



2025 North Dakota
State Aviation System Plan



2025 North Dakota
Aviation Economic Impact Study

Oakes Municipal Airport (2D5)

Associated City: Oakes



2D5's Airport Economic Impacts

The impacts below present the sum of direct and multiplier impacts of all activity associated with 2D5. The table below offers a breakdown of the total impacts by direct, multiplier, total, and source of impact.

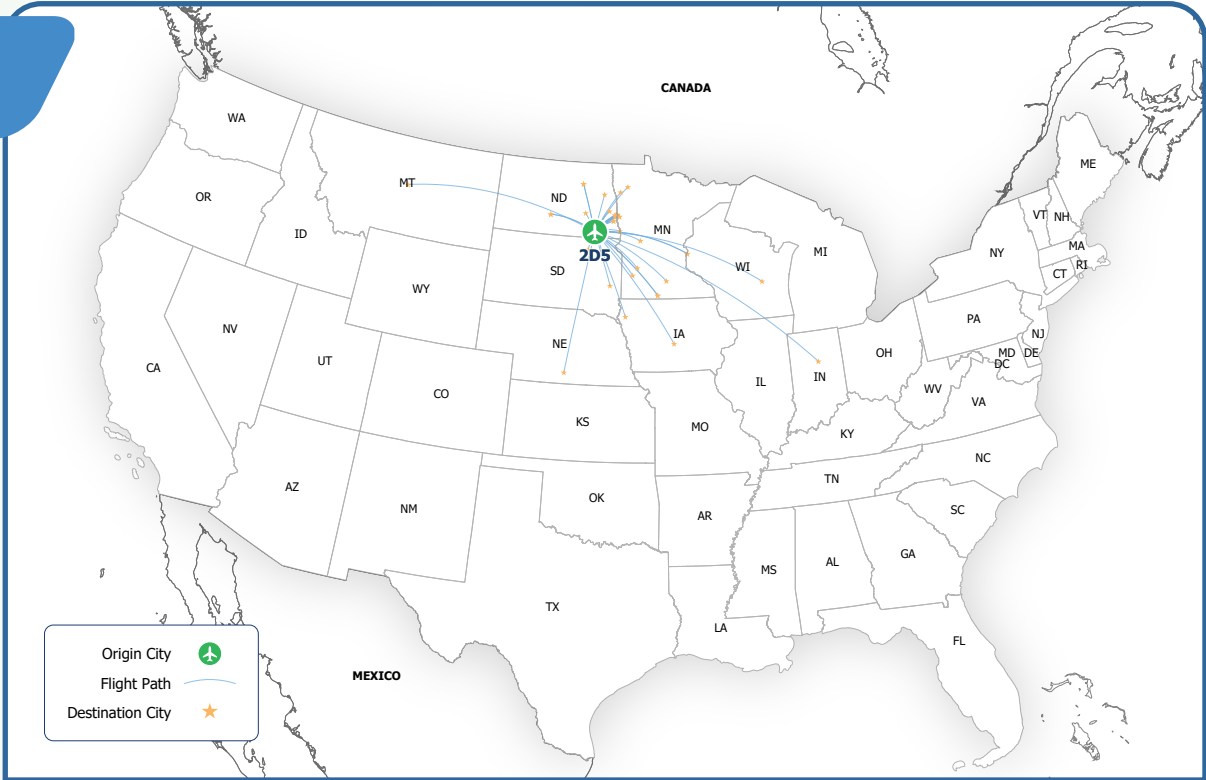
Jobs				Payroll				Value Added				Output			
 7				 \$372,000				 \$476,000				 \$738,000			
Source of Impact		Jobs			Source of Impact		Payroll			Source of Impact		Output			
	Direct	Multiplier	Total		Direct	Multiplier	Total		Direct	Multiplier	Total		Direct	Multiplier	Total
Airport Management	0	<1	<1	Airport Management	\$0	\$3,000	\$3,000	Airport Management	\$10,000	\$7,000	\$17,000	Airport Management	\$10,000	\$7,000	\$17,000
Airport Tenants	4	1	5	Airport Tenants	\$216,000	\$56,000	\$272,000	Airport Tenants	\$267,000	\$161,000	\$428,000	Airport Tenants	\$267,000	\$161,000	\$428,000
Capital Expenditures	1	<1	1	Capital Expenditures	\$46,000	\$23,000	\$69,000	Capital Expenditures	\$130,000	\$73,000	\$203,000	Capital Expenditures	\$130,000	\$73,000	\$203,000
GA Visitor Spending	1	<1	1	GA Visitor Spending	\$18,000	\$11,000	\$29,000	GA Visitor Spending	\$56,000	\$33,000	\$89,000	GA Visitor Spending	\$56,000	\$33,000	\$89,000
CS Visitor Spending	N/A	N/A	N/A	CS Visitor Spending	N/A	N/A	N/A	CS Visitor Spending	N/A	N/A	N/A	CS Visitor Spending	N/A	N/A	N/A
Total Jobs Impacts	5	2	7	Total Payroll Impacts	\$280,000	\$92,000	\$372,000	Total Output Impacts	\$463,000	\$274,000	\$738,000	Total Value Added Impacts	\$324,000	\$152,000	\$476,000
Source of Impact		Value Added			Source of Impact		Output								
	Direct	Multiplier	Total		Direct	Multiplier	Total		Direct	Multiplier	Total				
Airport Management	\$8,000	\$4,000	\$12,000	Airport Management	\$10,000	\$7,000	\$17,000	Airport Management	\$10,000	\$7,000	\$17,000				
Airport Tenants	\$223,000	\$91,000	\$314,000	Airport Tenants	\$267,000	\$161,000	\$428,000	Airport Tenants	\$267,000	\$161,000	\$428,000				
Capital Expenditures	\$64,000	\$40,000	\$103,000	Capital Expenditures	\$130,000	\$73,000	\$203,000	Capital Expenditures	\$130,000	\$73,000	\$203,000				
GA Visitor Spending	\$29,000	\$17,000	\$46,000	GA Visitor Spending	\$56,000	\$33,000	\$89,000	GA Visitor Spending	\$56,000	\$33,000	\$89,000				
CS Visitor Spending	N/A	N/A	N/A	CS Visitor Spending	N/A	N/A	N/A	CS Visitor Spending	N/A	N/A	N/A				
Total Value Added Impacts	\$324,000	\$152,000	\$476,000	Total Output Impacts	\$463,000	\$274,000	\$738,000	Total Value Added Impacts	\$324,000	\$152,000	\$476,000				

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 2D5 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 \$99,000 annually in federal, state, and local tax revenues.

An estimated 624 out-of-state visitors traveled through 2D5 in 2024 via general aviation aircraft.

Visitors using 2D5 spent approximately \$10,000 on lodging, \$16,000 on food and beverage, \$10,000 on local transportation, \$11,000 on retail, and \$9,000 on entertainment, supporting local businesses throughout the region.

2D5 offers fueling services to based and transient aircraft, allowing the airport to support a variety of critical operations, such as recreational flying, flight instruction, and physician transport.

Over the past four years, more than \$521,100 has been invested in capital improvements at 2D5, averaging approximately \$130,000 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.



About Oakes Municipal Airport

Oakes Municipal Airport (2D5) is a cornerstone of agricultural aviation in southeastern North Dakota. With its open terrain, low traffic volume, and unobstructed airspace, the airport provides an ideal base for aerial application, an essential service for treating crops and pastureland, especially during wet conditions when ground access is limited. Bear Creek Flying Services, based at the airport, delivers these critical operations, directly supporting the productivity and sustainability of local farms and ranches. Beyond its agricultural-focused mission, the airport contributes to rural resilience in other ways. It facilitates emergency medical transfers and supports healthcare outreach from providers. Oakes Municipal Airport is a vital tool for agricultural efficiency, environmental stewardship, and community well-being. Its infrastructure and services reflect how small airports can deliver outsized benefits, especially in regions where aviation is key to supporting the land and the people who work it.



Airport Activities



Recreational Flying



Flight Instruction



Military Training



Agricultural Spraying



Air Cargo

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	3,505 ft x 60 ft	Asphalt	VIS / RNAV (GPS)
Secondary Runway	17/35	2,001 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	8,300	8,400	0.06%
Based Aircraft	15	17	0.63%

Note: CAGR = Compound Annual Growth Rate