

Associated City: Stanley
County: Mountrail
NDSASP Classification: Local
FAA ID: 08D

About Stanley Municipal Airport

Located in northwestern North Dakota near the Bakken oil formation, Stanley Municipal Airport (08D) is a vital hub for energy, agriculture, healthcare, and government services. As the longest runway in oil-rich Mountrail County, it supports commuting oilfield executives, pipeline patrols, and service personnel—making it indispensable to the region’s energy sector. Affordable fuel and a welcoming atmosphere make Stanley a preferred stop for corporate and general aviation. Agriculture also benefits significantly. Each year, three transient aerial applicator companies operate from the airport for several months, treating thousands of acres of farmland and contributing to local businesses through lodging and service spending. Farmers frequently fly in to source parts and equipment, reinforcing the airport’s role in supporting crop and cattle productivity. In 2024, Stanley added a crosswind runway to improve safety and training, complementing the work of its resident flight instructor who has promoted aviation education for over 20 years. Pilots often practice approaches and landing in diverse conditions while visiting for the North Dakota Airport Passport Program. Beyond aviation, Stanley connects visitors to hunting, fishing, golf, and shooting sports, while providing access to schools, healthcare, and county government. Workers for a recent hospital expansion were flown in weekly, and the airport remains a lifeline for medevac flights serving Mountrail County Medical Center and Indian Health Services in New Town. Community engagement is strong, with annual Fly-Ins, aviation clubs, and safety seminars open to the public.



Airport Activities



Recreational Flying



Corporate Activity



Aerial Inspections



Gateway for Recreation



Environmental Patrol

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	10/28	3,900 ft x 60 ft	Asphalt	RNAV (GPS) / RNAV (GPS)
Secondary Runway	02/20	1,185 ft x 120 ft	Turf	VIS / VIS
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	5,900	9,270	2.28%
Based Aircraft	27	31	0.69%

Note: CAGR = Compound Annual Growth Rate



Stanley Municipal Airport (08D)

Associated City: Stanley

08D's Airport Economic Impacts

The impacts below present the sum of direct and multiplier impacts of all activity associated with 08D. The table below offers a breakdown of the total impacts by direct, multiplier, total, and source of impact.

Jobs

21

Payroll

\$1.18 M

Value Added

\$1.78 M

Output

\$3.50 M

Source of Impact	Jobs		
	Direct	Multiplier	Total
Airport Management	2	<1	2
Airport Tenants	4	4	8
Capital Expenditures	4	2	6
GA Visitor Spending	4	1	5
CS Visitor Spending	N/A	N/A	N/A
Total Jobs Impacts	14	7	21

Source of Impact	Payroll		
	Direct	Multiplier	Total
Airport Management	\$33,000	\$19,000	\$51,000
Airport Tenants	\$360,000	\$232,000	\$592,000
Capital Expenditures	\$233,000	\$121,000	\$354,000
GA Visitor Spending	\$118,000	\$70,000	\$188,000
CS Visitor Spending	N/A	N/A	N/A
Total Payroll Impacts	\$743,000	\$442,000	\$1.18 M

Source of Impact	Value Added		
	Direct	Multiplier	Total
Airport Management	\$54,000	\$29,000	\$83,000
Airport Tenants	\$484,000	\$355,000	\$839,000
Capital Expenditures	\$337,000	\$209,000	\$545,000
GA Visitor Spending	\$198,000	\$113,000	\$311,000
CS Visitor Spending	N/A	N/A	N/A
Total Value Added Impacts	\$1.07 M	\$707,000	\$1.78 M

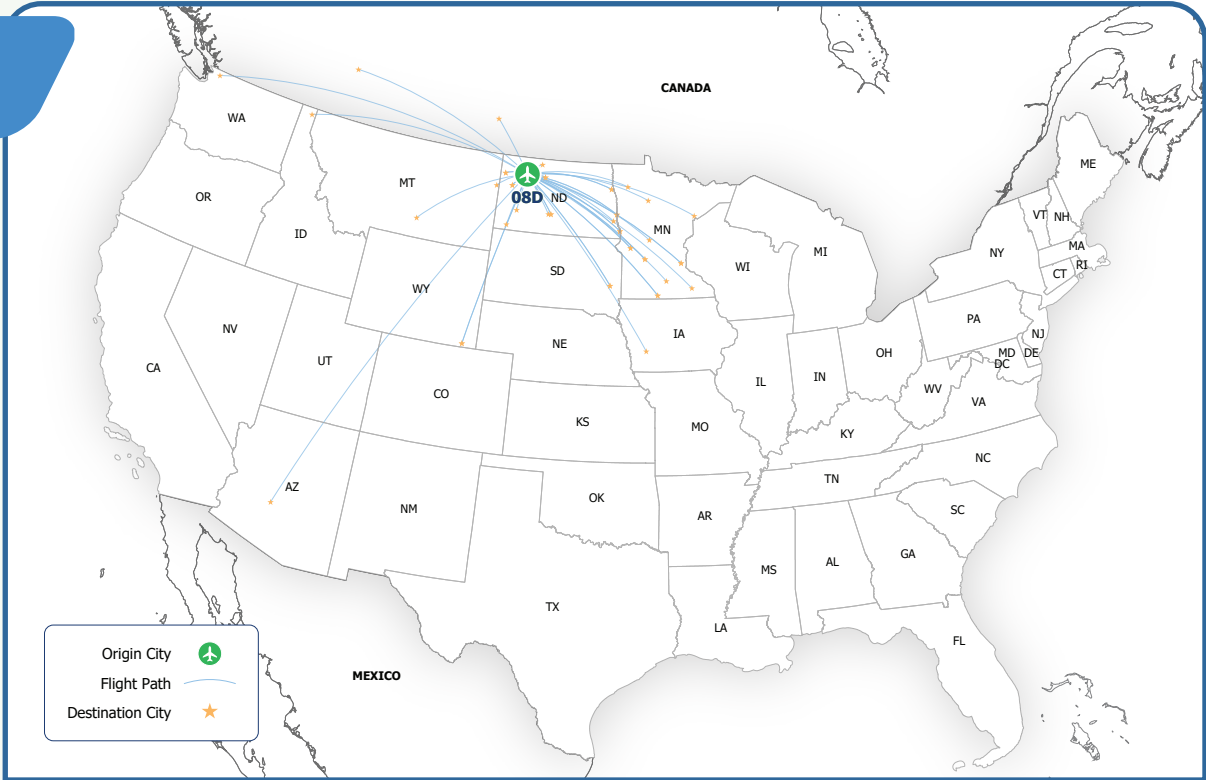
Source of Impact	Output		
	Direct	Multiplier	Total
Airport Management	\$70,000	\$52,000	\$122,000
Airport Tenants	\$1.04 M	\$673,000	\$1.71 M
Capital Expenditures	\$690,000	\$383,000	\$1.07 M
GA Visitor Spending	\$371,000	\$220,000	\$590,000
CS Visitor Spending	N/A	N/A	N/A
Total Output Impacts	\$2.17 M	\$1.33 M	\$3.50 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 08D 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 \$328,000 annually in federal, state, and local tax revenues.

An estimated 4,132 out-of-state visitors traveled through 08D in 2024 via general aviation aircraft.

Visitors using 08D spent approximately \$63,000 on lodging, \$107,000 on food and beverage, \$67,000 on local transportation, \$74,000 on retail, and \$59,000 on entertainment, supporting local businesses throughout the region.



08D offers 100LL and Jet-A services to based and transient aircraft, allowing the airport to support a variety of critical operations, such as recreational flying, corporate activity, and aerial inspections.

Over the past four years, more than \$2.8 million has been invested in capital improvements at 08D, averaging approximately \$690,000 annually from federal, 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.

