N/A	N/A
Milnor	Milnor Municipal Airport	4R6	08/26	< 50% / No Control	N/A	N/A	N/A	N/A	N/A	N/A
Minto	Minto Municipal Airport	D06	17/35	No Control / No Control	N/A	N/A	N/A	N/A	N/A	N/A

Table 4-3. (Continued) Goal 1: Maintain a Safe Aviation System – Data Table For Control of RPZs

Airport Information			Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8
Associated City	**Airport Name**	**FAA ID**	**Rwy 1 Orientation**	**Percent RPZ Control – Rwy 1**	**Rwy 2 Orientation**	**Percent RPZ Control – Rwy 2**	**Rwy 3 Orientation**	**Percent RPZ Control – Rwy 3**	**Rwy 4 Orientation**	**Percent RPZ Control – Rwy 4**
General Aviation										
Mohall	Mohall Municipal Airport	HBC	13/31	100% / 100%	N/A	N/A	N/A	N/A	N/A	N/A
Mott	Mott Municipal Airport	3P3	10/28	100% / 100%	N/A	N/A	N/A	N/A	N/A	N/A
Napoleon	Napoleon Municipal Airport	5B5	12/30	100% / < 50%	08/26	> 50% / < 50%	N/A	N/A	N/A	N/A
New Rockford	Tomlinson Field	8J7	13/31	> 50% / > 50%	N/A	N/A	N/A	N/A	N/A	N/A
New Town	New Town Municipal Airport	05D	12/30	100% / 100%	N/A	N/A	N/A	N/A	N/A	N/A
Northwood	Northwood Municipal – Vince Field	4V4	08/26	< 50% / < 50%	N/A	N/A	N/A	N/A	N/A	N/A
Oakes	Oakes Municipal Airport	2D5	12/30	100% / 100%	17/35	< 50% / < 50%	N/A	N/A	N/A	N/A
Page	Page Regional Airport	64G	17/35	> 50% / > 50%	N/A	N/A	N/A	N/A	N/A	N/A
Park River	Park River – W C Skjerven Field	Y37	13/31	> 50% / 100%	04/22	100% / > 50%	N/A	N/A	N/A	N/A
Parshall	Parshall – Hankins Airport	Y74	12/30	> 50% / > 50%	N/A	N/A	N/A	N/A	N/A	N/A
Pembina	Pembina Municipal Airport	PMB	15/33	100% / 100%	N/A	N/A	N/A	N/A	N/A	N/A
Plaza	Trulson Field Airport	Y99	08/26	No Control / No Control	N/A	N/A	N/A	N/A	N/A	N/A
Richardton	Richardton Municipal Airport	4E8	11/29	No Control / No Control	N/A	N/A	N/A	N/A	N/A	N/A
Riverdale	Garrison Dam Recreational Airpark	37N	11/29	< 50% / < 50%	N/A	N/A	N/A	N/A	N/A	N/A
Rolette	Rolette Airport	2H9	15/33	No Control / < 50%	N/A	N/A	N/A	N/A	N/A	N/A

Table 4-3. (Continued) Goal 1: Maintain a Safe Aviation System – Data Table For Control of RPZs

Airport Information			Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8
Associated City	**Airport Name**	**FAA ID**	**Rwy 1 Orientation**	**Percent RPZ Control – Rwy 1**	**Rwy 2 Orientation**	**Percent RPZ Control – Rwy 2**	**Rwy 3 Orientation**	**Percent RPZ Control – Rwy 3**	**Rwy 4 Orientation**	**Percent RPZ Control – Rwy 4**
General Aviation										
Rolla	Rolla Municipal Airport	06D	14/32	> 50% / > 50%	07/25	No Control / < 50%	N/A	N/A	N/A	N/A
Rugby	Rugby Municipal Airport	RUG	12/30	100% / > 50%	N/A	N/A	N/A	N/A	N/A	N/A
St Thomas	St. Thomas Municipal Airport	4S5	17/35	No Control / No Control	N/A	N/A	N/A	N/A	N/A	N/A
Stanley	Stanley Municipal Airport	08D	10/28	> 50% / > 50%	02/22	100% / 100%	N/A	N/A	N/A	N/A
Tioga	Tioga Municipal Airport	D60	12/30	> 50% / > 50%	03/21	100% / 100%	N/A	N/A	N/A	N/A
Towner	Towner Municipal Airport	D61	16/34	> 50% / > 50%	03/21	< 50% / > 50%	N/A	N/A	N/A	N/A
Turtle Lake	Turtle Lake Municipal Airport	91N	08/26	> 50% / > 50%	N/A	N/A	N/A	N/A	N/A	N/A
Valley City	Barnes County Municipal Airport	BAC	13/31	> 50% / > 50%	17/35	100% / < 50%	05/23	< 50% / > 50%	08/26	< 50% / 100%
Wahpeton	Harry Stern Airport	BWP	15/33	> 50% / 100%	03/21	< 50% / > 50%	N/A	N/A	N/A	N/A
Walhalla	Walhalla Municipal Airport	96D	15/33	100% / > 50%	N/A	N/A	N/A	N/A	N/A	N/A
Washburn	Washburn Municipal Airport	5C8	08/26	< 50% / > 50%	17/35	< 50% / < 50%	N/A	N/A	N/A	N/A
Watford City	Watford City Municipal Airport	S25	12/30	100% / 100%	N/A	N/A	N/A	N/A	N/A	N/A
West Fargo	West Fargo Municipal Airport	D54	18/36	100% / < 50%	N/A	N/A	N/A	N/A	N/A	N/A
Westhope	Westhope Municipal Airport	D64	14/32	No Control / > 50%	N/A	N/A	N/A	N/A	N/A	N/A
Wishek	Wishek Municipal Airport	6L5	14/32	< 50% / < 50%	N/A	N/A	N/A	N/A	N/A	N/A

Note: "N/A" indicates that the airport does not have a second, third, or fourth runway. Sources: 2025 NDSASP Airport Manager Survey, 2025; FAA ADIP, 2025; Google Earth, 2025; NDAC GA Inspection Reports, 2025, Kimley-Horn, 2025.

Table 4-4. Goal 1: Maintain a Safe Aviation System – Data Table For Characteristics of RPZs

Airport Information			Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8
Associated City	Airport Name	FAA ID	Rwy 1 Orientation	RPZ Characteristics Rwy 1	Rwy 2 Orientation	RPZ Characteristics Rwy 2	Rwy 3 Orientation	RPZ Characteristics Rwy 3	Rwy 4 Orientation	RPZ Characteristics Rwy 4
Commercial Service										
Bismarck	Bismarck Municipal Airport	BIS	13/31	Road; Buildings / Road; Tree; Fence; Creek	03/21	Fence / None	N/A	N/A	N/A	N/A
Devils Lake	Devils Lake Regional Airport	DVL	13/31	Airport Service Road: Fence / Airport Service Road; Fence; Road; Building	03/21	Fence; Road / Fence	N/A	N/A	N/A	N/A
Dickinson	Dickinson – Roosevelt Regional Airport	DIK	14/32	Fence; Road / Fence	07/25	Fence / Road	N/A	N/A	N/A	N/A
Fargo	Hector International Airport	FAR	18/36	Airport Perimeter Road; Fence; Road; Buildings / Airport Perimeter Road; Fence; Road; Crops	09/27	Airport Perimeter Road; Fence / Airport Perimeter Road; Road; Fence; Residential Homes	13/31	Airport Perimeter Road; Road; Fence; Airport Terminal Parking Lot / Airport Perimeter Road; Road; Fence; Parking Lot; Buildings	N/A	N/A
Grand Forks	Grand Forks International Airport	GFK	17R/35L	Road: Fence / Airport Service Road; Fence; Road	09L/27R	Airport Service Road / Airport Service Road	17L/35R	None / Runway; Taxiway	09R/27L	Fence / Road; Fence; Vehicle Junkyard
Jamestown	Jamestown Regional Airport	JMS	13/31	None / Road	04/22	None / None	N/A	N/A	N/A	N/A
Minot	Minot International Airport	MOT	13/31	Airport Perimeter Road / Airport Perimeter Road; Trees	08/26	Road; Commercial Buildings / None	N/A	N/A	N/A	N/A
Williston	Williston Basin International Airport	XWA	14/32	Road / Road	04/22	Airport Access Road / Road	N/A	N/A	N/A	N/A

Table 4-4. (Continued) Goal 1: Maintain a Safe Aviation System – Data Table For Characteristics of RPZs

Airport Information			Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8
Associated City	Airport Name	FAA ID	Rwy 1 Orientation	RPZ Characteristics Rwy 1	Rwy 2 Orientation	RPZ Characteristics Rwy 2	Rwy 3 Orientation	RPZ Characteristics Rwy 3	Rwy 4 Orientation	RPZ Characteristics Rwy 4
General Aviation										
Arthur	Arthur Airport	1A2	17/35	Crops / Crops	N/A	N/A	N/A	N/A	N/A	N/A
Ashley	Ashley Municipal Airport	ASY	15/33	Crops; Road / Crops	N/A	N/A	N/A	N/A	N/A	N/A
Beach	Beach Airport	20U	12/30	None / Road	N/A	N/A	N/A	N/A	N/A	N/A
Beulah	Beulah Municipal Airport	95D	10/28	Fence; Tree / Road; Fence; Trees	N/A	N/A	N/A	N/A	N/A	N/A
Bottineau	Bottineau Municipal Airport	D09	13/31	Road / None	03/21	Road / Road	N/A	N/A	N/A	N/A
Bowbells	Bowbells Municipal Airport	5B4	08/26	Trees / Railroad; Road;	N/A	N/A	N/A	N/A	N/A	N/A
Bowman	Bowman Regional Airport	BWW	13/31	None / None	N/A	N/A	N/A	N/A	N/A	N/A
Cando	Cando Municipal Airport	9D7	16/34	Highway; Crops / Crops	N/A	N/A	N/A	N/A	N/A	N/A
Carrington	Carrington Municipal Airport	46D	13/31	Crops; Roads / Crops	N/A	N/A	N/A	N/A	N/A	N/A
Casselton	Casselton Robert Miller Regional Airport	5N8	13/31	Crops; Road / Road; Crops	N/A	N/A	N/A	N/A	N/A	N/A
Cavalier	Cavalier Municipal Airport	2C8	16/34	Crops / Crops	N/A	N/A	N/A	N/A	N/A	N/A
Columbus	Columbus Municipal Airport	D49	07/25	None / Crops	N/A	N/A	N/A	N/A	N/A	N/A
Cooperstown	Cooperstown Municipal Airport	S32	13/31	Crops; Roads / Crops	N/A	N/A	N/A	N/A	N/A	N/A
Crosby	Crosby Municipal Airport	D50	13/31	Crops / Crops; Roads	03/21	Road / Road	N/A	N/A	N/A	N/A

Table 4-4. (Continued) Goal 1: Maintain a Safe Aviation System – Data Table For Characteristics of RPZs

Airport Information			Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8
Associated City	Airport Name	FAA ID	Rwy 1 Orientation	RPZ Characteristics Rwy 1	Rwy 2 Orientation	RPZ Characteristics Rwy 2	Rwy 3 Orientation	RPZ Characteristics Rwy 3	Rwy 4 Orientation	RPZ Characteristics Rwy 4
General Aviation										
Drayton	Drayton Municipal Airport	D29	17/35	Crops / Crops	N/A	N/A	N/A	N/A	N/A	N/A
Dunseith	International Peace Garden Airport	S28	11/29	Trees; Road / None	N/A	N/A	N/A	N/A	N/A	N/A
Edgeley	Edgeley Municipal Airport	51D	14/32	Road; Crops / None	09/27	None / None	N/A	N/A	N/A	N/A
Elgin	Elgin Municipal Airport	Y71	12/30	Road; Sign; Tree / Road	N/A	N/A	N/A	N/A	N/A	N/A
Ellendale	Ellendale Municipal Airport	4E7	13/31	Crops / Crops	17/35	Crops / Road; Buildings	N/A	N/A	N/A	N/A
Enderlin	Sky Haven Airport	5N4	12/30	Crops; Road / Crops	N/A	N/A	N/A	N/A	N/A	N/A
Fessenden	Fessenden – Streibel Municipal Airport	D24	08/26	Road / Road; Trees	N/A	N/A	N/A	N/A	N/A	N/A
Fort Yates	Standing Rock Airport	Y27	14/32	Fence / Fence; Road	N/A	N/A	N/A	N/A	N/A	N/A
Gackle	Gackle Municipal Airport	9G9	08/26	Lake; Crops / Pond	17/35	Access Road; Pond; Lake / Crops; Lake	N/A	N/A	N/A	N/A
Garrison	Garrison Municipal Airport	D05	13/31	Road / Road	03/21	Road / Road; Trees	N/A	N/A	N/A	N/A
Glen Ullin	Glen Ullin Regional Airport	D57	11/29	Crops / Trees	N/A	N/A	N/A	N/A	N/A	N/A
Grafton	Hutson Field	GAF	17/35	Crops; Road / Crops; Road	08/26	Crops / Crops; Road	N/A	N/A	N/A	N/A
Gwinner	Gwinner – Roger Melroe Field	GWR	16/34	Crops; Road / Crops	06/24	Crops; Road / Crops	N/A	N/A	N/A	N/A
Harvey	Harvey Municipal Airport	5H4	11/29	Road / None	N/A	N/A	N/A	N/A	N/A	N/A
Hazelton	Hazelton Municipal Airport	6H8	17/35	Trees; Road / Powerline	N/A	N/A	N/A	N/A	N/A	N/A

Table 4-4. (Continued) Goal 1: Maintain a Safe Aviation System – Data Table For Characteristics of RPZs

Airport Information			Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8
Associated City	Airport Name	FAA ID	Rwy 1 Orientation	RPZ Characteristics Rwy 1	Rwy 2 Orientation	RPZ Characteristics Rwy 2	Rwy 3 Orientation	RPZ Characteristics Rwy 3	Rwy 4 Orientation	RPZ Characteristics Rwy 4
General Aviation										
Hazen	Mercer County Regional Airport	HZE	15/33	Road / Ground (Elevation)	N/A	N/A	N/A	N/A	N/A	N/A
Hettinger	Hettinger Municipal Airport	HEI	12/30	None / Crops	17/35	Runway; Taxiway; Trees / None	N/A	N/A	N/A	N/A
Hillsboro	Hillsboro Municipal Airport	3H4	16/34	Crops / Crops; Road	N/A	N/A	N/A	N/A	N/A	N/A
Kenmare	Kenmare Municipal Airport	7K5	08/26	None / Road	N/A	N/A	N/A	N/A	N/A	N/A
Killdeer	Dunn County – Weydahl Field	9Y1	13/31	None / None	N/A	N/A	N/A	N/A	N/A	N/A
Kindred	Robert Odegaard Field	K74	11/29	Crops / Crops; Road	N/A	N/A	N/A	N/A	N/A	N/A
Kulm	Kulm Municipal Airport	D03	12/30	Crops / Crops; Railroad	N/A	N/A	N/A	N/A	N/A	N/A
La Moure	La Moure Rott Municipal Airport	4F9	16/34	Public & Private Structures; Crops / Road; Crops	N/A	N/A	N/A	N/A	N/A	N/A
Lakota	Lakota Municipal Airport	5L0	15/33	Hayfield; Road; Trees; Parked Trailers / Crops; Trees; Road	N/A	N/A	N/A	N/A	N/A	N/A
Langdon	Robertson Field	D55	14/32	Crops / Crops; Road	08/26	Crops / Crops; Road	N/A	N/A	N/A	N/A
Larimore	Larimore Municipal Airport	2L1	12/30	Crops / Apron; Crops; Road	N/A	N/A	N/A	N/A	N/A	N/A
Leeds	Leeds Municipal Airport	D31	09/27	Crops / Road; Hayfield	N/A	N/A	N/A	N/A	N/A	N/A
Lidgerwood	Lidgerwood Municipal Airport	4N4	18/36	Crops; Road / Crops	N/A	N/A	N/A	N/A	N/A	N/A

Table 4-4. (Continued) Goal 1: Maintain a Safe Aviation System – Data Table For Characteristics of RPZs

Airport Information			Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8
Associated City	Airport Name	FAA ID	Rwy 1 Orientation	RPZ Characteristics Rwy 1	Rwy 2 Orientation	RPZ Characteristics Rwy 2	Rwy 3 Orientation	RPZ Characteristics Rwy 3	Rwy 4 Orientation	RPZ Characteristics Rwy 4
General Aviation										
Linton	Linton Municipal Airport	7L2	09/27	Trees / Trees	N/A	N/A	N/A	N/A	N/A	N/A
Lisbon	Lisbon Municipal Airport	6L3	14/32	Crops / Crops; Road	03/21	Crops; Road / Crops	N/A	N/A	N/A	N/A
Maddock	Maddock Municipal Airport	6D3	12/30	Road / Crops	N/A	N/A	N/A	N/A	N/A	N/A
Mandan	Mandan Regional – Lawler Field	Y19	13/31	Road / Road	04/22	Road / None	N/A	N/A	N/A	N/A
Mayville	Mayville Municipal Airport	D56	18/36	Crops; Road / Crops; Road	N/A	N/A	N/A	N/A	N/A	N/A
McClusky	McClusky Municipal Airport	7G2	13/31	Runway Cones / Road	N/A	N/A	N/A	N/A	N/A	N/A
McVille	McVille Municipal Airport	8M6	13/31	Crops; Road; Shed / Roads; Building; Ballpark	18/36	Road; Crops / Building; Road; Fuel Tanks	N/A	N/A	N/A	N/A
Milnor	Milnor Municipal Airport	4R6	08/26	Road; Buildings; Crops / Creek	N/A	N/A	N/A	N/A	N/A	N/A
Minto	Minto Municipal Airport	D06	17/35	Crops; Irrigation Pipe; Electrical Meter; Trees / Crops	N/A	N/A	N/A	N/A	N/A	N/A
Mohall	Mohall Municipal Airport	HBC	13/31	None / Road	N/A	N/A	N/A	N/A	N/A	N/A
Mott	Mott Municipal Airport	3P3	10/28	Dirt Road; Hay Bales / Dirt Road; Hay Bales	N/A	N/A	N/A	N/A	N/A	N/A
Napoleon	Napoleon Municipal Airport	5B5	12/30	Creek; Hayfield / Crops	08/26	Buildings; Trees; Crops / Railroad; Crops	N/A	N/A	N/A	N/A
New Rockford	Tomlinson Field	8J7	13/31	Railroad; Road; Crops / Road; Crops	N/A	N/A	N/A	N/A	N/A	N/A
New Town	New Town Municipal Airport	05D	12/30	Road; Drainage Lake / Road; Storage Bins	N/A	N/A	N/A	N/A	N/A	N/A

Table 4-4. (Continued) Goal 1: Maintain a Safe Aviation System – Data Table For Characteristics of RPZs

Airport Information			Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8
Associated City	Airport Name	FAA ID	Rwy 1 Orientation	RPZ Characteristics Rwy 1	Rwy 2 Orientation	RPZ Characteristics Rwy 2	Rwy 3 Orientation	RPZ Characteristics Rwy 3	Rwy 4 Orientation	RPZ Characteristics Rwy 4
General Aviation										
Northwood	Northwood Municipal – Vince Field	4V4	08/26	Crops / Crops; Road	N/A	N/A	N/A	N/A	N/A	N/A
Oakes	Oakes Municipal Airport	2D5	12/30	Crops; Mobile Irrigator / Crops	17/35	Crops; Mobile Irrigator / Road; Crops; Mobile Irrigator	N/A	N/A	N/A	N/A
Page	Page Regional Airport	64G	17/35	Crops; Mobile Irrigator / Crops	N/A	N/A	N/A	N/A	N/A	N/A
Park River	Park River – W C Skjerven Field	Y37	13/31	Crops; Road / Crops	04/22	Crops; Trees / Trees; Road	N/A	N/A	N/A	N/A
Parshall	Parshall – Hankins Airport	Y74	12/30	Road / None	N/A	N/A	N/A	N/A	N/A	N/A
Pembina	Pembina Municipal Airport	PMB	15/33	Crops; Dirt Road / Crops; Road	N/A	N/A	N/A	N/A	N/A	N/A
Plaza	Trulson Field	Y99	08/26	Road; Dumpsite; Trees / Road	N/A	N/A	N/A	N/A	N/A	N/A
Richardton	Richardton Municipal Airport	4E8	11/29	None / Road	N/A	N/A	N/A	N/A	N/A	N/A
Riverdale	Garrison Dam Recreational Airpark	37N	11/29	Road; Trees / Road; Trees	N/A	N/A	N/A	N/A	N/A	N/A
Rolette	Rolette Airport	2H9	15/33	None / Road	N/A	N/A	N/A	N/A	N/A	N/A
Rolla	Rolla Municipal Airport	06D	14/32	Road / None	07/25	None / Road	N/A	N/A	N/A	N/A
Rugby	Rugby Municipal Airport	RUG	12/30	None / Road; Crops	N/A	N/A	N/A	N/A	N/A	N/A

Table 4-4. (Continued) Goal 1: Maintain a Safe Aviation System – Data Table For Characteristics of RPZs

Airport Information			Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8
Associated City	Airport Name	FAA ID	Rwy 1 Orientation	RPZ Characteristics Rwy 1	Rwy 2 Orientation	RPZ Characteristics Rwy 2	Rwy 3 Orientation	RPZ Characteristics Rwy 3	Rwy 4 Orientation	RPZ Characteristics Rwy 4
General Aviation										
St Thomas	St. Thomas Municipal Airport	4S5	17/35	Crops / Crops	N/A	N/A	N/A	N/A	N/A	N/A
Stanley	Stanley Municipal Airport	08D	10/28	Road / Road	02/22	No Data / No Data	N/A	N/A	N/A	N/A
Tioga	Tioga Municipal Airport	D60	12/30	Road / Road	03/21	None / None	N/A	N/A	N/A	N/A
Towner	Towner Municipal Airport	D61	16/34	Road / Road; Crops	03/21	Buildings; Roads; Trees / Crops	N/A	N/A	N/A	N/A
Turtle Lake	Turtle Lake Municipal Airport	91N	08/26	Trees / Road	N/A	N/A	N/A	N/A	N/A	N/A
Valley City	Barnes County Municipal Airport	BAC	13/31	Trees; Rock pile / Road; Rail Storage Areas; Depot Building;	17/35	Clear / Road; Parking Lot; Railroad	05/23	Crops; Road; Trees / Clear	08/26	Crops / Clear
Wahpeton	Harry Stern Airport	BWP	15/33	Crops; Roads; Structures; Terminal; Apron; Fuel System / Crops; Road	03/21	Crops; Trees; Road / Road; River	N/A	N/A	N/A	N/A
Walhalla	Walhalla Municipal Airport	96D	15/33	Crops; Road / Crops; Road	N/A	N/A	N/A	N/A	N/A	N/A
Washburn	Washburn Municipal Airport	5C8	08/26	Road / Road	17/35	Road / None	N/A	N/A	N/A	N/A
Watford City	Watford City Municipal Airport	S25	12/30	None / None	N/A	N/A	N/A	N/A	N/A	N/A
West Fargo	West Fargo Municipal Airport	D54	18/36	Road; Crops / Pond; River Diversion Channel & Sluice Gate	N/A	N/A	N/A	N/A	N/A	N/A
St Thomas	St. Thomas Municipal Airport	4S5	17/35	Crops / Crops	N/A	N/A	N/A	N/A	N/A	N/A
Westhope	Westhope Municipal Airport	D64	14/32	None / Road	N/A	N/A	N/A	N/A	N/A	N/A
Wishek	Wishek Municipal Airport	6L5	14/32	Road; Crops / Road; Crops	N/A	N/A	N/A	N/A	N/A	N/A

Note: "N/A" indicates that the airport does not have a second, third, or fourth runway. Sources: FAA ADIP, 2025; Google Earth, 2025; NDAC GA Inspection Reports, 2025; Kimley-Horn, 2025.

4.3.2. Goal 2: Promote Aviation System Coverage

The PIs associated with the Promote Aviation System Coverage goal evaluate the percentage of area and population within a specific drivetime, either 90 or 30 minutes, from various airport categories, as outlined below. There are no PMs associated with this goal.

PIs:

- Percent of area and population within 90 minutes from a commercial service airport
- Percent of area and population within 30 minutes from a National Plan of Integrated Airport Systems (NPIAS) airport
- Percent of area and population within 30 minutes of any paved public-use airport (NPIAS and Non-NPIAS)
- Percent of area and population within 30 minutes of any public-use airport (NPIAS and Non-NPIAS)

Table 3-3 in Chapter 3. Airport Classifications presents the various airport categories, Including the Commercial Service airports, NPIAS airports and their associated role such as Primary, Local, Basic, or Unclassified, and non-NPIAS airports being identified as either Community Paved or Community Turf. All of the airports included in North Dakota's aviation system are public-use airports.

4.3.2.1. PI: Percent of Area and Population within 90 Minutes from a Commercial Service Airport

Access and proximity to a commercial service airport is important because the airport provide communities with convenient access to air travel, supports regional economic development, and enhance connectivity to national and global markets. This accessibility not only supports business growth and tourism but also enhances quality of life by improving access to jobs, services, and opportunities beyond the local area. By understanding which communities fall within the 90-miunute service area of commercial service airports, it is possible to evaluate transportation accessibility, identify underserved areas, and support more informed decisions around infrastructure and regional planning. A map and percentage of area and population within a 90 minutes of a commercial service airport is presented in **Chapter 6. Existing System Performance.**

4.3.2.2. PI: Percent of Area and Population within 30 Minutes from a National Plan of Integrated Airport Systems (NPIAS) Airport

NPIAS airports play a vital role in the national air transportation system by supporting both commercial service and GA, facilitating economic growth, and serving as critical infrastructure for emergency response and public service. Airports included in the NPIAS are eligible for FAA funding, helping these airports maintain and improve their facilities. These airports help connect communities to broader markets and enable the efficient movement of people and goods. Understanding which communities are located within a 30-minute drive of a NPIAS airport is important for evaluating all these benefits. A map and percentage of area and population within

a 30-minute drivetime of a NPIAS airport is presented in **Chapter 6. Existing System Performance.**

4.3.2.3. PI: Percent Of Area and Population within 30 Minutes of any Paved Public-Use Airport (NPIAS And Non-NPIAS)

Understanding the percentage of area and population within a 30-minute drivetime from all paved public-use airports, including both NPIAS and non-NPIAS, is essential for evaluating the accessibility of the aviation system across North Dakota. This provides insight into how well communities are connected to the air transportation network, regardless of airport classification. Paved public-use airports serve a wide range of aviation needs, from business and recreational flying to emergency services and air cargo transport. A map and percentage of area and population within a 30-minute drivetime of all paved public-use airports is presented in **Chapter 6. Existing System Performance.**

4.3.2.4. PI: Percent Of Area and Population within 30 Minutes of any Public-Use Airports (NPIAS And Non-NPIAS)

As previously noted, all airports included in the NDSASP are public use. Public-use airports play a crucial role in accessing the national airspace system. They support a diverse array of aviation activities, including business travel, emergency response, flight training, agriculture spraying, and more These airports significantly contribute to local economies, enhance regional mobility, and provide essential infrastructure for both regular and emergency operations. A map and percentage of area and population within a 30-minute drivetime of all public-use airports is presented in **Chapter 6. Existing System Performance.**

4.3.3. Goal 3: Provide Air Access to Airports

The following provides the inventory information for the PMs and PIs associated with the Provide Air Access to Airports goal. The inventory information is presented in the following order.

PMs:

- Percent of area and population within 30 nautical miles[1] of an airport with on-site weather reporting
- Percent of area and population within 30 nautical miles of an airport with a non-precision approach
- Percent of area and population within 30 nautical miles of an airport with a vertically guided approach
- Percent of airports with adequate terminal facilities to support passenger demand
- Percent of airports with available covered aircraft storage

[1] Nautical miles are more relevant to pilot operations and airspace service areas, while drive times reflect accessibility for individuals traveling to airports by road.

PIs:

- Percent of airports with standard runway lighting
- Percent of area and population within 50 nautical miles of an airport with Jet A fuel
- Percent of area and population within 30 nautical miles of an airport with 100LL fuel
- Percent of NPIAS airports that have at least 95% wind coverage for all runways

The data tables associated with the PMs and PIs of Goal 3 are presented at the conclusion of the text for this goal.

4.3.3.1. PM: Percent of Area and Population within 30 Nautical Miles of an Airport with On-Site Weather Reporting

Weather reporting systems, such as Automated Weather Observation Stations (AWOS) and Automated Surface Observation Systems (ASOS), play a critical role in ensuring safe and efficient airport operations, particularly during inclement weather. These systems provide real-time data on key meteorological conditions including wind speed and direction, visibility, temperature, dew point, and altimeter settings, which is essential information for pilots to make informed decisions during all phases of flight. For example, under FAR 135, operators conducting instrument flight rules (IFR) operations, such as air ambulances or medevac flights, are required to have certified weather reporting sources like AWOS/ASOS at the destination airport. This requirement highlights the operational necessity of such systems for certain aviation activities.

The FAA's Surface Weather Observation Stations website was used to identify which system airports in North Dakota are equipped with certified on-site weather reporting systems. The information is presented in Column 1 of **Table 4-5.** Information pertaining to the percentage of area and population within 30 nautical miles of airports with on-site weather reporting is presented in **Chapter 6. Existing System Performance.**

4.3.3.2. PM: Percent of Area and Population within 30 Nautical Miles of an Airport with a Non-Precision Approach

Non-precision approaches play an important role in supporting a safe and accessible aviation environment, particularly when precision landing systems, such as an Instrument Landing System (ILS), are unavailable or impractical. Non-precision approaches provide lateral guidance, ensuring pilots can safely approach the runway, even in challenging environments, or reduced visibility. Non-precision approaches have lower installation and maintenance costs (compared to precision approaches) and are helpful in remote locations where airports may have limited technological resources or precision approaches cannot be achieved. There are three common types of non-precision approaches:

- **VOR Approach** – Uses Very-High-Frequency Omnidirectional Range (VOR) signals to provide directional guidance
- **NDB Approach** – Relies on Non-Directional Beacons (NDB) for basic navigational assistance

- **RNAV Approach** – Utilizes Area Navigation (RNAV), which is GPS-based navigation for improved accuracy

While non-precision approaches require greater situational awareness and precise altitude management compared to vertically guided approaches, they significantly enhance an airport's operational capabilities. Airports equipped with non-precision approaches can accommodate a wider range of operations, including critical services such as medical evacuation and disaster response. These capabilities enhance regional accessibility, strengthen economic connectivity, and provide essential support to communities that rely on air transport.

Column 2 of **Table 4-5** presents the most demanding approach type available at system airports, and may include: Vertically Guided, Non-Precision, or Visual approach to reference the type of approach. Airport approach plates, as available on the FAA's Instrument Flight Procedures Information Gateway, were reviewed to determine if an airport is equipped with a non-precision approach and the specific type. Information on the percentage of area and population within 30 nautical miles of airports with non-precision approaches is presented in **Chapter 6. Existing System Performance.**

4.3.3.3. PM: Percent of Area and Population within 30 Nautical Miles of an Airport with a Vertically Guided Approach

A vertically guided approach is an instrument procedure that provides pilots with both lateral (side-to-side) and vertical guidance, ensuring a smooth and stabilized descent onto the runway. This type of approach is particularly beneficial in inclement weather and low-visibility conditions, as it enhances landing accuracy and minimizes risks associated with altitude misjudgment. Common examples of vertically guided approach systems include:

- **ILS** – An Instrument Landing System (ILS) is a ground-based precision approach that provides highly accurate lateral and vertical guidance
- **LPV** – Localizer Performance with Vertical Guidance (LPV)is GPS-based approach that offers precision comparable to ILS but without the need for ground-based infrastructure
- **LNAV/VNAV** – Lateral Navigation and Vertical Navigation (LNAV/NVAC) are a type of RNAV approach that incorporates both lateral and vertical guidance for enhanced descent control.

Despite their advantages, vertically guided approaches are not feasible or necessary for all airports. Airports with lower traffic volumes may not benefit from such systems, while factors such as installation costs, environmental restrictions, and airspace obstructions can make implementation impractical.

Column 2 of **Table 4-5** presents the most demanding approach type available at system airports, and may include: Vertically Guided, Non-Precision, or Visual to reference the type of approach. Airport approach plates, as available on the FAA's Instrument Flight Procedures Information Gateway, were reviewed to determine if an airport is equipped with a vertically

guided approach. Information on airport runway approach by runway ends and the percentage of area and population within 30 nautical miles of airports with vertically guided approaches is presented in **Chapter 6. Existing System Performance.**

4.3.3.4. PM: Percent of Airports with Adequate Terminal Facilities to Support Passenger Demand

Adequate terminal facilities at commercial service and GA airports are essential for airports to effectively accommodate passengers' demands and ensure smooth operations. These facilities are specific to different airport needs, with commercial service airports requiring robust terminal facilities, ticketing counters, baggage claim areas, and security checkpoints, whereas GA airports typically have smaller terminals or fixed-base operators (FBOs) offering pilot lounges, fueling stations, and basic passenger amenities. Airports with sufficient airport terminal infrastructure can better manage the overall airports' operation. Conversely, commercial service airports with undersized or outdated terminals may experience congestion in queuing areas, or operational inefficiencies, while GA airports with inadequate terminal spaces may have limited amenities to meet passenger needs or face closures during severe weather events.

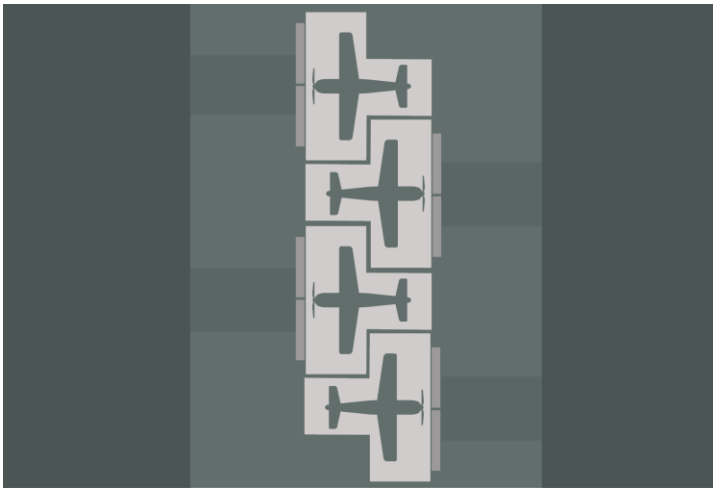
Airports were asked to report whether their terminal facilities were adequate to support passenger demand on the 2025 NDSASP AMS. Airport responses to this question are presented in Column 3 of **Table 4-5.**

4.3.3.5. PM: Percent of Airports with Available Covered Aircraft Storage

Covered and enclosed storage is preferred by most aircraft owners as it preserves aircraft condition and is especially important in severe weather climates, like North Dakota. Many airports across the state face covered aircraft storage shortages due to funding limitations or lack of available land to develop new hangars. Hangars may be publicly owned by the airport sponsor or privately owned by the FBO or other private entities. The two most common types of covered aircraft storage facilities are T-hangars or conventional/box hangars, both of which are briefly described below.

- **T-Hangars** – Specialized T-shaped enclosed structures designed primarily to house small piston and turboprop aircraft. T-hangars may be nested or individual (stand-alone). A nested T-hangar consists of multiple interconnected units within a single larger building, with each aircraft space arranged in a way that maximizes the use of space, similar to fitting puzzle pieces together (see **Figure 4-1**). In contrast, a stand-alone T-hangar is a single, independent structure built to house one aircraft. Both configurations provide secure, weather-protected storage and are a staple at GA airports across the state.

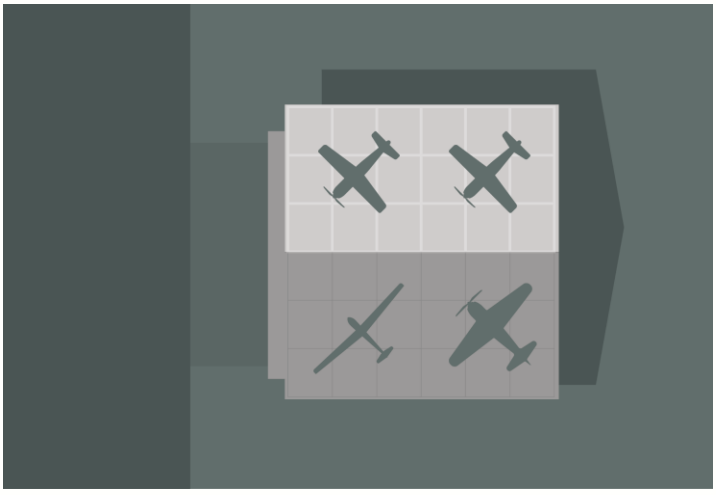
Figure 4-1. T-Hangar



Source: Kimley-Horn, 2025.

- **Conventional/Box Hangars** – Large, open-space structures designed to accommodate either a single large aircraft or multiple smaller aircraft, as shown in **Figure 4-2**. These hangars are commonly used for housing corporate or business aviation aircraft and often feature additional amenities such as climate-controlled office areas, restrooms, and storage space. Box hangars are also favored for agriculture sprayers and are often selected by airports over T-hangars to better accommodate diverse community and operational needs. The number of aircraft that can be housed within a box hangar is an estimate, as it depends heavily on the size and configuration of the aircraft being stored. For this study, airport representatives were asked to provide a response based on their "common" aircraft size.

Figure 4-2. Conventional/Box Hangar



Source: Kimley-Horn, 2025.

The number of total covered aircraft spaces as well as the number of vacant covered aircraft spaces, as reported by airport representatives on the AMS, are presented in Column 4 and 5 of **Table 4-5**.

4.3.3.6. PI: Percent of Airports with Standard Runway Lighting

The FAA recognizes three types of standard runway lighting: High, Medium, and Low Intensity Runway Lights, which are often referred to as HIRL, MIRL, and LIRL, respectively. It is important for airports to be equipped with one of these standard runway lighting systems to support night-time operations and operations that occur during times of reduced visibility. In some cases, airports may be equipped with non-standard lighting, such as reflectors.

The primary runway lighting type for each of the system's airports is presented in Column 5 of **Table 4-5.** This information was sourced from the AMR, made available through FAA's ADIP.

4.3.3.7. PI: Percent of Area and Population within 50 Nautical Miles of an Airport with Jet A Fuel

Jet A is a critical aviation fuel primarily used by turbine-engine aircraft, including jets, turboprops, and helicopters. Its availability is essential not only for commercial and business aviation but also for time-sensitive and life-saving operations such as emergency medical services (EMS), aerial firefighting, and search and rescue missions, all of which may occur without warning and require immediate access to fueling infrastructure. The percentage of area and population within 50 nautical miles of an airport with Jet A fuel serves as an important indicator of how well communities are supported by critical air access for commercial, corporate, and other jet traffic. Access to Jet A fuel strengthens aviation resilience, enabling swift responses to critical missions while bolstering the reliability of the air transportation network. In remote or underserved regions, this accessibility is essential for maintaining operational continuity and ensuring vital regional connectivity.

Column 6 of **Table 4-5** presents which airports in the state have Jet A fuel available. This information was provided by airports in the 2025 NDSASP AMS. Information on the percentage of area and population within 50 nautical miles of airports with Jet A fuel is presented in **Chapter 6. Existing System Performance.**

4.3.3.8. PI: Percent of Area and Population within 30 Nautical Miles of an Airport with 100LL Fuel

100 octane low-lead or 100LL is the primary fuel for piston-powered GA aircraft, which comprise a substantial share of the state's total GA fleet. These aircraft play a crucial role in flight training, recreational flying, agricultural operations, and short-range business travel. Assessing geographic and population coverage within a 30-nautical-mile radius of North Dakota airports offering 100LL fuel provides valuable insight into the accessibility and reach of the aviation system.

Airports were asked to provide information regarding 100LL availability on the 2025 NDSASP AMS, with responses to this question presented in Column 7 of **Table 4-5** Information on the percentage of area and population within 30 nautical miles of airports with 100LL is presented in **Chapter 6. Existing System Performance.**

4.3.3.9. PI: Percent of NPIAS Airports that Have at Least 95% Wind Coverage for all Runways

Wind coverage refers to the alignment of airport runways with prevailing wind conditions, ensuring aircraft can safely take off and land within acceptable crosswind limits. The FAA recommends that runways at public-use NPIAS airports provide at least 95 percent wind coverage, meaning aircraft should be able to operate safely under the given wind conditions 95 percent of the time. NPIAS airports that do not meet this threshold may face increased weather-related delays, safety concerns, and operational restrictions. Airports that do not meet 95 percent coverage with a single runway may be eligible for FAA funding for a crosswind runway.

The most recent available Airport Layout Plans (ALPs) for all NPIAS airports were reviewed to assess wind coverage across all runways. Results are summarized in **Table 4-5**, with Column 9 indicating whether each airport meets the 95 percent wind coverage threshold based on available data. A “Yes” denotes that all runways at the airport achieve at least 95% wind coverage, while a “No” indicates they do not. Non-NPIAS airports are identified as such and are excluded from this assessment.

Table 4-5. Goal 3: Provide Air Access to Airports – Data Table

Airport Information			Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9
Associated City	Airport Name	FAA ID	On-Site Weather	Approach Type	Adequate Terminal Facilities	Total Aircraft Spaces	Vacant Covered Aircraft Spaces	Runway Lighting Type	Jet A Fuel	100LL Fuel	Wind Coverage
Commercial Service											
Bismarck	Bismarck Municipal Airport	BIS	ASOS	Vertical Guidance	No	114	9	HIRL	Yes	Yes	Yes
Devils Lake	Devils Lake Regional Airport	DVL	AWOS-3PT	Vertical Guidance	Yes	39	0	HIRL	Yes	Yes	Yes
Dickinson	Dickinson – Roosevelt Regional Airport	DIK	ASOS	Vertical Guidance	Yes*	42	7	HIRL	Yes	Yes	Yes
Fargo	Hector International Airport	FAR	ASOS	Vertical Guidance	Yes*	226	9	HIRL	Yes	Yes	Yes
Grand Forks	Grand Forks International Airport	GFK	ASOS	Vertical Guidance	Yes	160	17	HIRL	Yes	Yes	Yes
Jamestown	Jamestown Regional Airport	JMS	ASOS	Vertical Guidance	Yes	36	0	HIRL	Yes	Yes	Yes
Minot	Minot International Airport	MOT	ASOS	Vertical Guidance	Yes	143	10	HIRL	Yes	Yes	Yes
Williston	Williston Basin International Airport	XWA	ASOS	Vertical Guidance	Yes	32	0	HIRL	Yes	Yes	Yes
General Aviation											
Arthur	Arthur Airport	1A2	None	Visual	No Terminal / FBO Bldg	2	0	None	No	No	Non-NPIAS
Ashley	Ashley Municipal Airport	ASY	None	Vertical Guidance	Yes	15	0	MIRL	No	Yes	Yes
Beach	Beach Airport	20U	AWOS-3	Vertical Guidance	Yes	15	4	MIRL	Yes	Yes	Yes
Beulah	Beulah Municipal Airport	95D	None	Visual	Yes	24	3	Non-standard	No	Yes	Non-NPIAS
Bottineau	Bottineau Municipal Airport	D09	AWOS-3PT	Vertical Guidance	Yes	21	0	MIRL	No	Yes	Yes
Bowbells	Bowbells Municipal Airport	5B4	None	Visual	No Terminal / FBO Bldg	2	0	None	No	No	Non-NPIAS

Table 4-5. (Continued) Goal 3: Provide Air Access to Airports – Data Table

Airport Information			Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9
Associated City	Airport Name	FAA ID	On-Site Weather	Approach Type	Adequate Terminal Facilities	Total Aircraft Spaces	Available Covered Aircraft Spaces	Runway Lighting Type	Jet A Fuel	100LL Fuel	Wind Coverage
General Aviation											
Bowman	Bowman Regional Airport	BWW	AWOS-3PT	Vertical Guidance	Yes	23	0	MIRL	Yes	Yes	Yes
Cando	Cando Municipal Airport	9D7	AWOS-3	Vertical Guidance	Yes	15	4	MIRL	No	No	Yes
Carrington	Carrington Municipal Airport	46D	AWOS-3	Vertical Guidance	Yes	12	0	MIRL	No	Yes	No
Casselton	Casselton Robert Miller Regional Airport	5N8	None	Non-Precision	Yes	52	0	MIRL	No	Yes	Yes
Cavalier	Cavalier Municipal Airport	2C8	AWOS-3	Vertical Guidance	Yes	22	5	MIRL	Yes	Yes	Yes
Columbus	Columbus Municipal Airport	D49	None	Visual	No Terminal / FBO Bldg	2	0	None	No	No	Non-NPIAS
Cooperstown	Cooperstown Municipal Airport	S32	AWOS-3	Non-Precision	Yes	17	0	MIRL	No	Yes	Yes
Crosby	Crosby Municipal Airport	D50	AWOS-3	Non-Precision	Yes	18	0	MIRL	No	Yes	Yes
Drayton	Drayton Municipal Airport	D29	None	Visual	No Terminal / FBO Bldg	5	0	LIRL	No	No	Non-NPIAS
Dunseith	International Peace Garden Airport	S28	None	Visual	No Terminal / FBO Bldg	0	0	None	No	No	No
Edgeley	Edgeley Municipal Airport	51D	None	Vertical Guidance	No Terminal / FBO Bldg	11	0	MIRL	Yes	Yes	Yes
Elgin	Elgin Municipal Airport	Y71	None	Visual	No Terminal / FBO Bldg	2	0	None	No	No	Non-NPIAS
Ellendale	Ellendale Municipal Airport	4E7	None	Vertical Guidance	Yes	11	0	MIRL	No	Yes	Yes
Enderlin	Sky Haven Airport	5N4	None	Visual	Yes	12	3	LIRL	No	Yes	Non-NPIAS
Fessenden	Fessenden – Streibel Municipal Airport	D24	None	Visual	No Terminal / FBO Bldg	2	2	LIRL	No	No	Non-NPIAS

Table 4-5. (Continued) Goal 3: Provide Air Access to Airports – Data Table

Airport Information			Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9
Associated City	Airport Name	FAA ID	On-Site Weather	Approach Type	Adequate Terminal Facilities	Total Aircraft Spaces	Available Covered Aircraft Spaces	Runway Lighting Type	Jet A Fuel	100LL Fuel	Wind Coverage
General Aviation											
Fort Yates	Standing Rock Airport	Y27	None	Visual	No Terminal / FBO Bldg	0	0	MIRL	No	No	Yes
Gackle	Gackle Municipal Airport	9G9	None	Visual	No Terminal / FBO Bldg	0	0	None	No	No	Non-NPIAS
Garrison	Garrison Municipal Airport	D05	None	Vertical Guidance	No	15	0	MIRL	No	Yes	Yes
Glen Ullin	Glen Ullin Regional Airport	D57	AWOS-3P	Vertical Guidance	Yes	12	1	MIRL	No	Yes	No
Grafton	Hutson Field	GAF	AWOS-3	Vertical Guidance	Yes	19	0	MIRL	Yes	Yes	Yes
Gwinner	Gwinner – Roger Melroe Field	GWR	AWOS-3	Vertical Guidance	No	17	6	MIRL	Yes	Yes	Yes
Harvey	Harvey Municipal Airport	5H4	AWOS-3	Non-Precision	Yes	10	0	MIRL	No	Yes	Yes
Hazelton	Hazelton Municipal Airport	6H8	None	Visual	No Terminal / FBO Bldg	1	0	None	No	No	Non-NPIAS
Hazen	Mercer County Regional Airport	HZE	AWOS-3PT	Vertical Guidance	Yes	18	0	MIRL	Yes	Yes	Yes
Hettinger	Hettinger Municipal Airport	HEI	ASOS	Vertical Guidance	Yes	33	0	MIRL	Yes	Yes	Yes
Hillsboro	Hillsboro Municipal Airport	3H4	None	Vertical Guidance	Yes	36	0	MIRL	No	Yes	Yes
Kenmare	Kenmare Municipal Airport	7K5	None	Non-Precision	Yes	30	0	MIRL	No	Yes	No
Killdeer	Dunn County – Weydahl Field	9Y1	AWOS-3P	Non-Precision	Yes	12	0	MIRL	Yes	Yes	Non-NPIAS
Kindred	Robert Odegaard Field	K74	None	Non-Precision	Yes	28	0	MIRL	No	Yes	Yes
Kulm	Kulm Municipal Airport	D03	None	Visual	Yes	9	0	LIRL	No	No	Non-NPIAS

Table 4-5. (Continued) Goal 3: Provide Air Access to Airports – Data Table

Airport Information			Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9
Associated City	Airport Name	FAA ID	On-Site Weather	Approach Type	Adequate Terminal Facilities	Total Aircraft Spaces	Available Covered Aircraft Spaces	Runway Lighting Type	Jet A Fuel	100LL Fuel	Wind Coverage
General Aviation											
La Moure	La Moure Rott Municipal Airport	4F9	None	Visual	No Terminal / FBO Bldg	3	0	Non-standard	No	No	No
Lakota	Lakota Municipal Airport	5L0	None	Vertical Guidance	Yes	13	0	MIRL	No	Yes	No
Langdon	Robertson Field	D55	AWOS-3	Non-Precision	Yes	16	0	MIRL	No	Yes	Yes
Larimore	Larimore Municipal Airport	2L1	None	Visual	Yes	22	0	LIRL	No	No	Non-NPIAS
Leeds	Leeds Municipal Airport	D31	None	Visual	Yes	5	2	Non-standard	No	No	Non-NPIAS
Lidgerwood	Lidgerwood Municipal Airport	4N4	None	Visual	No Terminal / FBO Bldg	0	0	None	No	No	Non-NPIAS
Linton	Linton Municipal Airport	7L2	AWOS-3	Vertical Guidance	Yes	18	0	MIRL	Yes	Yes	Yes
Lisbon	Lisbon Municipal Airport	6L3	None	Non-Precision	Yes	12	0	MIRL	No	Yes	Yes
Maddock	Maddock Municipal Airport	6D3	None	Visual	Yes	12	1	MIRL	No	No	Non-NPIAS
Mandan	Mandan Regional – Lawler Field	Y19	AWOS-3	Vertical Guidance	Yes	101	0	MIRL	Yes	Yes	Yes
Mayville	Mayville Municipal Airport	D56	None	Visual	Yes	8	0	MIRL	No	No	Non-NPIAS
McClusky	McClusky Municipal Airport	7G2	None	Visual	No Terminal / FBO Bldg	0	0	None	No	No	Non-NPIAS
McVille	McVille Municipal Airport	8M6	None	Visual	No Terminal / FBO Bldg	4	1	LIRL	No	No	Non-NPIAS
Milnor	Milnor Municipal Airport	4R6	None	Visual	Yes	4	0	None	No	No	Non-NPIAS
Minto	Minto Municipal Airport	D06	None	Visual	No Terminal / FBO Bldg	2	0	None	No	No	Non-NPIAS

Table 4-5. (Continued) Goal 3: Provide Air Access to Airports – Data Table

Airport Information			Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9
Associated City	Airport Name	FAA ID	On-Site Weather	Approach Type	Adequate Terminal Facilities	Total Aircraft Spaces	Available Covered Aircraft Spaces	Runway Lighting Type	Jet A Fuel	100LL Fuel	Wind Coverage
General Aviation											
Mohall	Mohall Municipal Airport	HBC	None	Vertical Guidance	Yes	26	0	MIRL	No	Yes	No
Mott	Mott Municipal Airport	3P3	None	Vertical Guidance	Yes	17	4	MIRL	No	Yes	Yes
Napoleon	Napoleon Municipal Airport	5B5	None	Visual	No Terminal / FBO Bldg	5	1	LIRL	No	No	Non-NPIAS
New Rockford	Tomlinson Field	8J7	None	Visual	No Terminal / FBO Bldg	4	0	None	No	No	Non-NPIAS
New Town	New Town Municipal Airport	05D	None	Vertical Guidance	Yes	12	0	MIRL	No	No	Non-NPIAS
Northwood	Northwood Municipal – Vince Field	4V4	None	Non-Precision	Yes*	19	0	MIRL	No	Yes	No
Oakes	Oakes Municipal Airport	2D5	AWOS-3	Vertical Guidance	Yes	17	2	MIRL	No	No	Yes
Page	Page Regional Airport	64G	None	Visual	Yes	11	0	None	Yes	Yes	Non-NPIAS
Park River	Park River – W C Skjerven Field	Y37	None	Visual	Yes	12	3	MIRL	No	Yes	Yes
Parshall	Parshall – Hankins Airport	Y74	None	Visual	Yes	10	0	MIRL	No	Yes	Yes
Pembina	Pembina Municipal Airport	PMB	None	Non-Precision	Yes	14	0	MIRL	No	Yes	Yes
Plaza	Trulson Field Airport	Y99	None	Visual	No Terminal / FBO Bldg	0	0	None	No	No	Non-NPIAS
Richardton	Richardton Municipal Airport	4E8	None	Visual	No Terminal / FBO Bldg	0	0	None	No	No	Non-NPIAS
Riverdale	Garrison Dam Recreational Airpark	37N	None	Visual	No Terminal / FBO Bldg	0	0	None	No	No	Non-NPIAS
Rolette	Rolette Airport	2H9	None	Visual	No Terminal / FBO Bldg	2	0	Non-standard	No	No	Non-NPIAS

Table 4-5. (Continued) Goal 3: Provide Air Access to Airports – Data Table

Airport Information			Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9
Associated City	Airport Name	FAA ID	On-Site Weather	Approach Type	Adequate Terminal Facilities	Total Aircraft Spaces	Available Covered Aircraft Spaces	Runway Lighting Type	Jet A Fuel	100LL Fuel	Wind Coverage
General Aviation											
Rolla	Rolla Municipal Airport	06D	AWOS-3	Vertical Guidance	Yes*	12	2	MIRL	Yes	Yes	Yes
Rugby	Rugby Municipal Airport	RUG	AWOS-3	Non-Precision	Yes	12	2	MIRL	Yes	Yes	Yes
St Thomas	St. Thomas Municipal Airport	4S5	None	Visual	No Terminal / FBO Bldg	7	4	Non-standard	No	No	Non-NPIAS
Stanley	Stanley Municipal Airport	08D	AWOS-3	Vertical Guidance	Yes	27	0	MIRL	Yes	Yes	Yes
Tioga	Tioga Municipal Airport	D60	AWOS-3	Vertical Guidance	Yes	42	0	MIRL	Yes	Yes	Yes
Towner	Towner Municipal Airport	D61	None	Visual	No Terminal / FBO Bldg	4	0	LIRL	No	No	Non-NPIAS
Turtle Lake	Turtle Lake Municipal Airport	91N	None	Visual	Yes	2	1	LIRL	No	No	Non-NPIAS
Valley City	Barnes County Municipal Airport	BAC	AWOS-3	Vertical Guidance	Yes	36	10	MIRL	Yes	Yes	Yes
Wahpeton	Harry Stern Airport	BWP	AWOS-3	Non-Precision	Yes	36	4	MIRL	Yes	Yes	Yes
Walhalla	Walhalla Municipal Airport	96D	AWOS-3PT	Non-Precision	Yes	14	3	MIRL	No	Yes	Yes
Washburn	Washburn Municipal Airport	5C8	None	Visual	Yes	18	0	MIRL	No	Yes	Yes
Watford City	Watford City Municipal Airport	S25	AWOS-3PT	Vertical Guidance	Yes	36	2	MIRL	Yes	Yes	Yes
West Fargo	West Fargo Municipal Airport	D54	None	Visual	Yes	41	0	LIRL	No	Yes	Non-NPIAS
Westhope	Westhope Municipal Airport	D64	None	Visual	No Terminal / FBO Bldg	7	1	None	No	No	Non-NPIAS
Wishek	Wishek Municipal Airport	6L5	None	Visual	Yes	9	5	LIRL	No	No	Non-NPIAS

*Notes: * = indicates a terminal expansion program is underway. Sources: 2025 NDSASP Airport Manager Survey, 2025; Kimley-Horn, 2025; FAA Surface Weather Observation Stations, 2025; FAA.com; ALPs, 2025; Kimley-Horn, 2025.*

4.3.4. Goal 4: Enhance Quality of Life

The following provides the inventory information for the PIs associated with the Enhance Quality of Life goal. There are no PMs associated with this goal. The inventory information is presented in the following order.

PIs:

- Percent of area and population within 60 minutes of a 5,000ft or longer runway
- Percent of airports that meet the light business jet capability criteria
- Percent of airports utilized by air cargo operators
- Percent of airports with aviation related business tenants on airport property
- Percent of airports that can meet the needs of the King Air emergency aircraft
- Percent of area and population within 30-minutes of an airport that can meet the needs of the King Air emergency aircraft
- Percent of area and population within 30 nautical miles of an airport that supports based or transient aerial applicator operations
- Percent of airports that provide access to mechanic services:
    - On-site and available to the public
    - On-site private operation only
    - On-call only
    - None
- Percent of airports with a hospital and/or clinic within its service area

The data tables associated with the PMs and PIs of Goal 4 are presented at the conclusion of the text for this goal.

4.3.4.1. PI: Percent of Area and Population within 60 Minutes of a 5,000 ft or Longer Runway

Runway length is a key factor in determining the types of aircraft an airport can accommodate. A runway length of 5,000 feet (ft) or longer can support a diverse range of aircraft, including larger general aviation planes, regional jets, and, in some cases, narrow-body commercial airliners. Runways of this length play a crucial role in enabling business aviation, air cargo operations, passenger service, and air medical transport, contributing to the airport's versatility. Analyzing the population and area within a 60-minute drive of an airport with a runway of this length helps assess Regional Airport connectivity, accessibility, and the airport's overall impact on economic development and quality of life.

Airport's primary runway lengths were sourced from the AMR via ADIP and are presented in Column 1 of **Table 4-8**. The percentage of area and population within 60 minutes of an airport with a runway of 5,000ft or longer is presented in **Chapter 6. Existing System Performance**.

4.3.4.2. PI: Percent of Airports that Meet the Light Business Jet Capability Criteria

Facilitating business-related aviation is an essential role for both GA and commercial service airports. Business-related aviation not only helps sustain high-quality, well-compensated employment opportunities, but also promotes economic development and Regional Airport connectivity. To effectively attract and serve business aviation, minimum levels of infrastructure and services are generally required. This PI aims to measure the percentage of airports that meet the light business jet capability, which includes:

- Runway dimensions of at least 4,000 feet by 75 feet
- Instrument approach (non-precision or vertically guided)
- Visual glideslope indicator (VGSI)
- Runway lighting
- On-site weather reporting
- FBO services
- Jet A fuel

These features enable an airport to accommodate most small business jet and turboprop operations of approximately 4-8 passengers. The light business jet category of aircraft is generally designed for short-haul travel and offer a more economical solution for businesses and individuals seeking private air transportation.

Some of the information required to analyze this PI is presented in other tables and is not presented again. **Table 4-6** presents the corresponding column and table number for each of the criteria related to light business jet capability.

Table 4-6. Light Business Jet Criteria and Corresponding Data Columns

Criteria	Data Table Location
Runway Dimensions	Columns 1 and 2 of **Table 4-8** (Goal 4)
Instrument Approach	Column 2 **Table 4-5** (Goal 3)
VGSI	Column 3 of **Table 4-8** (Goal 4)
Runway Lighting	Column 5 of **Table 4-5** (Goal 3)
On-Site Weather	Column 1 of **Table 4-5** (Goal 3)
FBO Services	Column 4 of **Table 4-8** (Goal 4)
Jet A Fuel	Column 6 of **Table 4-5 (**Goal 3)

Source: Kimley-Horn, 2025.

4.3.4.3. PI: Percent of Airports Utilized by Air Cargo Operators

Air cargo activity can occur at both commercial service and GA airports. Commercial service airports may be equipped with large handling facilities for more frequent air cargo operations,

whereas GA airports may support air cargo operations by small or independent operators, such local or regional deliveries by independent operators or carriers using smaller aircraft—such as FedEx or UPS drop-offs. Supporting air cargo operations contributes to increased connectivity and economic activity.

Column 5 of **Table 4-8** presents the system airports that reported being utilized by air cargo operators or noted that they support air cargo operations in their 2025 NDSASP AMS responses.

4.3.4.4. PI: Percent of Airports with Aviation Related Business Tenants on Airport Property

Airports are key drivers of economic activity, serving as hubs for a variety of aviation-related business tenants that rely on airport infrastructure to operate effectively. Aviation-related business tenants may include flight schools, aircraft maintenance and repair facilities, air cargo operators, air charter and taxi services, aircraft manufacturing, and more.

During the data collection process, airports provided a list of all their on-airport business tenants for the 2025 NDAEIS. These businesses were reviewed to identify which are aviation related. Column 6 of **Table 4-8** shows the airports that did or did not report having aviation-related business tenants on airport property.

4.3.4.5. PI: Percent of Airports that can Meet the Needs of the King Air Emergency Aircraft

The King Air is one of the most commonly used aircraft for medical emergency transport, offering rapid access to rural and remote communities during critical situations. Medical flights, often classified as air ambulance operations, require specific airport infrastructure to ensure safe and timely patient transport. FAA guidelines and general medevac operational standards suggest that airports supporting these missions should have the following:

- A minimum runway length of 3,800 feet
- Lighted runway for night operations
- Certified weather reporting
- Runway Design Code (RDC) of at least B-II

The RDC is a classification system used by the FAA to ensure airport design elements—such as runway length, taxiway width, and safety clearances—are compatible with the critical design aircraft for each airport.[2] An RDC is determined by two factors: the critical or design aircraft's approach speed and its physical size (primarily wingspan and tail height). For example, an RDC

[2]The FAA introduced the RDC in AC 150/5300-13A to provide a more detailed and flexible framework for runway design compared to the previously used Airport Reference Code (ARC), which may still be used for planning purposes. The most demanding RDC is equivalent to an airport's ARC.

of B-II applies to moderately fast, mid-sized aircraft like the King Air.[3] These elements help ensure that aircraft, such as King Air, can operate safely under various conditions.

The information required to evaluate this PI is presented in other tables and is not shown again. **Table 4-7** presents the corresponding column and table number where the data associated with supporting a King Air is presented.

Table 4-7. Emergency Aircraft Criteria and Corresponding Data Columns

Criteria	Data Table Location
Runway Length	Column 1 of **Table 4-8** (Goal 4)
Runway Lighting	Column 5 of **Table 4-5** (Goal 3)
On-Site Weather	Column 1 of **Table 4-5** (Goal 3)
RDC	Column 7 of **Table 4-8** (Goal 4)

Source: Kimley-Horn, 2025.

This data was sourced from the AMR, the FAA's Surface Weather Observation Station website, and airport ALPs.

4.3.4.6. PI: Percent of Area and Population within 30-Minutes of an Airport that can Meet the Needs of the King Air Emergency Aircraft

Understanding the percentage of area and population within 30 minutes of an airport that meets the requirements for a King Air emergency aircraft is crucial for assessing regional accessibility and emergency response capabilities. The King Air is widely used for critical missions, including medical evacuations, disaster response, and organ transport, where time-sensitive flights are essential.

The percentage of area and population within 30 minutes of an airport that can meet the needs of a King Air emergency aircraft is presented in **Chapter 6. Existing System Performance.**

4.3.4.7. PI: Percent of Area and Population within 30 Nautical Miles of an Airport that Supports Based or Transient Aerial Applicator Operations

The agricultural industry is a cornerstone of North Dakota's economy, and many public-use airports play a vital role in supporting it—particularly through aerial applicator operations. These operations can be categorized into based and transient aerial applicators.

- **Based aerial applicators** operate from the airport either year-round or seasonally, using its facilities for storage and operations
- **Transient aerial applicators** rely on the airport for refueling and replenishing spray materials but do not maintain a hangar on-site

[3] Not all King Air models fall under the same RDC, but commonly used medevac variants such as the King Air C90 and King Air 200 are classified as RDC B-II, aligning with typical infrastructure requirements for air ambulance operations.

Assessing the percentage of area and population within 30 nautical miles of airports that support aerial applicator operations helps determine the coverage and accessibility these airports provide to the agricultural sector.

Airports were asked to report whether they support based or transient aerial applicator operations in the 2025 NDSASP AMS and that information is presented in Column 8 of **Table 4-8.** The percentage of area and population within 30 nautical miles of an airport that supports based or transient aerial applicator operations is presented in **Chapter 6. Existing System Performance.**

4.3.4.8. PI: Percent of Airports that Provide Access to Mechanic Services

Mechanic services are an essential component of the aviation industry, supporting aircraft maintenance and operations across airports of various sizes and functions. These services include routine maintenance and inspections, engine repairs and overhauls, avionics maintenance, structural repairs, fuel system maintenance, hydraulic and pneumatic system repairs, and more.

Beyond their operational importance, mechanic services contribute to local economies by creating employment opportunities within the community. Public-use airports in North Dakota may access these services in the following ways:

- **On-site public services** – Mechanic services based at the airport and available to all airport users
- **On-site private services** – Mechanic services based at the airport for specific operators (e.g., a flight school mechanic servicing only the school's fleet)
- **On-call services** – Mechanic services are available to visit the airport as needed or upon request

Airports without on-site or on-call mechanic services may experience reduced traffic and provide fewer on-airport employment opportunities. As part of the AMS, airports were asked to report whether they support on-site public services, on-site private services, on-call services, or no mechanical support. This data is summarized in Column 9 of **Table 4-8**.

4.3.4.9. Percent of Airports with a Hospital and/or Clinic Within its Service Area

Access to medical facilities within an airport's service area is a critical factor in supporting public health, emergency response, and community resilience. Airports that are located near hospitals or clinics are better positioned to support medical transport operations, including air ambulance services, and can serve as vital links during natural disasters or public health emergencies. Evaluating the percentage of airports with a hospital and/or clinic within their service area helps identify regions with adequate access to healthcare services and highlights areas—particularly more rural communities—where improved coordination between aviation and medical infrastructure could enhance emergency response and public health.

As part of this study, airports were asked to report whether their community had a hospital and/or clinic within their service area and this information is shown Column 10 of **Table 4-8.**

Table 4-8. Goal 4: Enhance Quality of Life – Data Table

Airport Information			Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10
Associated City	Airport Name	FAA ID	Primary Runway Length (ft)	Primary Runway Width (ft)	VGSI	FBO Services	Utilized by Air Cargo Operators	Aviation Business Tenants	RDC	Aerial Applicator Operations	Access to Mechanic Services	Hospital and/or Clinic Within Service Area
Commercial Service												
Bismarck	Bismarck Municipal Airport	BIS	8,794	150	P4L / P4L	Yes	Yes	Yes	D-IV	No Aerial Application	On-Site Public	Yes
Devils Lake	Devils Lake Regional Airport	DVL	6,400	100	P4L / P4L	Yes	Yes	Yes	B-II	Yes-Based	On-Site Public	Yes
Dickinson	Dickinson – Roosevelt Regional Airport	DIK	7,301	150	P4L / P4L	Yes	Yes	Yes	B-II	Yes-Transient	On-Site Public	Yes
Fargo	Hector International Airport	FAR	9,001	150	P4L / P4R	Yes	Yes	Yes	D-V	Yes-Transient	On-Site Public	Yes
Grand Forks	Grand Forks International Airport	GFK	7,351	150	P4L / P4L	Yes	Yes	Yes	C-IV	No Aerial Application	On-Site Public	Yes
Jamestown	Jamestown Regional Airport	JMS	6,502	100	P4L / P4L	Yes	Yes	Yes	C-III	Yes-Based & Transient	On-Site Public	Yes
Minot	Minot International Airport	MOT	7,700	150	P4L / None	Yes	Yes	Yes	C-III	Yes-Transient	On-Site Public	Yes
Williston	Williston Basin International Airport	XWA	7,503	150	P4L / P4L	Yes	Yes	Yes	D-VI	Yes-Based & Transient	On-Site Public	Yes
General Aviation												
Arthur	Arthur Airport	1A2	3,100	85	None / None	No	No	No	A-I Small	No Aerial Application	None	No
Ashley	Ashley Municipal Airport	ASY	4,364	60	P2L / P2L	No	No	Yes	A-II Small	Yes-Based	On Call	Yes
Beach	Beach Airport	20U	4,200	60	P2L / P2L	No	No	No	B-I Small	Yes-Transient	None	Yes
Beulah	Beulah Municipal Airport	95D	4,030	60	None / S2L	No	Yes	Yes	A/B-I Small	Yes-Based & Transient	On-Site Public	Yes
Bottineau	Bottineau Municipal Airport	D09	3,700	60	P2R / P2L	No	No	Yes	A/B-I Small	Yes-Based & Transient	On-Site Public	Yes

Table 4-8. (Continued) Goal 4: Enhance Quality of Life – Data Table

Airport Information			Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10
Associated City	Airport Name	FAA ID	Primary Runway Length (ft)	Primary Runway Width (ft)	VGSI	FBO Services	Utilized by Air Cargo Operators	Aviation Business Tenants	RDC	Aerial Applicator Operations	Access to Mechanic Services	Hospital and/or Clinic Within Service Area
General Aviation												
Bowbells	Bowbells Municipal Airport	5B4	2,900	200	None / None	No	No	No	A-I Small	No Aerial Application	None	Yes
Bowman	Bowman Regional Airport	BWW	5,701	75	P4L / P4L	No*	No	Yes	B-II	Yes-Transient	On-Site Public	Yes
Cando	Cando Municipal Airport	9D7	3,500	60	P2L / P2L	No	No	No	A-I	Yes-Based & Transient	Only Basic Services w/in 30NM	Yes
Carrington	Carrington Municipal Airport	46D	4,198	75	P2L / P2L	No	Yes	No	B-II	Yes-Transient	None	Yes
Casselton	Casselton Robert Miller Regional Airport	5N8	3,901	75	P2R / P2L	No	Yes	Yes	B-II	Yes-Based	On-Site Public	Yes
Cavalier	Cavalier Municipal Airport	2C8	3,299	60	P2L / P2L	No	No	Yes	A/B-I Small	Yes-Based	None	Yes
Columbus	Columbus Municipal Airport	D49	2,560	100	None / None	No	No	No	A-I Small	No Aerial Application	None	Yes
Cooperstown	Cooperstown Municipal Airport	S32	3,500	60	P2L / P2L	No	No	Yes	A-I	Yes-Transient	On-Site Private Only	Yes
Crosby	Crosby Municipal Airport	D50	3,800	60	P2L / P2L	No	Yes	No	A/B-I Small	Yes-Transient	None	Yes
Drayton	Drayton Municipal Airport	D29	2,596	60	None / None	No	No	Yes	A-I Small	Yes-Based	None	Yes
Dunseith	International Peace Garden Airport	S28	3,005	60	None / None	No	No	No	A-I Small	No Aerial Application	None	Yes
Edgeley	Edgeley Municipal Airport	51D	3,600	60	None / P2L	No	No	Yes	B-I Small	Yes-Based	None	Yes
Elgin	Elgin Municipal Airport	Y71	2,842	120	None / None	No	No	No	A-I Small	No Aerial Application	None	Yes
Ellendale	Ellendale Municipal Airport	4E7	3,499	60	P2L / P2L	No	No	No	A/B-I Small	Yes-Transient	Only Basic Services w/in 30NM	Yes

Table 4-8. (Continued) Goal 4: Enhance Quality of Life – Data Table

Airport Information			Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10
Associated City	Airport Name	FAA ID	Primary Runway Length (ft)	Primary Runway Width (ft)	VGSI	FBO Services	Utilized by Air Cargo Operators	Aviation Business Tenants	RDC	Aerial Applicator Operations	Access to Mechanic Services	Hospital and/or Clinic Within Service Area
General Aviation												
Enderlin	Sky Haven Airport	5N4	2,855	40	None / None	No	Yes	No	A-I Small	Yes-Transient	None	Yes
Fessenden	Fessenden – Streibel Municipal Airport	D24	2,940	120	None / None	No	No	No	A-I Small	No Aerial Application	None	Yes
Fort Yates	Standing Rock Airport	Y27	3,699	60	P2L / P2L	No	No	No	A-I Small	Yes-Transient	None	Yes
Gackle	Gackle Municipal Airport	9G9	1,620	40	None / None	No	No	No	A-I Small	No Aerial Application	None	Yes
Garrison	Garrison Municipal Airport	D05	3,699	60	P2L / P2L	No	No	Yes	A/B-I Small	Yes-Based & Transient	Only Basic Services w/in 30NM	Yes
Glen Ullin	Glen Ullin Regional Airport	D57	3,799	60	P2L / P2L	No	No	No	A/B-I Small	Yes-Transient	None	Yes
Grafton	Hutson Field	GAF	3,898	74	P2L / P2L	No	Yes	Yes	B-II Small	Yes-Based	Only Basic Services w/in 30NM	Yes
Gwinner	Gwinner – Roger Melroe Field	GWR	5,000	75	P2L / P2L	No*	Yes	Yes	B-I	Yes-Based	On Call	Yes
Harvey	Harvey Municipal Airport	5H4	3,600	60	P2L / P2L	No	No	Yes	A/B-I Small	Yes-Transient	Only Basic Services w/in 30NM	Yes
Hazelton	Hazelton Municipal Airport	6H8	3,800	100	None / None	No	No	No	A-I Small	Yes-Transient	None	Yes
Hazen	Mercer County Regional Airport	HZE	4,999	75	P2L / P2L	No*	No	Yes	B-II	Yes-Transient	None	Yes
Hettinger	Hettinger Municipal Airport	HEI	4,652	75	P2L / P2L	Yes	Yes	Yes	B-II Small	Yes-Based	On-Site Public	Yes
Hillsboro	Hillsboro Municipal Airport	3H4	3,301	60	P2L / P2L	Yes	No	Yes	B-II	Yes-Based	On-Site Public	Yes
Kenmare	Kenmare Municipal Airport	7K5	3,700	60	P2L / P2L	No	No	Yes	B-I Small	Yes-Based	On-Site Public	Yes

Table 4-8. (Continued) Goal 4: Enhance Quality of Life – Data Table

Airport Information			Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10
Associated City	Airport Name	FAA ID	Primary Runway Length (ft)	Primary Runway Width (ft)	VGSI	FBO Services	Utilized by Air Cargo Operators	Aviation Business Tenants	RDC	Aerial Applicator Operations	Access to Mechanic Services	Hospital and/or Clinic Within Service Area
General Aviation												
Killdeer	Dunn County – Weydahl Field	9Y1	4,200	60	P2L / P2L	No	No	No	B-II	Yes-Transient	None	Yes
Kindred	Robert Odegaard Field	K74	3,300	60	P2L / P2L	Yes	No	Yes	A-I Small	Yes-Based & Transient	On-Site Public	No
Kulm	Kulm Municipal Airport	D03	2,800	120	None / None	No	No	No	A-I Small	No Aerial Application	None	Yes
La Moure	La Moure Rott Municipal Airport	4F9	3,400	50	None / None	No	Yes	Yes	A-I Small	Yes-Based	None	Yes
Lakota	Lakota Municipal Airport	5L0	3,500	60	P2L / P2L	No	Yes	No	B-I Small	Yes-Transient	Only Basic Services w/in 30NM	Yes
Langdon	Robertson Field	D55	3,600	60	P2L / P2L	No	Yes	Yes	A/B-I Small	Yes-Based	None	Yes
Larimore	Larimore Municipal Airport	2L1	2,914	50	None / None	Yes	Yes	Yes	A-I Small	Yes-Based	On-Site Public	Yes
Leeds	Leeds Municipal Airport	D31	3,000	50	None / None	No	No	No	A-I Small	Yes-Transient	Only Basic Services w/in 30NM	No
Lidgerwood	Lidgerwood Municipal Airport	4N4	2,100	60	None / None	No	No	No	A-I Small	No Aerial Application	None	Yes
Linton	Linton Municipal Airport	7L2	3,700	60	P2L / P2L	Yes	Yes	Yes	B-I Small	Yes-Transient	None	Yes
Lisbon	Lisbon Municipal Airport	6L3	3,397	60	P2L / P2L	Yes	No	Yes	A/B-I Small	Yes-Based & Transient	On Call	Yes
Maddock	Maddock Municipal Airport	6D3	3,000	50	None / None	No	No	Yes	B-I	Yes-Based	Only Basic Services w/in 30NM	Yes
Mandan	Mandan Regional – Lawler Field	Y19	4,399	75	P2L / P2L	No*	Yes	Yes	B-II Small	Yes-Based	On-Site Public	Yes
Mayville	Mayville Municipal Airport	D56	3,300	60	None / None	No	No	Yes	A-I Small	Yes-Based	Only Basic Services w/in 30NM	Yes

Table 4-8. (Continued) Goal 4: Enhance Quality of Life – Data Table

Airport Information			Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10
Associated City	Airport Name	FAA ID	Primary Runway Length (ft)	Primary Runway Width (ft)	VGSI	FBO Services	Utilized by Air Cargo Operators	Aviation Business Tenants	RDC	Aerial Applicator Operations	Access to Mechanic Services	Hospital and/or Clinic Within Service Area
General Aviation												
McClusky	McClusky Municipal Airport	7G2	3,136	80	None / None	No	No	No	A-I Small	No Aerial Application	None	Yes
McVille	McVille Municipal Airport	8M6	2,277	100	None / None	No	No	No	A-I Small	No Aerial Application	None	Yes
Milnor	Milnor Municipal Airport	4R6	2,210	90	None / None	No	No	No	A-I Small	Yes-Based	None	Yes
Minto	Minto Municipal Airport	D06	2,396	20	None / None	No	No	Yes	A-I Small	Yes-Based	None	No
Mohall	Mohall Municipal Airport	HBC	3,599	75	P2L / P2L	No	Yes	No	B-II Small	Yes-Based	None	Yes
Mott	Mott Municipal Airport	3P3	4,001	60	P2L / P2L	No	No	No	A/B-I Small	Yes-Transient	None	Yes
Napoleon	Napoleon Municipal Airport	5B5	3,220	50	None / None	No	No	Yes	A-II Small	Yes-Based	None	Yes
New Rockford	Tomlinson Field	8J7	3,600	60	None / None	No	No	Yes	B-I	Yes-Transient	Only Basic Services w/in 30NM	Yes
New Town	New Town Municipal Airport	05D	3,416	60	P2L / P2L	No	No	No	B-I Small	No Aerial Application	None	Yes
Northwood	Northwood Municipal – Vince Field	4V4	3,160	60	P2L / P2L	Yes	Yes	Yes	B-I Small	No Aerial Application	On-Site Public	Yes
Oakes	Oakes Municipal Airport	2D5	3,505	60	P2L / P2L	No	Yes	Yes	B-I	Yes-Based	On Call	Yes
Page	Page Regional Airport	64G	2,600	30	None / None	No	Yes	Yes	A-I Small	Yes-Based	On-Site Public	No
Park River	Park River – W C Skjerven Field	Y37	3,100	60	P2L / P2L	No	No	Yes	B-II Small	Yes-Based	Only Basic Services w/in 30NM	Yes
Parshall	Parshall – Hankins Airport	Y74	3,208	60	P2L / P2L	No	No	No	A/B-I Small	Yes-Transient	None	Yes

Table 4-8. (Continued) Goal 4: Enhance Quality of Life – Data Table

Airport Information			Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10
Associated City	Airport Name	FAA ID	Primary Runway Length (ft)	Primary Runway Width (ft)	VGSI	FBO Services	Utilized by Air Cargo Operators	Aviation Business Tenants	RDC	Aerial Applicator Operations	Access to Mechanic Services	Hospital and/or Clinic Within Service Area
General Aviation												
Pembina	Pembina Municipal Airport	PMB	3,798	75	P2L / P2L	Yes	Yes	Yes	B-I Small	Yes-Based & Transient	On-Site Public	No
Plaza	Trulson Field	Y99	3,200	60	None / None	No	No	No	A-I Small	No Aerial Application	None	No
Richardton	Richardton Municipal Airport	4E8	3,822	110	None / None	No	No	No	A-I Small	No Aerial Application	Only Basic Services w/in 30NM	No
Riverdale	Garrison Dam Recreational Airpark	37N	3,195	60	None / None	No	No	No	A-I Small	No Aerial Application	None	No
Rolette	Rolette Airport	2H9	3,400	40	None / None	No	No	No	A-I Small	Yes-Transient	None	Yes
Rolla	Rolla Municipal Airport	06D	4,300	75	P2L / P2L	No	No	Yes	B-II Small	Yes-Based	None	Yes
Rugby	Rugby Municipal Airport	RUG	3,600	60	P2L / P2L	No	No	Yes	A/B-I Small	Yes-Based	None	Yes
St Thomas	St. Thomas Municipal Airport	4S5	2,600	50	None / None	No	No	Yes	B-I	Yes-Based	None	No
Stanley	Stanley Municipal Airport	08D	3,900	60	P2L / P2L	No	Yes	Yes	B-I Small	Yes-Transient	None	Yes
Tioga	Tioga Municipal Airport	D60	5,102	75	P2L / P2L	No*	No	Yes	B-II	Yes-Based & Transient	On-Site Public	Yes
Towner	Towner Municipal Airport	D61	2,732	150	None / None	No	No	No	A-I Small	No Aerial Application	None	Yes
Turtle Lake	Turtle Lake Municipal Airport	91N	3,148	120	None / None	No	No	No	A-I Small	Yes-Based & Transient	None	Yes
Valley City	Barnes County Municipal Airport	BAC	4,201	75	P2L / P2L	No*	No	Yes	B-II Small	Yes-Based	On-Site Public	Yes
Wahpeton	Harry Stern Airport	BWP	5,100	75	P2L / P2L	No*	Yes	Yes	B-II	Yes-Based	On-Site Public	Yes

Table 4-8. (Continued) Goal 4: Enhance Quality of Life – Data Table

Airport Information			Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10
Associated City	Airport Name	FAA ID	Primary Runway Length (ft)	Primary Runway Width (ft)	VGSI	FBO Services	Utilized by Air Cargo Operators	Aviation Business Tenants	RDC	Aerial Applicator Operations	Access to Mechanic Services	Hospital and/or Clinic Within Service Area
General Aviation												
Walhalla	Walhalla Municipal Airport	96D	3,400	60	P2L / P2L	No	No	Yes	A-I	Yes-Based	None	Yes
Washburn	Washburn Municipal Airport	5C8	3,700	60	None / None	No	No	Yes	A-II Small	Yes-Based & Transient	None	Yes
Watford City	Watford City Municipal Airport	S25	6,550	75	P2L / P2L	No*	No	Yes	B-II	Yes-Based	On-Site Public	Yes
West Fargo	West Fargo Municipal Airport	D54	3,300	50	None / None	No	No	Yes	A-I Small	Yes-Based	On-Site Public	Yes
Westhope	Westhope Municipal Airport	D64	3,000	60	None / None	No	No	No	A-I Small	Yes-Based	Only Basic Services w/in 30NM	Yes
Wishek	Wishek Municipal Airport	6L5	3,460	60	None / None	Yes	No	No	B-I Small	Yes-Transient	Only Basic Services w/in 30NM	Yes

*Note: * = FBO services are not based at the airport, but on-call FBO services are available on an as-needed basis. "Only Basic Services w/in 30NM" indicates that full-service mechanic services are not available, but basic services (tires, batteries, and essential fluids) are available within 30 nautical miles on an on-call basis. Sources: 2025 NDSASP Airport Manager Survey, 2025; ADIP, 2025; ALPs, 2025; Kimley-Horn, 2025.*

4.3.5. Goal 5: Preserve Airport Infrastructure

The following provides the inventory information for the PMs and PIs associated with the Preserve Airport Infrastructure goal. The information is presented in the following order.

PMs:

- Percent of airports meeting state Pavement Condition Index (PCI) thresholds on primary runways
- Percent of NPIAS airports with an adequate ALP

PIs:

- Percent of airports that have height zoning following Part 77 guidelines adopted by a local zoning board
- Percent of airports with a local or county-wide mill levy
- Percent of airports with non-mill levy revenue

The data tables associated with the PMs and PIs of Goal 5 are presented at the conclusion of the text for this goal.

4.3.5.1. PM: Percent of Airports Meeting State PCI Thresholds on Primary Runways

Maintaining airfield pavement is essential for ensuring safe and efficient airport operations. In North Dakota, pavement represents the state's largest investment in airport infrastructure.

The condition of airport pavement is evaluated using the PCI, a nationally recognized assessment standard that is required to be used by NPIAS airports that accept FAA Airport Improvement Program (AIP) funding. This index assigns a score from 0 to 100, where 0 indicates completely failed pavement and 100 represents pavement in brand-new condition. The PCI rating is based on a detailed inspection of surface distress and overall integrity.

The state's threshold for acceptable PCI standards is presented in **Figure 4-3**. To maintain an up-to-date assessment of statewide pavement conditions, the NDAC performs a Pavement Management System Update every three years, with the most recent study published in 2025 using 2024 data.

Figure 4-3. North Dakota's PCI Thresholds

Source: NDAC, 2025; Kimley-Horn, 2025.

PCI data for paved public-use airports was derived from the most recent Pavement Management System Update, which is presented through an online database. This information is presented in Column 1 of **Table 4-9.**

4.3.5.2. PM: Percent of NPIAS Airports with an Adequate ALP

ALPs serve as essential planning tools tailored for individual airports, capturing both current infrastructure and long-term development goals. These documents provide a comprehensive view of airports' facilities, property and future expansion by detailing:

- The limits of airport-owned or sponsor-controlled land, including areas planned for acquisition
- The placement and characteristics of existing and planned aviation-related facilities and buildings
- The designation of current and future non-aviation land uses within airport property, along with associated improvements

Airports included in the NPIAS must keep a current ALP to remain eligible for funding through the FAA's AIP. It is advised that airports update their ALPs at least once every 10 years or on an as-needed basis. According to the FAA, an ALP may be considered outdated if it:

- Fails to address projected operational or development needs
- Does not comply with the latest FAA airport design criteria
- No longer accurately depicts existing airport facilities and layout
- Omits recent changes in airport use or surrounding land use that could impact airspace or future expansion

Non-NPIAS airports are not obligated to develop or maintain an ALP; however, it remains a beneficial planning tool for airports regardless of size or activity level.

Airports were asked to report whether their ALP is current and adequately serving their airport development needs. Adequacy is generally defined as having been updated within the past 10 years, however airports may have ALPs older than 10 years that still serve their future development needs and may not require an update. The responses to this question are presented in Column 2 of **Table 4-9**.

4.3.5.3. PI: Percent of Airports that Have Height Zoning Following Part 77 Guidelines Adopted by a Local Zoning Board

Protecting the land and airspace surrounding an airport is critical to its long-term viability, ensuring that development remains compatible with airport operations. Proper planning helps prevent disruptions to current airport activities while preserving opportunities for future expansion, such as mitigating risks posed by tall structures. Land use controls, particularly those related to height restrictions in accordance with FAR Part 77 guidelines, are essential for minimizing incompatible development near airports. FAR Part 77 establishes criteria for determining obstructions to navigable airspace based on the height and location of structures in relation to airport runways. These guidelines help ensure safe aircraft operations and prevent hazards that could interfere with flight paths.

In North Dakota, the responsibility for regulating development near airports primarily lies with local governments. Municipal airport authorities oversee comprehensive planning, zoning, and land use policies to safeguard their airports.

Airports were asked to report whether height zoning that follows Part 77 guidelines has been adopted by their local zoning board or authority. Airport responses to this question are presented in Column 3 of **Table 4-9**.

4.3.5.4. PI: Percent of Airports with a Local or County-Wide Mill Levy

A mill levy may be established by various political subdivisions, including counties, cities, townships, school districts, or special districts, such as fire or ambulance service districts. In the context of airport funding, a local or county government may establish a mill levy to generate revenue for an airport, basing the levy on the total assessed property value within the designated area. These levies serve as an important funding mechanism for public-use airports, particularly those with limited on-site revenue-generating activities. By providing a dedicated source of local financial support, mill levies help airports maintain operations, infrastructure, and essential services.

As part of this study, airports were asked to report whether local and/or county-wide mill levies exist in their community. This information is presented in Columns 4 and 5 of **Table 4-9**.

4.3.5.5. PI: Percent of Airports with Non-Mill Levy Revenue

Airports may also generate revenue outside of a mill levy through activities on the airport such as hangar rental charges, fuel sales, landing fees, land leases, and more.

As part of this study, airports were asked to report whether they have non-mill levy revenue and the sources of that revenue. This information is presented in Column 6 of **Table 4-9**.

Table 4-9. Goal 5: Preserve Airport Infrastructure – Data Table

Airport Information			Column 1	Column 2	Column 3	Column 4	Column 5	Column 6
Associated City	Airport Name	FAA ID	Primary Runway PCI	Adequate ALP	Height Zoning Adopted by Local Zoning Board	Local Mill Levy	County-wide Mill Levy	Receives Non-Mill Levy Revenue
Commercial Service								
Bismarck	Bismarck Municipal Airport	BIS	96	Yes	Yes	No	No	Yes
Devils Lake	Devils Lake Regional Airport	DVL	73	Yes	Yes	Yes	Yes	Yes
Dickinson	Dickinson – Roosevelt Regional Airport	DIK	98	Yes	Yes	Yes	Yes	Yes
Fargo	Hector International Airport	FAR	69	Yes	Yes	Yes	No	Yes
Grand Forks	Grand Forks International Airport	GFK	65	Yes	Yes	Yes	Yes	Yes
Jamestown	Jamestown Regional Airport	JMS	100	Yes	Yes	Yes	Yes	Yes
Minot	Minot International Airport	MOT	92	Yes	No	Yes	No	Yes
Williston	Williston Basin International Airport	XWA	98	Yes	Yes	No	Yes	Yes
General Aviation								
Arthur	Arthur Airport	1A2	Turf Runway	No**	No	Yes	No	Yes
Ashley	Ashley Municipal Airport	ASY	72	Yes	Yes	Yes	Yes	Yes
Beach	Beach Airport	20U	94	Yes	No	No	No	No
Beulah	Beulah Municipal Airport	95D	79	No**	No	Yes	No	Yes
Bottineau	Bottineau Municipal Airport	D09	83	Yes	No	No	Yes	Yes
Bowbells	Bowbells Municipal Airport	5B4	Turf Runway	No**	No	Yes	No	Yes
Bowman	Bowman Regional Airport	BWW	92	Yes	Yes	No	Yes	Yes
Cando	Cando Municipal Airport	9D7	87	Yes	Yes	No	Yes	Yes

Table 4-9. (Continued) Goal 5: Preserve Airport Infrastructure – Data Table

Airport Information			Column 1	Column 2	Column 3	Column 4	Column 5	Column 6
Associated City	Airport Name	FAA ID	Primary Runway PCI	Adequate ALP	Height Zoning Adopted by Local Zoning Board	Local Mill Levy	County-wide Mill Levy	Receives Non-Mill Levy Revenue
General Aviation								
Carrington	Carrington Municipal Airport	46D	94	Yes	No	Yes	No	Yes
Casselton	Casselton Robert Miller Regional Airport	5N8	52	Yes	Yes	Yes	No	Yes
Cavalier	Cavalier Municipal Airport	2C8	100*	Yes	Yes	Yes	Yes	Yes
Columbus	Columbus Municipal Airport	D49	Turf Runway	No**	No	No	No	No
Cooperstown	Cooperstown Municipal Airport	S32	100*	Yes	No	Yes	No	Yes
Crosby	Crosby Municipal Airport	D50	100	Yes	Yes	Yes	Yes	Yes
Drayton	Drayton Municipal Airport	D29	71	No**	No	Yes	Yes	No
Dunseith	International Peace Garden Airport	S28	100	Yes	No	No	No	No
Edgeley	Edgeley Municipal Airport	51D	81	Yes	No	Yes	Yes	Yes
Elgin	Elgin Municipal Airport	Y71	Turf Runway	No**	No	No	No	No
Ellendale	Ellendale Municipal Airport	4E7	88	Yes	Yes	Yes	Yes	Yes
Enderlin	Sky Haven Airport	5N4	78	No**	No	Yes	No	Yes
Fessenden	Fessenden – Streibel Municipal Airport	D24	Turf Runway	No**	No	Not Provided	Yes	No
Fort Yates	Standing Rock Airport	Y27	100*	Yes	No	No	No	Yes
Gackle	Gackle Municipal Airport	9G9	Turf Runway	No**	No	Yes	No	No

Table 4-9. (Continued) Goal 5: Preserve Airport Infrastructure – Data Table

Airport Information			Column 1	Column 2	Column 3	Column 4	Column 5	Column 6
Associated City	Airport Name	FAA ID	Primary Runway PCI	Adequate ALP	Height Zoning Adopted by Local Zoning Board	Local Mill Levy	County-wide Mill Levy	Receives Non-Mill Levy Revenue
General Aviation								
Garrison	Garrison Municipal Airport	D05	88	Yes	Yes	Yes	No	Yes
Glen Ullin	Glen Ullin Regional Airport	D57	98	Yes	Yes	Yes	No	Yes
Grafton	Hutson Field	GAF	63	Yes	Yes	Yes	No	Yes
Gwinner	Gwinner – Roger Melroe Field	GWR	79	Yes	Yes	Yes	Yes	Yes
Harvey	Harvey Municipal Airport	5H4	79	Yes	Yes	Yes	No	Yes
Hazelton	Hazelton Municipal Airport	6H8	Turf Runway	No**	No	No	No	Yes
Hazen	Mercer County Regional Airport	HZE	90	Yes	Yes	No	Yes	Yes
Hettinger	Hettinger Municipal Airport	HEI	71	Yes	Yes	No	Yes	Yes
Hillsboro	Hillsboro Municipal Airport	3H4	93	Yes	Yes	Yes	No	Yes
Kenmare	Kenmare Municipal Airport	7K5	83	Yes	No	No	Yes	Yes
Killdeer	Dunn County – Weydahl Field	9Y1	80	Yes	Yes	No	Yes	Yes
Kindred	Robert Odegaard Field	K74	60	Yes	No	Yes	No	Yes
Kulm	Kulm Municipal Airport	D03	Turf Runway	No	No	No	Yes	Yes
La Moure	La Moure Rott Municipal Airport	4F9	78	Yes	No	Yes	Yes	Yes
Lakota	Lakota Municipal Airport	5L0	100	Yes	Yes	Yes	No	Yes

Table 4-9. (Continued) Goal: Preserve Airport Infrastructure – Data Table

Airport Information			Column 1	Column 2	Column 3	Column 4	Column 5	Column 6
Associated City	Airport Name	FAA ID	Primary Runway PCI	Adequate ALP	Height Zoning Adopted by Local Zoning Board	Local Mill Levy	County-wide Mill Levy	Receives Non-Mill Levy Revenue
General Aviation								
Langdon	Robertson Field	D55	73	Yes	Yes	No	Yes	Yes
Larimore	Larimore Municipal Airport	2L1	58	No	Yes	Yes	No	Yes
Leeds	Leeds Municipal Airport	D31	99	Yes	No	Yes	Yes	No
Lidgerwood	Lidgerwood Municipal Airport	4N4	Turf Runway	No**	No	Yes	No	No
Linton	Linton Municipal Airport	7L2	86	Yes	Yes	Yes	No	Yes
Lisbon	Lisbon Municipal Airport	6L3	59	Yes	Yes	Yes	No	Yes
Maddock	Maddock Municipal Airport	6D3	90	No	No	No	Yes	Yes
Mandan	Mandan Regional – Lawler Field	Y19	95	Yes	No	Yes	No	Yes
Mayville	Mayville Municipal Airport	D56	76	Yes	Yes	Yes	No	Yes
McClusky	McClusky Municipal Airport	7G2	Turf Runway	No**	No	No	No	Yes
McVille	McVille Municipal Airport	8M6	Turf Runway	No**	Yes	Yes	Yes	Yes
Milnor	Milnor Municipal Airport	4R6	Turf Runway	No**	No	Yes	Yes	No
Minto	Minto Municipal Airport	D06	72	No**	No	No	No	Yes
Mohall	Mohall Municipal Airport	HBC	83	Yes	Yes	Yes	Yes	Yes
Mott	Mott Municipal Airport	3P3	66	Yes	No	No	No	Yes

Table 4-9. (Continued) Goal 5: Preserve Airport Infrastructure – Data Table

Airport Information			Column 1	Column 2	Column 3	Column 4	Column 5	Column 6
Associated City	Airport Name	FAA ID	Primary Runway PCI	Adequate ALP	Height Zoning Adopted by Local Zoning Board	Local Mill Levy	County-wide Mill Levy	Receives Non-Mill Levy Revenue
General Aviation								
Napoleon	Napoleon Municipal Airport	5B5	80	Yes	No	No	Yes	Yes
New Rockford	Tomlinson Field	8J7	100*	No	No	Yes	Yes	No
New Town	New Town Municipal Airport	05D	78	Yes	No	Yes	Yes	Yes
Northwood	Northwood Municipal – Vince Field	4V4	75	Yes	No	Yes	Yes	Yes
Oakes	Oakes Municipal Airport	2D5	76	Yes	Yes	Yes	Yes	Yes
Page	Page Regional Airport	64G	49	No**	Yes	Yes	Yes	No
Park River	Park River – W C Skjerven Field	Y37	57	Yes	Yes	Yes	No	Yes
Parshall	Parshall – Hankins Airport	Y74	64	Yes	Yes	Yes	Yes	Yes
Pembina	Pembina Municipal Airport	PMB	82	Yes	Yes	No	Yes	Yes
Plaza	Trulson Field Airport	Y99	Turf Runway	No**	No	No	No	No
Richardton	Richardton Municipal Airport	4E8	Turf Runway	No**	No	Yes	No	No
Riverdale	Garrison Dam Recreational Airpark	37N	Turf Runway	No	No	No	No	No
Rolette	Rolette Airport	2H9	83	No**	No	Yes	Yes	No
Rolla	Rolla Municipal Airport	06D	66	Yes	Yes	Yes	Yes	Yes
Rugby	Rugby Municipal Airport	RUG	71	Yes	Yes	Yes	No	Yes

Table 4-9. (Continued) Goal 5: Preserve Airport Infrastructure – Data Table

Airport Information			Column 1	Column 2	Column 3	Column 4	Column 5	Column 6
Associated City	Airport Name	FAA ID	Primary Runway PCI	Adequate ALP	Height Zoning Adopted by Local Zoning Board	Local Mill Levy	County-wide Mill Levy	Receives Non-Mill Levy Revenue
General Aviation								
St Thomas	St. Thomas Municipal Airport	4S5	69	No**	No	No	Yes	Yes
Stanley	Stanley Municipal Airport	08D	69	Yes	Yes	Yes	Yes	Yes
Tioga	Tioga Municipal Airport	D60	63	Yes	Yes	Yes	Yes	Yes
Towner	Towner Municipal Airport	D61	Turf Runway	No**	No	No	No	Yes
Turtle Lake	Turtle Lake Municipal Airport	91N	Turf Runway	Yes	No	Yes	No	Yes
Valley City	Barnes County Municipal Airport	BAC	89	Yes	Yes	Not Provided	Yes	Yes
Wahpeton	Harry Stern Airport	BWP	75	Yes	Yes	Yes	No	No
Walhalla	Walhalla Municipal Airport	96D	34	Yes	No	Yes	Yes	Yes
Washburn	Washburn Municipal Airport	5C8	91	Yes	No	Yes	No	Yes
Watford City	Watford City Municipal Airport	S25	100	Yes	Yes	No	Yes	Yes
West Fargo	West Fargo Municipal Airport	D54	57	Yes	Yes	Yes	No	Yes
Westhope	Westhope Municipal Airport	D64	100	Yes	Yes	No	Yes	Yes
Wishek	Wishek Municipal Airport	6L5	73	Yes	No	Yes	Yes	No

*Notes: "Not Provided" indicates the airport did not provide data. For the purposes of this study, an ALP is considered adequate if it was reported as such by the airport, regardless of whether it is more than 10 years old. ** = indicates that an airport does not have an adequate ALP but the development of one is not recommended by NDAC. 2C8, S32, and Y27 are undergoing pavement rehabilitation projects in 2025, which are expected to improve their PCI ratings to 100. Sources: 2025 NDSASP Airport Manager Survey, 2025; ND Pavement Management System Update, 2025; Kimley-Horn, 2025.*

4.3.6. Goal 6: Support Aviation Education and Industry Advancement

The following provides the inventory information for the PIs associated with the Support Aviation Education and Industry Advancement goal. There are no PMs associated with this goal. The inventory information for this goal is presented in the following order:

PIs:

- Percent of airports that offer flight training
- Percent of area and population within 30 nautical miles of an airport that offers flight training
- Percent of airports that host annual fly-ins or other community engagement events
- Percent of airports that participate in Science, Technology, Engineering, and Mathematics (STEM) activities (tours, classroom visits, etc.)
- Percent of area and population that have educational opportunities available in the community

The data tables associated with the PMs and PIs of Goal 6 are presented at the conclusion of the text for this goal.

4.3.6.1. PI: Percent of Airports that Offer Flight Training

Flight training is a pillar of North Dakota's aviation industry, with aviation education playing an important role in the state's culture. The state is not only home to the University of North Dakota's John D. Odegard School of Aerospace Sciences, one of the largest collegiate flight training operations in the country but also offers training opportunities at airports of various sizes across the state. As a result, students from across the nation and around the world seek out North Dakota for top-tier flight training programs. Offering flight training throughout the state ensures a continuous pipeline of skilled pilots, strengthening the aviation workforce and supporting industry growth. Moreover, airports that offer flight training may benefit from increased activity, attracting more users and businesses, which in turn stimulates local economies through job creation and economic development. These programs also foster a strong community connection to aviation, building long-term support for airports and the industry as a whole.

Airports in North Dakota may offer flight training through a based flight school or offer training through a visiting flight instructor who may schedule flight training appointments with clients and operate out of airports across the state.

Airports were asked to report whether their airport has a based flight school or otherwise supports flight training through a transient instructor on the 2025 NDSASP AMS. The responses to this question are presented in Column 1 of **Table 4-10**.

4.3.6.2. PI: Percent of Area and Population within 30 Nautical Miles of an Airport that Offers Flight Training

Of the 89 airports in North Dakota, not all provide flight training services. Assessing the percentage of area and population within a 30-nautical-mile radius of an airport that offers flight training is crucial for understanding accessibility to this essential service.

The percent of area and population within 30 nautical miles of an airport that offers flight training is presented in **Chapter 6. Existing System Performance**.

4.3.6.3. PI: Percent of Airports that Host Annual Fly-Ins or Other Community Engagement Events

Airport fly-ins and community events are excellent ways for the community to connect with their local airport and understand its contributions. A fly-in event involves people flying in from surrounding areas to gather at an airport, showcasing the aviation sector in an exciting and approachable manner. These events are commonly organized by airports to foster better community engagement and relationships. Creating opportunities for community involvement through such events not only promotes awareness of aviation but can also increase appreciation or support of the airport.

Airports were asked to report whether they host fly-ins or other community events in the 2025 NDSASP AMS and this information is presented in Column 2 of **Table 4-10**.

4.3.6.4. PI: Percent of Airports that Participate in STEM Activities

Supporting STEM educational opportunities within North Dakota communities is vital to the success and growth of both individuals and communities, as there is a growing workforce shortage within the aviation industry. Access to quality educational opportunities, whether through schools or continuing educational programs, helps attract and retain residents, strengthen local economies, and enhance overall quality of life. Airports that contribute to educational initiatives can play a key role in inspiring the next generation and fostering growth within the state's aviation industry. Airports can participate in STEM activities in a variety of ways, such as hosting field trips and airport tours, providing opportunities for job shadowing, visiting classrooms, and more.

Airports were asked whether they participate in STEM activities in the 2025 NDSASP AMS. Airport responses to this question are presented in Column 3 of **Table 4-10**.

4.3.6.5. PI: Percent of Area and Population that Have Educational Opportunities Available in the Community

Understanding the percentage of area and population within North Dakota that have education opportunities available is important for evaluating coverage and access. This information is presented in **Chapter 6. Existing System Performance.**

Table 4-10. Goal 6: Support Aviation Education and Industry Advancement – Data Table

Airport Information			Column 1	Column 2	Column 3
Associated City	Airport Name	FAA ID	Flight Training	Hosts Community Events	Participate in STEM Activities
Commercial Service					
Bismarck	Bismarck Municipal Airport	BIS	Based & Transient Flight Training	Yes	Yes
Devils Lake	Devils Lake Regional Airport	DVL	Transient Flight Training	Yes	Yes
Dickinson	Dickinson – Roosevelt Regional Airport	DIK	Based Flight Training	No	No
Fargo	Hector International Airport	FAR	Based & Transient Flight Training	Yes	Yes
Grand Forks	Grand Forks International Airport	GFK	Based & Transient Flight Training	Yes	Yes
Jamestown	Jamestown Regional Airport	JMS	No Flight Training	Yes	Yes
Minot	Minot International Airport	MOT	Based & Transient Flight Training	Yes	Yes
Williston	Williston Basin International Airport	XWA	Based & Transient Flight Training	Yes	Yes

Table 4-10. (Continued) Goal 6: Support Aviation Education and Industry Advancement – Data Table

Airport Information			Column 1	Column 2	Column 3
Associated City	Airport Name	FAA ID	Flight Training	Community Engagement Events	Participate in STEM Activities
General Aviation					
Arthur	Arthur Airport	1A2	No Flight Training	No	No
Ashley	Ashley Municipal Airport	ASY	Transient Flight Training	No	Yes
Beach	Beach Airport	20U	Transient Flight Training	No	Yes
Beulah	Beulah Municipal Airport	95D	Transient Flight Training	Yes	No
Bottineau	Bottineau Municipal Airport	D09	Transient Flight Training	Yes	Yes
Bowbells	Bowbells Municipal Airport	5B4	No Flight Training	No	No
Bowman	Bowman Regional Airport	BWW	No Flight Training	Yes	Yes
Cando	Cando Municipal Airport	9D7	No Flight Training	No	No
Carrington	Carrington Municipal Airport	46D	No Flight Training	No	No
Casselton	Casselton Robert Miller Regional Airport	5N8	Transient Flight Training	Yes	Yes

Table 4-10. (Continued) Goal 6: Support Aviation Education and Industry Advancement – Data Table

Airport Information			Column 1	Column 2	Column 3
Associated City	Airport Name	FAA ID	Flight Training	Community Engagement Events	Participate in STEM Activities
General Aviation					
Cavalier	Cavalier Municipal Airport	2C8	Transient Flight Training	No	No
Columbus	Columbus Municipal Airport	D49	No Flight Training	No	No
Cooperstown	Cooperstown Municipal Airport	S32	No Flight Training	No	No
Crosby	Crosby Municipal Airport	D50	No Flight Training	Yes	No
Drayton	Drayton Municipal Airport	D29	No Flight Training	No	No
Dunseith	International Peace Garden Airport	S28	No Flight Training	No	No
Edgeley	Edgeley Municipal Airport	51D	No Flight Training	Yes	No
Elgin	Elgin Municipal Airport	Y71	No Flight Training	No	No
Ellendale	Ellendale Municipal Airport	4E7	No Flight Training	Yes	No
Enderlin	Sky Haven Airport	5N4	No Flight Training	Yes	Yes

Table 4-10. (Continued) Goal 6: Support Aviation Education and Industry Advancement – Data Table

Airport Information			Column 1	Column 2	Column 3
Associated City	Airport Name	FAA ID	Flight Training	Community Engagement Events	Participate in STEM Activities
General Aviation					
Fessenden	Fessenden – Streibel Municipal Airport	D24	No Flight Training	No	No
Fort Yates	Standing Rock Airport	Y27	No Flight Training	No	No
Gackle	Gackle Municipal Airport	9G9	No Flight Training	No	No
Garrison	Garrison Municipal Airport	D05	No Flight Training	Yes	No
Glen Ullin	Glen Ullin Regional Airport	D57	No Flight Training	No	No
Grafton	Hutson Field	GAF	Transient Flight Training	Yes	No
Gwinner	Gwinner – Roger Melroe Field	GWR	Transient Flight Training	Yes	No
Harvey	Harvey Municipal Airport	5H4	Transient Flight Training	Yes	Yes
Hazelton	Hazelton Municipal Airport	6H8	No Flight Training	Yes	No
Hazen	Mercer County Regional Airport	HZE	No Flight Training	Yes	No

Table 4-10. (Continued) Goal 6: Support Aviation Education and Industry Advancement – Data Table

Airport Information			Column 1	Column 2	Column 3
Associated City	Airport Name	FAA ID	Flight Training	Community Engagement Events	Participate in STEM Activities
General Aviation					
Hettinger	Hettinger Municipal Airport	HEI	Transient Flight Training	Yes	Yes
Hillsboro	Hillsboro Municipal Airport	3H4	Transient Flight Training	Yes	No
Kenmare	Kenmare Municipal Airport	7K5	Transient Flight Training	No	No
Killdeer	Dunn County – Weydahl Field	9Y1	No Flight Training	Yes	No
Kindred	Robert Odegaard Field	K74	Transient Flight Training	Yes	Yes
Kulm	Kulm Municipal Airport	D03	Transient Flight Training	Yes	No
La Moure	La Moure Rott Municipal Airport	4F9	No Flight Training	No	No
Lakota	Lakota Municipal Airport	5L0	Transient Flight Training	No	No
Langdon	Robertson Field	D55	No Flight Training	No	No
Larimore	Larimore Municipal Airport	2L1	Transient Flight Training	Yes	Yes

Table 4-10. (Continued) Goal 6: Support Aviation Education and Industry Advancement – Data Table

Airport Information			Column 1	Column 2	Column 3
Associated City	Airport Name	FAA ID	Flight Training	Community Engagement Events	Participate in STEM Activities
General Aviation					
Leeds	Leeds Municipal Airport	D31	No Flight Training	No	No
Lidgerwood	Lidgerwood Municipal Airport	4N4	No Flight Training	No	No
Linton	Linton Municipal Airport	7L2	Transient Flight Training	No	No
Lisbon	Lisbon Municipal Airport	6L3	No Flight Training	No	Yes
Maddock	Maddock Municipal Airport	6D3	Transient Flight Training	Yes	No
Mandan	Mandan Regional – Lawler Field	Y19	Based Flight Training	Yes	Yes
Mayville	Mayville Municipal Airport	D56	No Flight Training	Yes	No
McClusky	McClusky Municipal Airport	7G2	No Flight Training	No	No
McVille	McVille Municipal Airport	8M6	No Flight Training	No	No
Milnor	Milnor Municipal Airport	4R6	Transient Flight Training	Yes	No

Table 4-10. (Continued) Goal 6: Support Aviation Education and Industry Advancement – Data Table

Airport Information			Column 1	Column 2	Column 3
Associated City	Airport Name	FAA ID	Flight Training	Community Engagement Events	Participate in STEM Activities
General Aviation					
Minto	Minto Municipal Airport	D06	No Flight Training	No	No
Mohall	Mohall Municipal Airport	HBC	No Flight Training	No	No
Mott	Mott Municipal Airport	3P3	Transient Flight Training	No	No
Napoleon	Napoleon Municipal Airport	5B5	No Flight Training	No	No
New Rockford	Tomlinson Field	8J7	No Flight Training	No	No
New Town	New Town Municipal Airport	05D	No Flight Training	Yes	No
Northwood	Northwood Municipal – Vince Field	4V4	Transient Flight Training	Yes	Yes
Oakes	Oakes Municipal Airport	2D5	No Flight Training	No	No
Page	Page Regional Airport	64G	Transient Flight Training	No	No
Park River	Park River – W C Skjerven Field	Y37	Transient Flight Training	No	Yes

Table 4-10. (Continued) Goal 6: Support Aviation Education and Industry Advancement – Data Table

Airport Information			Column 1	Column 2	Column 3
Associated City	Airport Name	FAA ID	Flight Training	Community Engagement Events	Participate in STEM Activities
General Aviation					
Parshall	Parshall – Hankins Airport	Y74	No Flight Training	No	No
Pembina	Pembina Municipal Airport	PMB	Transient Flight Training	No	No
Plaza	Trulson Field	Y99	No Flight Training	No	No
Richardton	Richardton Municipal Airport	4E8	No Flight Training	No	No
Riverdale	Garrison Dam Recreational Airpark	37N	No Flight Training	No	No
Rolette	Rolette Airport	2H9	No Flight Training	No	No
Rolla	Rolla Municipal Airport	06D	No Flight Training	Yes	No
Rugby	Rugby Municipal Airport	RUG	No Flight Training	No	No
St Thomas	St. Thomas Municipal Airport	4S5	No Flight Training	No	No
Stanley	Stanley Municipal Airport	08D	Transient Flight Training	Yes	No

Table 4-10. (Continued) Goal 6: Support Aviation Education and Industry Advancement – Data Table

Airport Information			Column 1	Column 2	Column 3
Associated City	Airport Name	FAA ID	Flight Training	Community Engagement Events	Participate in STEM Activities
General Aviation					
Tioga	Tioga Municipal Airport	D60	Transient Flight Training	Yes	No
Towner	Towner Municipal Airport	D61	No Flight Training	No	No
Turtle Lake	Turtle Lake Municipal Airport	91N	No Flight Training	No	No
Valley City	Barnes County Municipal Airport	BAC	Transient Flight Training	Yes	Yes
Wahpeton	Harry Stern Airport	BWP	No Flight Training	No	Yes
Walhalla	Walhalla Municipal Airport	96D	No Flight Training	No	No
Washburn	Washburn Municipal Airport	5C8	No Flight Training	Yes	Yes
Watford City	Watford City Municipal Airport	S25	Based Flight Training	Yes	Yes
West Fargo	West Fargo Municipal Airport	D54	Transient Flight Training	Yes	Yes
Westhope	Westhope Municipal Airport	D64	No Flight Training	No	No
Wishek	Wishek Municipal Airport	6L5	Transient Flight Training	Yes	No

Sources: 2025 NDSASP Airport Manager Survey, 2025; Kimley-Horn, 2025.

4.4. Summary

Building a robust dataset at the outset of a system planning effort is essential for evaluating system performance, guiding well-informed policy decisions, and identifying appropriate project recommendations. The information detailed in this chapter was gathered through a combination of on-site airport visits, virtual meetings, phone calls, emails with airport managers, and a review of publicly available sources. Data for each facility in the system is categorized by specific goals, PMs, and PIs, to clearly identify the inputs for the upcoming system performance evaluation. This dataset provides a snapshot of current conditions with North Dakota's aviation system plan and serves as a baseline for future assessments.