

Associated City: New Town
County: Mountrail
NDSASP Classification: Community Paved
FAA ID: 05D

About New Town Municipal Airport

Perched just southeast of the vibrant lakeside city of New Town, North Dakota, New Town Municipal Airport (05D) serves as a vital link for general aviation in the heart of the Bakken region. With an asphalt runway and medium-intensity lighting, the airport supports a range of operations from agricultural flights and business travel to seasonal tourism and energy-sector logistics. New Town itself is a city born of resilience and reinvention. Established in 1950 to relocate communities displaced by the creation of Lake Sakakawea, it now thrives as a cultural and economic hub on the Fort Berthold Reservation. The city is home to the Three Affiliated Tribes, Nueta Hidatsa Sahnish College, and a growing population fueled by agriculture, tourism, and oil development. Each year, the airport hosts a well-attended Fly-In breakfast that brings together pilots and community members, adding a festive aviation tradition to New Town. The airport complements this dynamic landscape by offering reliable access for pilots, contractors, and visitors drawn to the region’s hunting, fishing, and recreational opportunities. Though modest in scale, 05D reflects the spirit of New Town: resourceful, welcoming, and forward-looking. It remains a critical asset for mobility, emergency access, and economic growth in western North Dakota.



Airport Activities



Recreational Flying



Corporate Activity



Flight Instruction



Agricultural Spraying



Aerial Inspections

Runways

The most critical infrastructure of an airport is the runway system. Runway characteristics determine the types of activity the airport can support.

Type	Orientation	Dimensions	Surface	Approach
Primary Runway	12/30	3,720 ft x 60 ft	Asphalt	RNAV (GPS) / RNAV (GPS)
Secondary Runway	N/A	N/A	N/A	N/A
Tertiary Runway	N/A	N/A	N/A	N/A
Additional Runway	N/A	N/A	N/A	N/A

Aviation Activity Demand Forecasts

Aviation activity demand forecasts are included in the NDSASP to understand how aviation demand is expected to change over time. These forecasts help inform future infrastructure needs and long-term system planning decisions.

Activity Type	Base Year (2024)	Future Year (2044)	2024-2044 CAGR
Commercial Service Enplanements	N/A	N/A	N/A
Commercial Service Operations	N/A	N/A	N/A
General Aviation Operations	1,350	2,120	2.28%
Based Aircraft	12	13	0.40%

Note: CAGR = Compound Annual Growth Rate

New Town Municipal Airport (05D)

Associated City: New Town



05D's Airport Economic Impacts

The impacts below present the sum of direct and multiplier impacts of all activity associated with 05D. The table below offers a breakdown of the total impacts by direct, multiplier, total, and source of impact.

Jobs

8

Payroll

\$401,000

Value Added

\$693,000

Output

\$1.30 M

Source of Impact	Jobs		
	Direct	Multiplier	Total
Airport Management	0	<1	<1
Airport Tenants	0	0	0
Capital Expenditures	3	1	4
GA Visitor Spending	2	1	3
CS Visitor Spending	N/A	N/A	N/A
Total Jobs Impacts	5	2	8

Source of Impact	Payroll		
	Direct	Multiplier	Total
Airport Management	\$0	\$21,000	\$21,000
Airport Tenants	\$0	\$0	\$0
Capital Expenditures	\$178,000	\$93,000	\$271,000
GA Visitor Spending	\$68,000	\$41,000	\$109,000
CS Visitor Spending	N/A	N/A	N/A
Total Payroll Impacts	\$247,000	\$155,000	\$401,000

Source of Impact	Value Added		
	Direct	Multiplier	Total
Airport Management	\$62,000	\$34,000	\$95,000
Airport Tenants	\$0	\$0	\$0
Capital Expenditures	\$258,000	\$160,000	\$417,000
GA Visitor Spending	\$115,000	\$66,000	\$181,000
CS Visitor Spending	N/A	N/A	N/A
Total Value Added Impacts	\$434,000	\$259,000	\$693,000

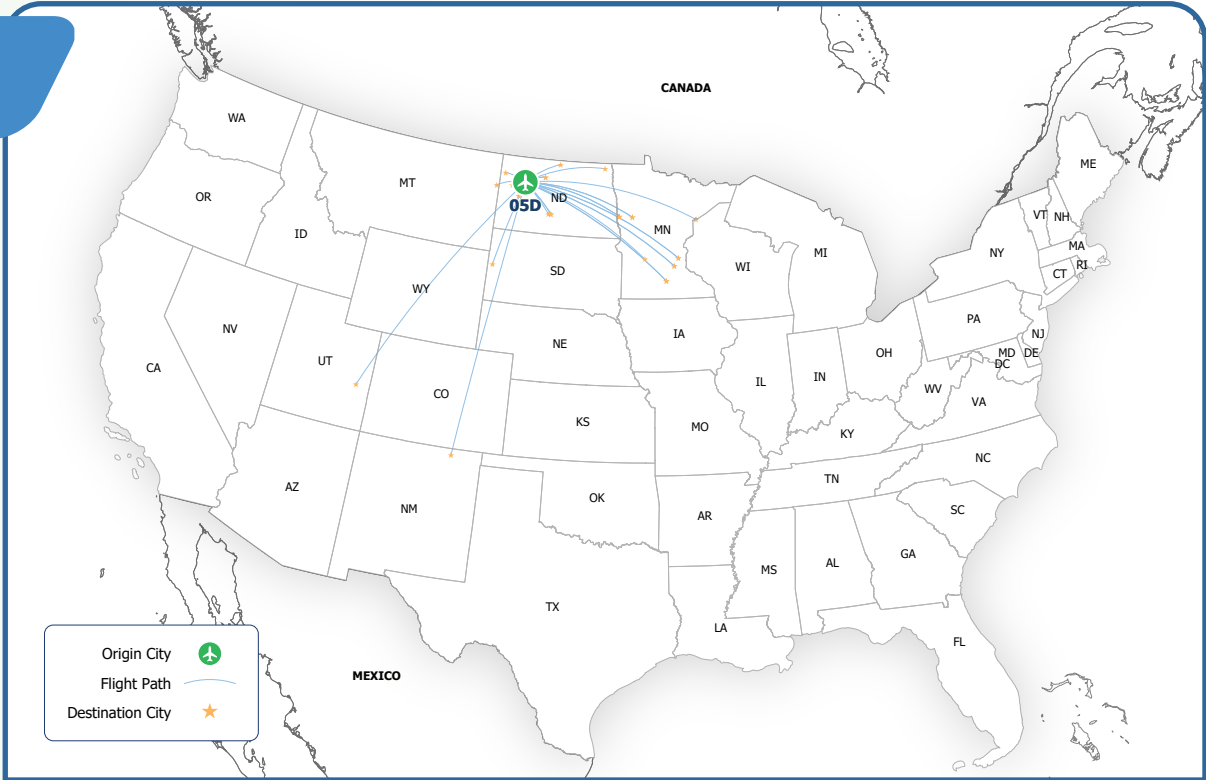
Source of Impact	Output		
	Direct	Multiplier	Total
Airport Management	\$80,000	\$60,000	\$140,000
Airport Tenants	\$0	\$0	\$0
Capital Expenditures	\$528,000	\$293,000	\$821,000
GA Visitor Spending	\$215,000	\$128,000	\$343,000
CS Visitor Spending	N/A	N/A	N/A
Total Output Impacts	\$824,000	\$481,000	\$1.30 M

Sources: 2025 NDAEIS Airport Manager Survey; IMPLAN, 2025; Kimley-Horn, 2025. Notes: Dollar values rounded to the nearest 1,000. Totals may not sum due to rounding.

Airport Flight Map

This Instrument Flight Rules (IFR) map shows annual flight activity data and helps to demonstrate the important role that 05D plays in providing time-saving connections for local and visiting businesses and residents. IFR Flights Completed as Filed between January 1, 2024, and December 31, 2024.

Source: FlightAware



Airport Facts



The airport and the activities it supports generate more than \$134,000 annually in federal, state, and local tax revenues.

An estimated 2,402 out-of-state visitors traveled through 05D in 2024 via general aviation aircraft.

Visitors using 05D spent approximately \$37,000 on lodging, \$62,000 on food and beverage, \$39,000 on local transportation, \$43,000 on retail, and \$34,000 on entertainment, supporting local businesses throughout the region.



05D supports occasional recreational flying, seasonal agricultural spraying, and monthly corporate activity.

Over the past four years, more than \$2.1 million has been invested in capital improvements at 05D, averaging approximately \$528,000 annually from state, local, and private funding sources.

Study Methodology

Comprehensive data collection was essential to producing accurate economic impact estimates for calendar year 2024. Primary data sources, including airport staff, airport business tenants, and visitors, were used to estimate direct economic impacts. These data were gathered through onsite visits and a combination of in-person, telephone, and online surveys. Where needed, additional industry sources were consulted to supplement the primary data. A nationally recognized economic modeling platform, IMPLAN, was used to calculate multiplier effects. Economic impacts were estimated for airport management, airport tenants, capital investment activity, GA visitor spending, and commercial service visitor spending.

Economic Impact Levels

The economic impacts for North Dakota's airports are presented at three distinct levels (direct, multiplier, and total) to describe where in the economic cycle the impact is generated.

