



2025 North Dakota State Aviation System Plan



2025 North Dakota Aviation Economic Impact Study



Executive Summary

July 2026



Acknowledgements

The 2025 NDSASP and NDAEIS were developed on behalf of the North Dakota Aeronautics Commission (NDAC) in concert with a Technical Advisory Committee. The tremendous dedication, collaboration, and contributions from the following were invaluable to the study's success.

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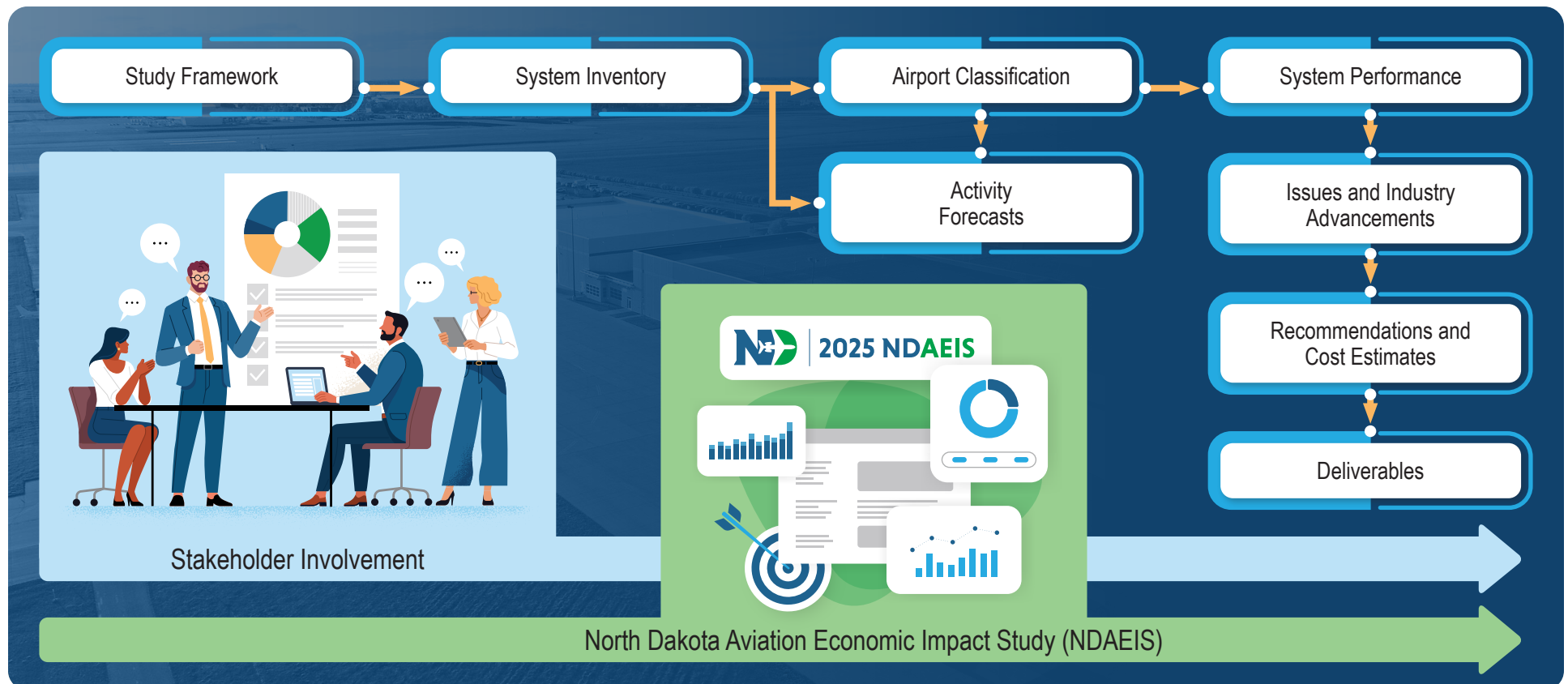
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Study Introduction

To ensure the continued success and optimization of the state's aviation assets, the North Dakota Aeronautics Commission (NDAC) engages in long-term planning efforts, such as the North Dakota State Aviation System Plan (NDSASP) and the North Dakota Aviation Economic Impact Study (NDAEIS). These efforts provide critical insight into the needs and benefits of the state's aviation system. The 2025 NDSASP has been developed alongside the 2025 NDAEIS to provide a comprehensive understanding of the aviation system's requirements and impact. The 2025 NDSASP builds on the previous 2014 plan, reflecting the substantial changes in North Dakota's aviation landscape over the past decade. The 2025 NDAEIS is an update to a prior 2015 plan, quantifying the impacts of investments and impacts of an evolving aviation landscape.

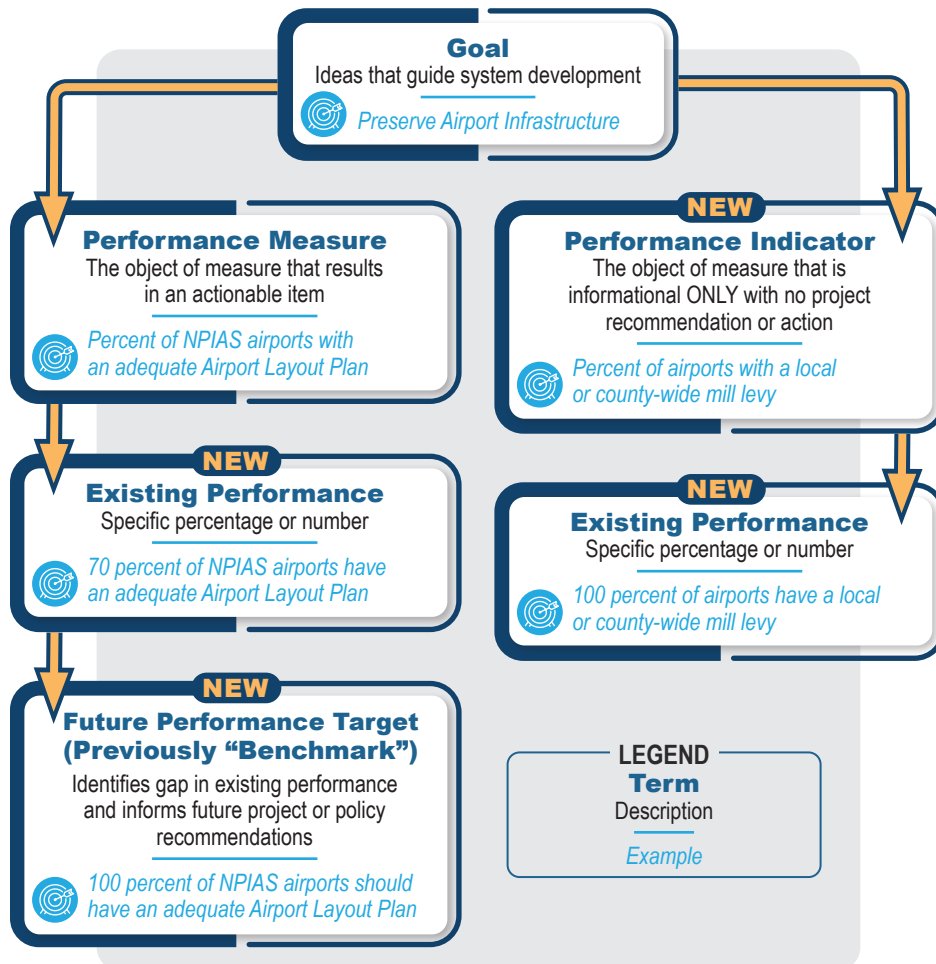
The objective of the 2025 NDSASP is to evaluate the system's existing conditions since the previous 2014 NDSASP, analyze its performance based on identified goals and performance metrics, understand the impacts of industry trends, and provide considerations or recommendations to guide future aviation development in North Dakota. The 2025 NDSASP study process involves several distinct but interrelated tasks that result in analysis that can be used to inform future decision-making.





NDSASP Framework

The framework of the NDSASP builds on efforts from 2014, updated to reflect specific areas of improvement and demonstrate how the system has evolved over the last 10 years. From confirmation of goals to development of performance measures (PMs) and indicators (PIs), the system's existing performance is evaluated. Future performance targets establish a future path of growth and development.



Maintain a Safe Aviation System



Promote Aviation System Coverage



Provide Air Access to Airports



Enhance Quality of Life



Preserve Airport Infrastructure

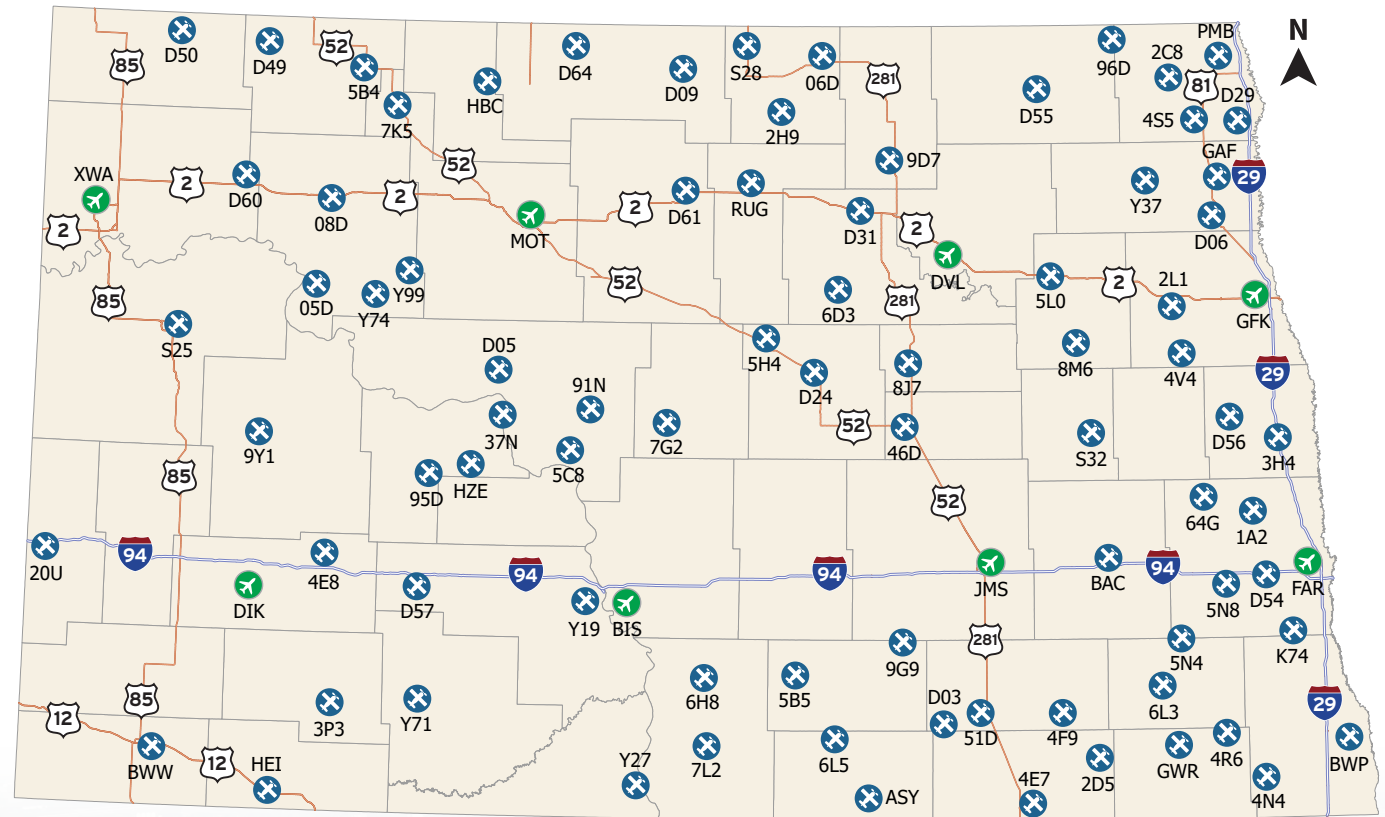


Support Aviation Education and Industry Advancement

Goals

The basis for the NDSASP analysis starts with the goals for the aviation system. Six goals established the framework for analysis of the airport system's performance to achieve the goals. Within each goal, a series of PMs and PIs are used to assess how well the goals are being achieved.

With 89 public-use airports, North Dakota's aviation system provides the entire state with access to aviation services. From commercial passenger transport to agricultural spraying, medical flights (emergency and doctor transport), pilot training, cargo shipments, and key industry support including that of the energy sector, this diverse system of airports serves as a connection between economic growth and quality of life in the state.



2025 NDSASP Public Airports



Commercial Service



General Aviation

County Boundaries



State Highways



Interstate Highways

Airport Data

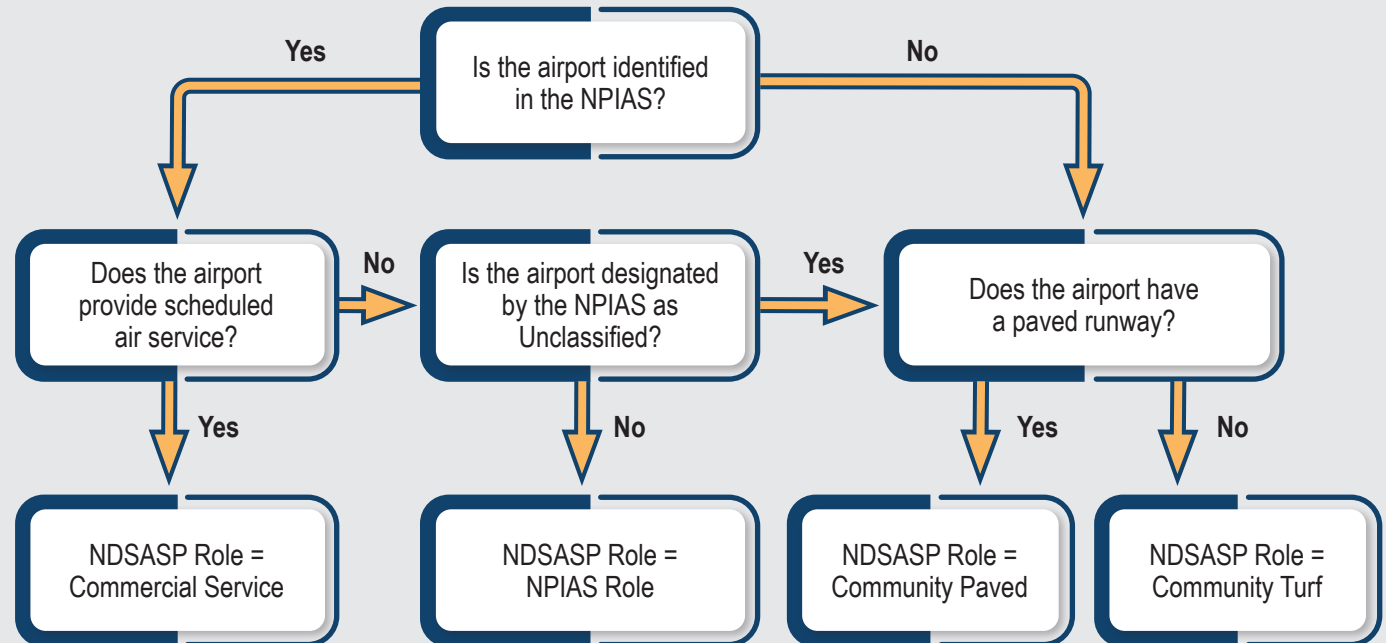
To accurately assess the North Dakota airport system's needs and performance, a thorough understanding of existing facilities, activities, and needs is essential. Data were obtained from airports, the FAA, NDAC files, and airport businesses to serve as the baseline for both the NDSASP and NDAEIS. All data compiled for the study were provided to NDAC for use in future planning analyses.

Airport Classifications

The 89 airports included in North Dakota's aviation system serve a variety of critical roles that support transportation, connectivity, quality of life, emergency response, and economic development across the state. In addition to classifications used by the FAA in its National Plan of Integrated Airport Systems (NPIAS), updated every two years, North Dakota maintains its own state classification system. This system includes all airports, both those included in the FAA's NPIAS and other non-NPIAS public-use airports.

The state methodology classifies any airport offering scheduled air service as serving a commercial service role, regardless of its federal designation. Other airports included in the NPIAS that do not offer scheduled air service are identified as serving the same role as their NPIAS role. The remaining airports, both those identified as Unclassified by the FAA and non-NPIAS airports are then classified as either Community Paved or Community Turf based on their primary runway surface.

Airport Classification	Classification Description
Commercial Service	Airports with scheduled commercial airline service that connect communities to regional, national, or global air transportation networks.
Local	Provides access to regional markets and supports moderate general aviation activity.
Basic	Connects smaller communities to the aviation system and supports essential GA activity.
Community Paved	Lower-activity community airport with a paved runway serving local aviation needs.
Community Turf	Lower-activity community airport with a turf runway serving limited local aviation needs.



Associated City	Airport Name	FAA ID	NDSASP Role
Bismarck	Bismarck Municipal	BIS	Commercial Service
Devils Lake	Devils Lake Regional	DVL	Commercial Service
Dickinson	Dickinson - Theodore Roosevelt Regional	DIK	Commercial Service
Grand Forks	Grand Forks International	GFK	Commercial Service
Fargo	Hector International	FAR	Commercial Service
Jamestown	Jamestown Regional	JMS	Commercial Service
Minot	Minot International	MOT	Commercial Service
Williston	Williston Basin International	XWA	Commercial Service
Ashley	Ashley Municipal	ASY	Local
Valley City	Barnes County Municipal	BAC	Local
Bottineau	Bottineau Municipal	D09	Local
Bowman	Bowman Regional	BWW	Local
Casselton	Casselton Robert Miller Regional	5N8	Local
Cavalier	Cavalier Municipal	2C8	Local
Cooperstown	Cooperstown Municipal	S32	Local
Crosby	Crosby Municipal	D50	Local
Garrison	Garrison Municipal	D05	Local
Wahpeton	Harry Stern	BWP	Local
Hettinger	Hettinger - JB Lindquist Regional	HEI	Local
Hillsboro	Hillsboro Municipal	3H4	Local
Grafton	Hutson Field	GAF	Local
Kenmare	Kenmare Municipal	7K5	Local
Linton	Linton Municipal	7L2	Local
Mandan	Mandan Regional - Lawler Field	Y19	Local
Hazen	Mercer County Regional	HZE	Local
Mohall	Mohall Municipal	HBC	Local
Northwood	Northwood Municipal - Vince Field	4V4	Local
Oakes	Oakes Municipal	2D5	Local
Kindred	Robert Odegaard Field	K74	Local
Langdon	Robertson Field	D55	Local
Stanley	Stanley Municipal	08D	Local
Tioga	Tioga Municipal	D60	Local
Washburn	Washburn Municipal	5C8	Local
Watford City	Watford City Municipal	S25	Local
Beach	Beach	20U	Basic
Cando	Cando Municipal	9D7	Basic
Carrington	Carrington Municipal	46D	Basic
Edgeley	Edgeley Municipal	51D	Basic
Ellendale	Ellendale Municipal	4E7	Basic
Glen Ullin	Glen Ullin Regional	D57	Basic
Gwinner	Gwinner-Roger Melroe Field	GWR	Basic
Harvey	Harvey Municipal	5H4	Basic
Dunseith	International Peace Garden	S28	Basic
Lakota	Lakota Municipal	5L0	Basic
Lisbon	Lisbon Municipal	6L3	Basic

Associated City	Airport Name	FAA ID	NDSASP Role
Mott	Mott Municipal	3P3	Basic
Park River	Park River - W C Skjerven Field	Y37	Basic
Parshall	Parshall-Hankins	Y74	Basic
Pembina	Pembina Municipal	PMB	Basic
Rolla	Rolla Municipal	06D	Basic
Rugby	Rugby Municipal	RUG	Basic
Fort Yates	Standing Rock	Y27	Basic
Walhalla	Walhalla Municipal	96D	Basic
Beulah	Beulah Municipal	95D	Community Paved
Drayton	Drayton Municipal	D29	Community Paved
Enderlin	Sky Haven	5N4	Community Paved
Fargo	West Fargo Municipal	D54	Community Paved
Killdeer	Dunn County - Weydahl Field	9Y1	Community Paved
La Moure	La Moure Rott Municipal	4F9	Community Paved
Larimore	Larimore Municipal	2L1	Community Paved
Leeds	Leeds Municipal	D31	Community Paved
Maddock	Maddock Municipal	6D3	Community Paved
Mayville	Mayville Municipal	D56	Community Paved
Minto	Minto Municipal	D06	Community Paved
Napoleon	Napoleon Municipal	5B5	Community Paved
New Rockford	Tomlinson Field	8J7	Community Paved
New Town	New Town Municipal	05D	Community Paved
Page	Page Regional	64G	Community Paved
Rolette	Rolette Airport	2H9	Community Paved
St Thomas	St. Thomas Municipal	4S5	Community Paved
Westhope	Westhope Municipal	D64	Community Paved
Wishek	Wishek Municipal	6L5	Community Paved
Arthur	Arthur	1A2	Community Turf
Bowbells	Bowbells Municipal	5B4	Community Turf
Columbus	Columbus Municipal	D49	Community Turf
Elgin	Elgin Municipal	Y71	Community Turf
Fessenden	Fessenden - Streibel Municipal	D24	Community Turf
Gackle	Gackle Municipal	9G9	Community Turf
Hazelton	Hazelton Municipal	6H8	Community Turf
Kulm	Kulm Municipal	D03	Community Turf
Lidgerwood	Lidgerwood Municipal	4N4	Community Turf
McClusky	McClusky Municipal	7G2	Community Turf
McVie	McVie Municipal	8M6	Community Turf
Milnor	Milnor Municipal	4R6	Community Turf
Plaza	Trulson Field	Y99	Community Turf
Richardton	Richardton Municipal	4E8	Community Turf
Riverdale	Garrison Dam Recreational Airpark	37N	Community Turf
Towner	Towner Municipal	D61	Community Turf
Turtle Lake	Turtle Lake Municipal	91N	Community Turf

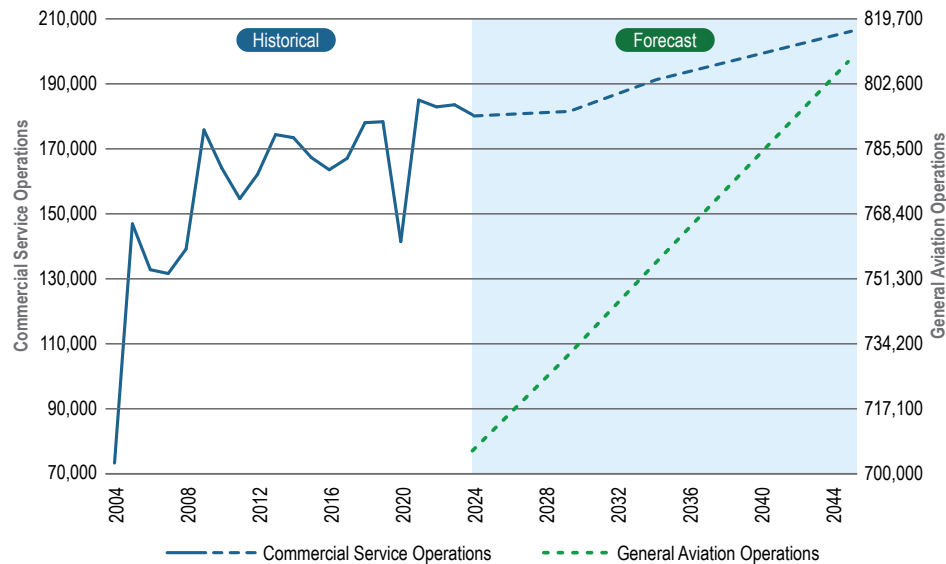


Activity Forecasts

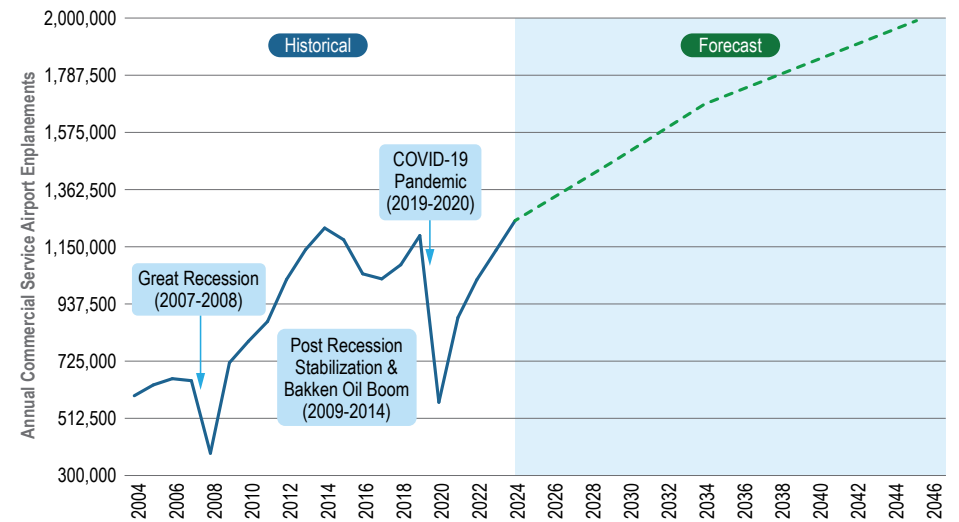
North Dakota aviation has evolved significantly over the past 10 or more years, with cycles of growth and challenges tied to energy markets, the COVID-19 pandemic, and broader economic shifts. Despite these disruptions, aviation in the state has demonstrated resilience and sustained growth across commercial service, air cargo, general aviation, and agricultural aviation.

Forecasts are used to support infrastructure planning and investment decisions and are required by FAA. Forecasts were prepared for indicators such as enplanements (passengers boarding commercial aircraft); commercial service and general aviation operations (takeoffs and landings); and based aircraft (aircraft regularly stored at airports). FAA approved the study's forecasts for use by NDAC for planning level analyses.

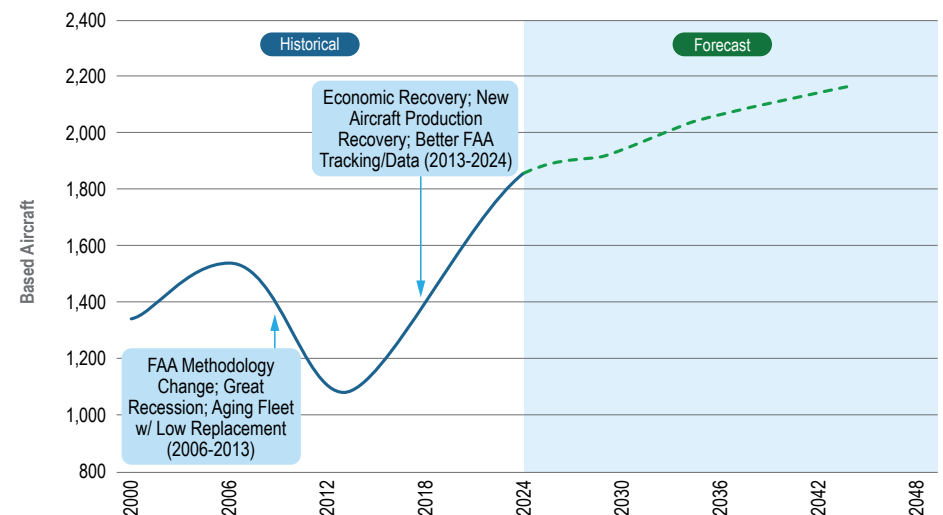
General Aviation and Commercial Service Operations



Annual Commercial Service Airport Enplanements



Based Aircraft



Note: Historical GA data is not available, as available data sources only capture airports included in the NPIAS.

Issues and Industry Advancements

There are numerous key issues, including recent industry advancements, that are likely to influence the future of aviation in North Dakota. The NDSASP evaluated eight topics and their potential to affect the plan's recommendations:



Advanced Air Mobility (AAM)



Emerging Aviation Fuel Sources



Air Traffic Control Modernization



Aging Fleet and Pilot Population



Aviation Professional Shortage



Commercial Service Access



Economic Conditions and Impacts on Buying Power



Revenue Producing Projects

Highlights of four key issues that are likely to have more profound implications include:



AAM/UAS

North Dakota is at the forefront of next-generation aircraft and technology, including AAM and uncrewed aircraft systems (UAS). UAS is anticipated to affect aviation activities such as emergency services, aerial application, and cargo/freight deliveries. While many smaller UAS are in use today in the state, including at the Northern Plains UAS Test Site and at Grand Sky, larger AAM and UAS aircraft are anticipated to be approved for operations soon.



Air Traffic Control Modernization

In 2025, the U.S. Department of Transportation launched the Brand New Air Traffic Control System (BNATCS) that will replace legacy systems with digital, data-driven infrastructure to prepare the airspace for integration of new aircraft types, including AAM. The University of North Dakota is contributing to training new air traffic controllers and is poised to benefit from the modernization of the system.



Aviation Professional Shortage

The aviation industry encompasses a wide variety of jobs that often rely on a highly skilled workforce. Workforce shortages have impacted aviation in North Dakota and throughout the U.S. over the last decade with declining numbers of key jobs. From pilot shortages to aircraft mechanics and maintenance staff and aerial applicators, increasing the aviation workforce through strategic investment in education and other methods are essential to this critical industry.



Economic Conditions and Impacts on Buying Power

Inflation has affected every industry and sector with the impacts to construction, labor, and materials affecting the ability of airports to maintain and improve facilities to meet growing and changing demand. With costs in 2024 nearly four times to comparable work in 2005, the number of projects that can be implemented with similar funding is significantly reduced. NDAC is working to actively manage the effectiveness of every dollar invested by the state and FAA.

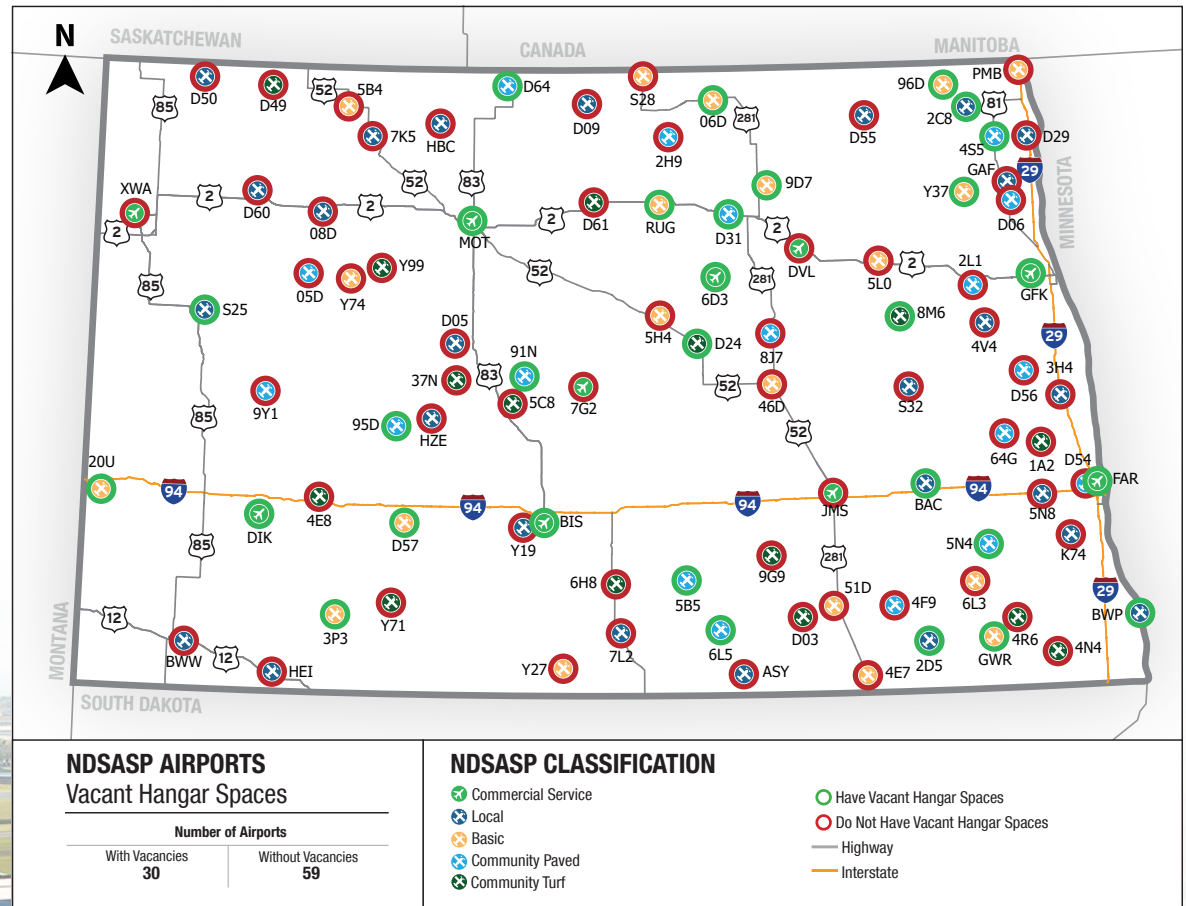


System Performance

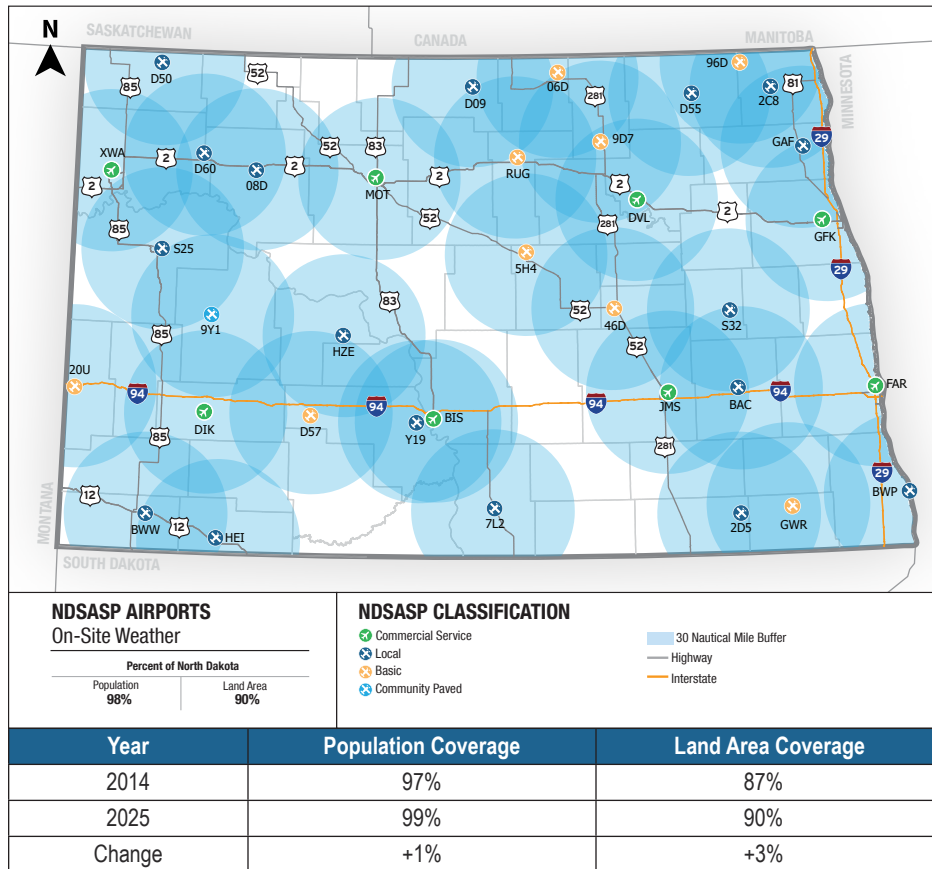
The system performance analysis utilizes the six NDSASP goals with numerous Performance Measures (PMs) and Performance Indicators (PIs) employed to measure the overall effectiveness of the state's airport system. This structure ensures that the results can be traced to a specific goal and informs future policy and project recommendations. Many of the PMs and PIs used in 2025 were carried forward from the 2014 NDSASP to allow for direct comparison highlighting how investments over the nearly 10 years have improved the system's performance. Additional PMs and PIs were selected to provide additional information for decision-making about system needs and recommendations.

The NDSASP analyzed 10 PMs and 26 PIs, with the PMs leading to specific project recommendations and the PIs serving as information to support decision-making. Sample results from the analysis show the diversity of the analysis that utilizes data collected from the airports, NDAC, FAA, and other sources.

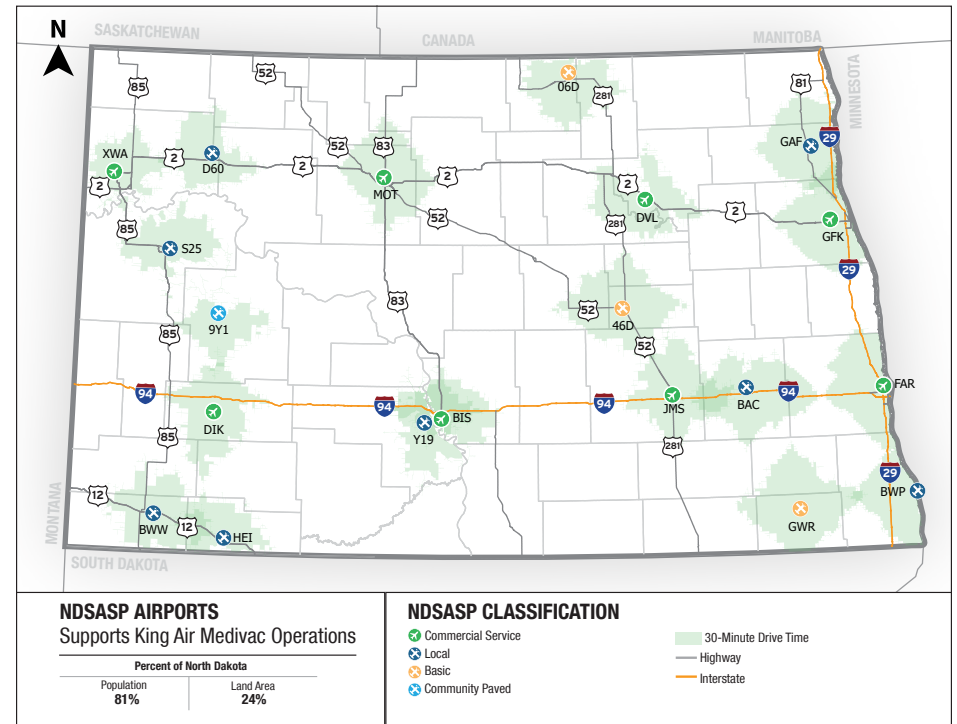
PM: Percent of Airports With Available Covered Aircraft Storage



PM: Percent of Area and Population Within 30 Nautical Miles of an Airport With On-Site Weather Reporting (AWOS/ASOS)



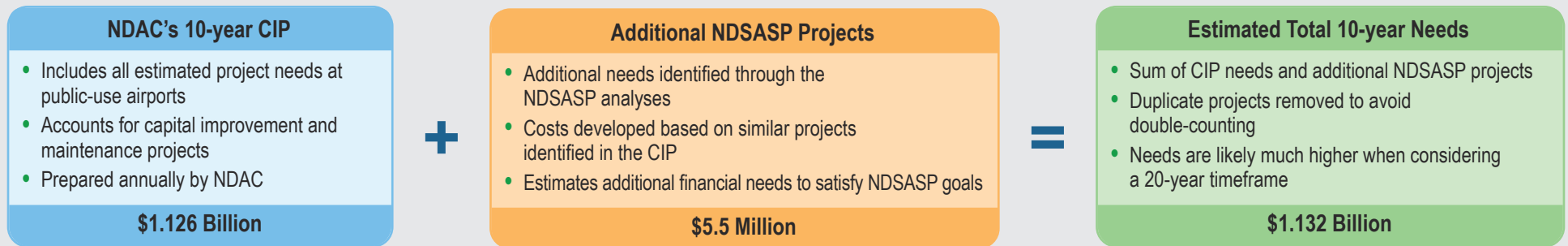
PI: Percent of Area and Population Within 30 Minutes of an Airport That Can Meet the Needs of the King Air Emergency Aircraft



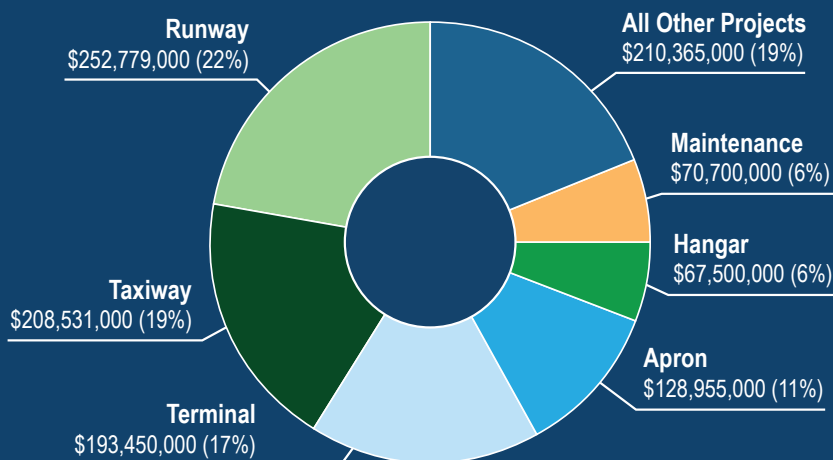


Recommendations and Cost Estimates

Financial Need: The 10-year estimate of the financial need to maintain and enhance North Dakota's aviation system is approximately \$1.13 billion, which includes costs identified from the 10-year Capital Improvement Plan (CIP) developed by NDAC and additional projects identified through NDSASP analyses.

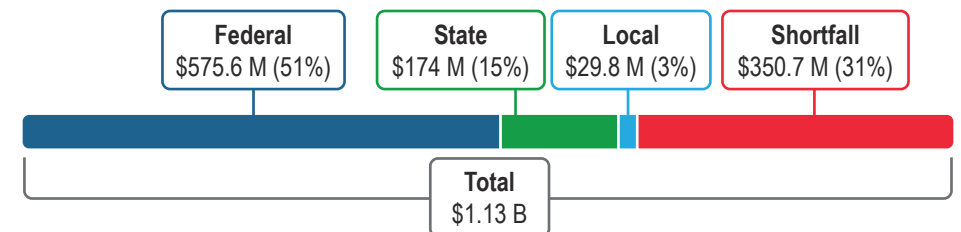


10-Year Financial Need by Project Type



Note: "All other projects" include electrical, environmental, equipment, equipment storage, fuel, ground transportation, land, planning, statewide initiatives, weather systems, and miscellaneous categories. Individually, none of these categories represents more than four percent of total system need.

Funding Shortfall: A projected \$350.7 million funding shortfall indicates that not all identified projects are likely to be funded within the planning period, increasing the likelihood that lower priority capacity, service, economic development, and revenue supporting projects will be deferred to preserve funding for higher priority safety and asset preservation needs. Over time, these sustained deferrals may contribute to declining asset conditions, higher future rehabilitation costs, constraints on meeting service and passenger demand, and reduced system resiliency.



Recommendations: Additional policy recommendations and considerations were developed for the 2025 NDSASP. For a complete list of those recommendations, see Chapter 8, Section 8.5, of the NDSASP Technical Report.

Airport Economic Impact Overview

The 2025 NDAEIS estimates the economic impact of North Dakota's aviation industry by evaluating core airport related impacts from both on and off airport activities, along with broader off airport industry effects identified as supplemental impacts.

Core Impacts

On-Airport Impacts	Airport Administration
	Business Tenants
	Capital Expenditures
Off-Airport Impacts	Commercial Service Visitor Spending
	General Aviation Visitor Spending

Supplemental Impacts

Grand Forks and Minot Air Force Bases
Aircraft/Aerospace Manufacturing
UAS Businesses
Off-Airport UND School of Aerospace Sciences
Economic Impact Loss of Workforce Development Challenges

Measures and categories of economic impact describe how impacts are defined and interpreted. Measures identify the type of impact and include jobs, payroll, value added, and output. Jobs and payroll are familiar terms to many, with value added equal to contributions to gross domestic product (GDP), and output meaning the total expenditures incurred and can be referred to as "economic impact."

Categories of impact refer to where in the economic cycle the impact is occurring. Direct impacts represent the initial effects of a specific activity, whereas the multiplier effects represent the "spin-off" effects from household re-spending and supplier sales. The total impacts are considered the sum of these two activities.

See the NDAEIS Technical Report (included as Chapter 9 of the NDSASP Technical Report) for more details on these terms and the study's methodology.

Statewide Results

The following presents the total economic impacts of the core and supplemental impacts of the 2025 NDAEIS. These results are presented in 2025 dollars and based on data collected from calendar year 2024. For a more detailed breakdown of the direct and multiplier effects associated with these total impacts, please refer to the NDAEIS Technical Report (included as Chapter 9 of the NDSASP Technical Report) or the Statewide Fact Sheet.

Impact Source	Jobs	Payroll	Value Added	Output
Airport Administration	442	\$25,695,000	\$53,223,000	\$79,206,000
Business Tenants	6,298	\$428,697,000	\$549,900,000	\$834,797,000
Capital Expenditures	924	\$63,556,000	\$98,321,000	\$182,464,000
Commercial Service Visitor Spending	4,570	\$179,088,000	\$288,181,000	\$532,057,000
General Aviation Visitor Spending	1,402	\$53,775,000	\$87,500,000	\$162,361,000
Sub-Total of Core Impacts of 89 Public-Use Airports	13,637	\$750,812,000	\$1,077,126,000	\$1,790,885,000
Grand Forks and Minot Air Force Bases	11,105	\$732,669,363	N/A	\$849,176,494
Aircraft/Aerospace Manufacturing	2,623	\$213,419,000	\$377,529,000	\$731,646,000
UAS Businesses	612	\$47,145,000	\$63,097,000	\$114,304,000
Off-Airport UND School of Aerospace Sciences	756	\$42,608,000	\$59,044,000	\$103,063,000
Sub-Total of Supplemental Aerospace Industry Impacts	15,097	\$1,035,841,000	\$499,670,000	\$1,798,189,000
Total Impacts of Aerospace Industry in North Dakota	28,734	\$1,786,653,000	\$1,576,796,000	\$3,589,074,000

Notes: Jobs rounded to the nearest whole number. Dollar values are rounded to the nearest thousand, excluding the dollar values associated with the Grand Forks and Minot Air Force Bases as these values were adopted directly from an independent study. Totals may not sum due to rounding.

Airport Economic Impact Results

Associated City	Commercial Service Airport Name	FAA ID	Direct Jobs	Multiplier Jobs	Total Jobs	Payroll	Value Added	Output
Bismarck	Bismarck Municipal	BIS	1,491	616	2,107	\$113,445,000	\$168,949,000	\$284,322,000
Devils Lake	Devils Lake Regional	DVL	136	56	192	\$10,542,000	\$15,329,000	\$26,360,000
Dickinson	Dickinson - Theodore Roosevelt Regional	DIK	321	149	470	\$30,709,000	\$42,661,000	\$69,764,000
Fargo	Hector International	FAR	4,123	1,446	5,569	\$303,467,000	\$413,105,000	\$665,048,000
Grand Forks	Grand Forks International	GFK	1,266	525	1,791	\$104,715,000	\$156,765,000	\$269,861,000
Jamestown	Jamestown Regional	JMS	163	78	241	\$14,544,000	\$21,068,000	\$39,164,000
Minot	Minot International	MOT	909	379	1,288	\$66,325,000	\$98,871,000	\$170,971,000
Williston	Williston Basin International	XWA	773	326	1,099	\$56,446,000	\$89,907,000	\$149,737,000
Commercial Service Airports Total			9,183	3,574	12,757	\$700,193,000	\$1,006,655,000	\$1,675,227,000

Associated City	General Aviation Airport Name	FAA ID	Direct Jobs	Multiplier Jobs	Total Jobs	Payroll	Value Added	Output
Arthur	Arthur Airport	1A2	<1	<1	<1	\$6,000	\$12,000	\$21,000
Ashley	Ashley Municipal	ASY	12	4	15	\$782,000	\$1,082,000	\$1,926,000
Beach	Beach	20U	6	3	8	\$505,000	\$796,000	\$1,419,000
Beulah	Beulah Municipal Airport	95D	8	2	10	\$426,000	\$519,000	\$759,000
Bottineau	Bottineau Municipal	D09	9	3	13	\$713,000	\$1,011,000	\$1,712,000
Bowbells	Bowbells Municipal	5B4	<1	<1	<1	\$11,000	\$20,000	\$37,000
Bowman	Bowman Regional	BWW	18	8	27	\$2,004,000	\$2,478,000	\$3,563,000
Cando	Cando Municipal	9D7	10	3	12	\$647,000	\$812,000	\$1,272,000
Carrington	Carrington Municipal	46D	6	2	8	\$360,000	\$550,000	\$1,033,000
Casselton	Casselton Robert Miller Regional	5N8	37	10	48	\$2,482,000	\$3,038,000	\$4,567,000
Cavalier	Cavalier Municipal	2C8	9	3	11	\$716,000	\$943,000	\$1,467,000
Columbus	Columbus Municipal	D49	2	<1	2	\$6,000	\$9,000	\$16,000
Cooperstown	Cooperstown Municipal	S32	6	2	8	\$398,000	\$518,000	\$754,000
Crosby	Crosby Municipal	D50	6	4	10	\$779,000	\$1,264,000	\$2,127,000
Drayton	Drayton Municipal	D29	1	<1	1	\$87,000	\$126,000	\$209,000
Dunseith	International Peace Garden	S28	7	3	10	\$481,000	\$715,000	\$1,499,000
Edgeley	Edgeley Municipal	51D	3	1	3	\$184,000	\$277,000	\$480,000
Elgin	Elgin Municipal	Y71	<1	<1	<1	\$4,000	\$10,000	\$17,000
Ellendale	Ellendale Municipal	4E7	4	1	5	\$186,000	\$289,000	\$542,000
Enderlin	Sky Haven Airport	5N4	1	<1	1	\$74,000	\$128,000	\$226,000
Fessenden	Fessenden - Streibel Municipal	D24	<1	<1	<1	\$10,000	\$20,000	\$35,000
Fort Yates	Standing Rock	Y27	3	1	4	\$235,000	\$346,000	\$632,000
Gackle	Gackle Municipal	9G9	<1	<1	<1	\$1,000	\$3,000	\$5,000
Garrison	Garrison Municipal	D05	4	2	6	\$323,000	\$494,000	\$878,000
Glen Ullin	Glen Ullin Regional	D57	4	2	6	\$342,000	\$546,000	\$1,021,000
Grafton	Hutson Field	GAF	11	4	15	\$813,000	\$1,247,000	\$2,222,000
Gwinner	Gwinner-Roger Melroe Field	GWR	6	2	9	\$441,000	\$678,000	\$1,171,000
Harvey	Harvey Municipal	5H4	5	1	7	\$304,000	\$438,000	\$677,000
Hazleton	Hazleton Municipal	6H8	1	<1	1	\$51,000	\$84,000	\$156,000
Hazen	Mercer County Regional	HZE	10	3	14	\$680,000	\$1,017,000	\$1,826,000
Hettinger	Hettinger - JB Lindquist Regional	HEI	10	5	15	\$1,249,000	\$1,574,000	\$2,303,000
Hillsboro	Hillsboro Municipal	3H4	20	8	28	\$1,728,000	\$2,445,000	\$4,030,000
Kenmare	Kenmare Municipal	7K5	21	8	29	\$1,748,000	\$2,280,000	\$3,602,000
Killdeer	Weydahl Field	9Y1	6	3	9	\$527,000	\$844,000	\$1,470,000
Kindred	Robert Odegaard Field	K74	9	4	13	\$856,000	\$1,138,000	\$1,766,000
Kulm	Pruetz Municipal	D03	2	<1	2	\$30,000	\$55,000	\$96,000
La Moure	La Moure Rott Municipal	4F9	5	1	6	\$296,000	\$374,000	\$573,000

Associated City	General Aviation Airport Name	FAA ID	Direct Jobs	Multiplier Jobs	Total Jobs	Payroll	Value Added	Output
Lakota	Lakota Municipal	5L0	7	2	8	\$305,000	\$525,000	\$966,000
Langdon	Robertson Field	D55	7	2	9	\$476,000	\$640,000	\$916,000
Larimore	Larimore Municipal	2L1	14	4	18	\$1,010,000	\$1,209,000	\$1,706,000
Leeds	Leeds Municipal	D31	2	1	3	\$151,000	\$249,000	\$502,000
Lidgerwood	Lidgerwood Municipal	4N4	<1	<1	<1	\$3,000	\$7,000	\$12,000
Linton	Linton Municipal	7L2	7	3	10	\$545,000	\$803,000	\$1,361,000
Lisbon	Lisbon Municipal	6L3	10	3	14	\$743,000	\$974,000	\$1,545,000
Maddock	Maddock Municipal	6D3	5	1	6	\$331,000	\$418,000	\$637,000
Mandan	Mandan Regional - Lawler Field	Y19	34	14	48	\$2,974,000	\$4,025,000	\$6,544,000
Mayville	Mayville Municipal	D56	9	3	12	\$692,000	\$881,000	\$1,401,000
McClusky	McClusky Municipal	7G2	<1	<1	<1	\$5,000	\$11,000	\$19,000
McVile	McVile Municipal	8M6	2	<1	2	\$10,000	\$15,000	\$25,000
Milnor	Milnor Municipal	4R6	<1	<1	1	\$40,000	\$68,000	\$120,000
Minto	Minto Municipal	D06	2	<1	3	\$96,000	\$126,000	\$181,000
Mohall	Mohall Municipal	HBC	12	4	16	\$853,000	\$1,096,000	\$1,705,000
Mott	Mott Municipal	3P3	4	1	5	\$318,000	\$464,000	\$783,000
Napoleon	Napoleon Municipal	5B5	6	1	6	\$193,000	\$241,000	\$374,000
New Rockford	Tomlinson Field	8J7	7	2	8	\$355,000	\$508,000	\$1,018,000
New Town	New Town Municipal	05D	5	2	8	\$401,000	\$693,000	\$1,304,000
Northwood	Northwood Muni-Vince Field	4V4	10	3	13	\$656,000	\$938,000	\$1,556,000
Oakes	Oakes Municipal	2D5	5	2	7	\$372,000	\$476,000	\$738,000
Page	Page Regional	64G	11	3	14	\$805,000	\$928,000	\$1,274,000
Park River	Park River - W C Skjerven Field	Y37	8	3	11	\$653,000	\$893,000	\$1,490,000
Parshall	Parshall-Hankins	Y74	6	2	7	\$287,000	\$435,000	\$821,000
Pembina	Pembina Municipal	PMB	8	3	10	\$642,000	\$820,000	\$1,255,000
Plaza	Trulson Field Airport	Y99	<1	<1	<1	\$2,000	\$5,000	\$8,000
Richardton	Richardton Municipal	4E8	<1	<1	<1	\$3,000	\$7,000	\$12,000
Riverdale	Garrison Dam Recreational Airpark	37N	1	<1	1	\$11,000	\$18,000	\$32,000
Rolette	Rolette Airport	2H9	<1	<1	1	\$33,000	\$61,000	\$117,000
Rolla	Rolla Municipal	06D	15	4	19	\$1,015,000	\$1,273,000	\$1,908,000
Rugby	Rugby Municipal	RUG	11	4	15	\$908,000	\$1,167,000	\$1,851,000
St Thomas	St. Thomas Municipal	4S5	3	1	3	\$205,000	\$256,000	\$384,000
Stanley	Stanley Municipal	08D	14	7	21	\$1,185,000	\$1,779,000	\$3,498,000
Tioga	Tioga Municipal	D60	21	8	30	\$1,726,000	\$2,488,000	\$4,065,000
Towner	Towner Municipal	D61	<1	<1	<1	\$6,000	\$12,000	\$21,000
Turtle Lake	Turtle Lake Municipal	91N	<1	<1	<1	\$19,000	\$33,000	\$60,000
Valley City	Barnes County Municipal	BAC	11	5	16	\$812,000	\$1,405,000	\$2,268,000
Wahpeton	Harry Stern	BWP	25	9	34	\$2,003,000	\$2,609,000	\$4,049,000
Walhalla	Walhalla Municipal	96D	9	3	12	\$651,000	\$860,000	\$1,373,000
Washburn	Washburn Municipal	5C8	7	2	9	\$535,000	\$754,000	\$1,285,000
Watford City	Watford City Municipal	S25	56	31	87	\$6,684,000	\$10,020,000	\$16,674,000
West Fargo	West Fargo Municipal	D54	23	6	29	\$1,122,000	\$1,629,000	\$2,795,000
Westhope	Westhope Municipal	D64	3	1	4	\$231,000	\$368,000	\$715,000
Wishek	Wishek Municipal	6L5	3	<1	3	\$68,000	\$102,000	\$181,000
General Aviation Airports Total			646	229	879	\$50,620,000	\$70,469,000	\$115,658,000
Commercial Service Airports Total			9,183	3,574	12,757	\$700,193,000	\$1,006,655,000	\$1,675,227,000
All Airports Total			9,831	3,807	13,637	\$750,812,000	\$1,077,126,000	\$1,790,885,000

Note: Jobs rounded to the nearest whole number. Dollar values rounded to the nearest 1,000. Totals may not sum due to rounding.



2025 North Dakota State Aviation System Plan



2025 North Dakota Aviation Economic Impact Study

There are numerous products from the NDSASP and NDAEIS available for review and use. In addition to this Executive Summary, there are the following available at 2025ndsasp.com:

[NDAEIS Technical Report](#)

[NDSASP Technical Report](#)

[Fact Sheet](#)

[Individual Airport Reports](#)

[GIS Viewer](#)



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