

Associated City: Cavalier
County: Pembina
NDSASP Classification: Local
FAA ID: 2C8

About Cavalier Municipal Airport

Cavalier Municipal Airport (2C8) is an essential general aviation facility serving northeastern North Dakota, supporting agriculture, business, recreation, and community connectivity. The airport plays a critical role in agricultural aviation, with aerial applicators treating crops such as dry beans, sugar beets, potatoes, corn, and other regional staples. These operations help producers maintain efficiency and protect yields, especially during challenging weather conditions. The airport also serves as a gateway to the area’s rich recreational offerings. Icelandic State Park is located just six miles west of the airport, providing camping, boating, and hiking opportunities. Nearby attractions include the Pembina Gorge State Park and Frost Fire Ski Area and Recreation, situated approximately 20 miles from Cavalier, offering year-round outdoor activities. For golf enthusiasts, the Cavalier Country Club is only six miles west of Cavalier. A paved bike and walking trail connects Cavalier to the Country Club, Icelandic State Park, and the Pembina County Historic Museum, offering residents and visitors convenient access to outdoor recreation near the airport. Through its agricultural support and proximity to major recreational destinations, Cavalier Municipal Airport strengthens the region’s economy, tourism, and quality of life, serving as a vital hub for northeastern North Dakota.



Airport Activities



Recreational Flying



Gateway for Recreation



Search and Rescue



Environmental Patrol



Medevac

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	16/34	3,299 ft x 60 ft	Asphalt	VIS / 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	6,200	6,200	0.00%
Based Aircraft	17	20	0.82%

Note: CAGR = Compound Annual Growth Rate

Cavalier Municipal Airport (2C8)

Associated City: Cavalier



2C8's Airport Economic Impacts

The impacts below present the sum of direct and multiplier impacts of all activity associated with 2C8. The table below offers a breakdown of the total impacts by direct, multiplier, total, and source of impact.

Jobs

11

Payroll

\$716,000

Value Added

\$943,000

Output

\$1.47 M

Source of Impact	Jobs		
	Direct	Multiplier	Total
Airport Management	0	<1	<1
Airport Tenants	6	2	8
Capital Expenditures	2	1	3
GA Visitor Spending	<1	<1	<1
CS Visitor Spending	N/A	N/A	N/A
Total Jobs Impacts	9	3	11

Source of Impact	Payroll		
	Direct	Multiplier	Total
Airport Management	\$0	\$8,000	\$8,000
Airport Tenants	\$380,000	\$94,000	\$474,000
Capital Expenditures	\$143,000	\$73,000	\$216,000
GA Visitor Spending	\$11,000	\$7,000	\$18,000
CS Visitor Spending	N/A	N/A	N/A
Total Payroll Impacts	\$535,000	\$181,000	\$716,000

Source of Impact	Value Added		
	Direct	Multiplier	Total
Airport Management	\$23,000	\$13,000	\$36,000
Airport Tenants	\$382,000	\$152,000	\$535,000
Capital Expenditures	\$215,000	\$127,000	\$342,000
GA Visitor Spending	\$19,000	\$11,000	\$30,000
CS Visitor Spending	N/A	N/A	N/A
Total Value Added Impacts	\$640,000	\$303,000	\$943,000

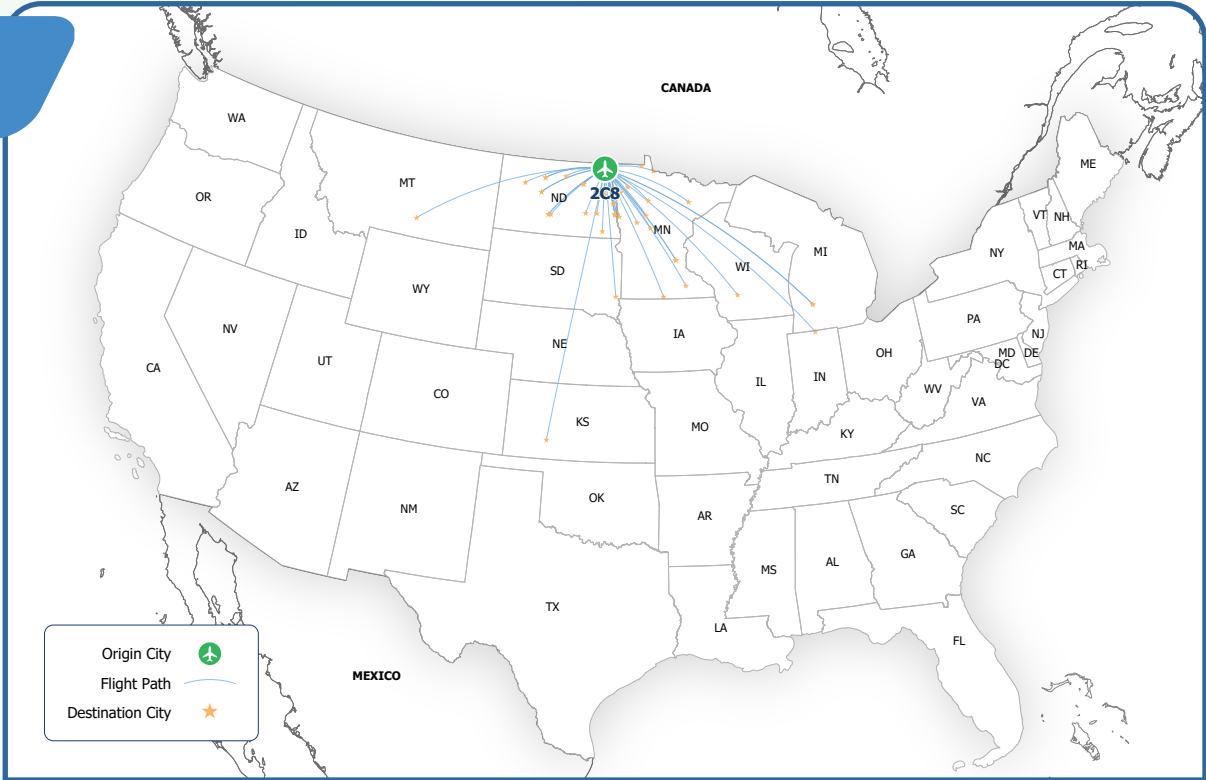
Source of Impact	Output		
	Direct	Multiplier	Total
Airport Management	\$31,000	\$23,000	\$55,000
Airport Tenants	\$447,000	\$269,000	\$716,000
Capital Expenditures	\$410,000	\$230,000	\$639,000
GA Visitor Spending	\$36,000	\$21,000	\$57,000
CS Visitor Spending	N/A	N/A	N/A
Total Output Impacts	\$924,000	\$544,000	\$1.47 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 2C8 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 \$192,000 annually in federal, state, and local tax revenues.

An estimated 374 out-of-state visitors traveled through 2C8 in 2024 via general aviation aircraft.

Visitors using 2C8 spent approximately \$6,000 on lodging, \$10,000 on food and beverage, \$6,000 on local transportation, \$7,000 on retail, and \$6,000 on entertainment, supporting local businesses throughout the region.



2C8 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, gateway for recreation, and search and rescue.

Over the past four years, more than \$1.6 million has been invested in capital improvements at 2C8, averaging approximately \$410,000 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.

Direct Impacts

Airport Administration

Airport Tenants

Capital Investment

GA and Commercial Services Visitor Spending

Multiplier Impacts

Indirect

Portions of direct output used to purchase goods and services from businesses inside the study region

Induced

Income earned by workers from direct and supplier sales transactions that are then spent inside the study region

Total Impacts

There are four measures used to express the economic impact of North Dakota's airports: jobs, payroll, value added, and output.

Jobs

Total number of people employed. This includes both full-time and part-time because of aviation.

Payroll

Total employment compensation, including wages and benefits, of those employed

Value Added

The value of final goods and services produced locally because of economic activity, excluding the value of goods and services used to produce them

Output

Total expenditures associated with airport administration, capital projects, tenant sales of goods and services, as well as visitor spending in North Dakota's hospitality-related sectors