

**Associated City:** Mott  
**County:** Hettinger  
**NDSASP Classification:** Basic  
**FAA ID:** 3P3

About Mott Municipal Airport

Tucked just south of the city, Mott Municipal Airport (3P3) is a quiet yet essential gateway to southwestern North Dakota. With its asphalt runway and 24-hour self-service fueling, the airport supports a range of general aviation activities from agricultural spraying and recreational flying to business travel and seasonal hunting traffic. Though modest in scale, Mott’s aviation infrastructure is reliable and well-maintained, offering medium-intensity runway lighting, visual approach slope indicators, and tiedown and hangar space for transient aircraft. It’s a place where aviation meets rural resilience, supporting crop dusters in the morning, welcoming hunters in the fall, and offering a lifeline for emergency services year-round. The airport’s simplicity is its advantage: pilots find easy access, low congestion, and a community that values aviation as part of its identity. Whether serving local farmers, recreational flyers, or business travelers passing through the Badlands region, Mott Municipal Airport is more than infrastructure—it’s a reflection of the region’s independence, practicality, and pride. As aviation continues to evolve, Mott remains a steady, grounded presence in North Dakota’s skies.



Airport Activities



Recreational Flying



Flight Instruction



Agricultural Spraying



Aerial Inspections



Law Enforcement

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       | 4,001 ft x 60 ft | Asphalt | VIS / VIS |
| 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     | 1,850            | 1,920              | 0.18%          |
| Based Aircraft                  | 13               | 15                 | 0.72%          |

Note: CAGR = Compound Annual Growth Rate



Mott Municipal Airport (3P3)

Associated City: Mott

3P3's Airport Economic Impacts

The impacts below present the sum of direct and multiplier impacts of all activity associated with 3P3. The table below offers a breakdown of the total impacts by direct, multiplier, total, and source of impact.

Jobs

5

Payroll

\$318,000

Value Added

\$464,000

Output

\$783,000

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

| Source of Impact      | Payroll   |            |           |
|-----------------------|-----------|------------|-----------|
|                       | Direct    | Multiplier | Total     |
| Airport Management    | \$5,000   | \$7,000    | \$11,000  |
| Airport Tenants       | \$83,000  | \$24,000   | \$107,000 |
| Capital Expenditures  | \$125,000 | \$56,000   | \$182,000 |
| GA Visitor Spending   | \$11,000  | \$7,000    | \$18,000  |
| CS Visitor Spending   | N/A       | N/A        | N/A       |
| Total Payroll Impacts | \$224,000 | \$94,000   | \$318,000 |

| Source of Impact          | Value Added |            |           |
|---------------------------|-------------|------------|-----------|
|                           | Direct      | Multiplier | Total     |
| Airport Management        | \$20,000    | \$11,000   | \$31,000  |
| Airport Tenants           | \$86,000    | \$39,000   | \$125,000 |
| Capital Expenditures      | \$181,000   | \$97,000   | \$279,000 |
| GA Visitor Spending       | \$19,000    | \$11,000   | \$30,000  |
| CS Visitor Spending       | N/A         | N/A        | N/A       |
| Total Value Added Impacts | \$307,000   | \$157,000  | \$464,000 |

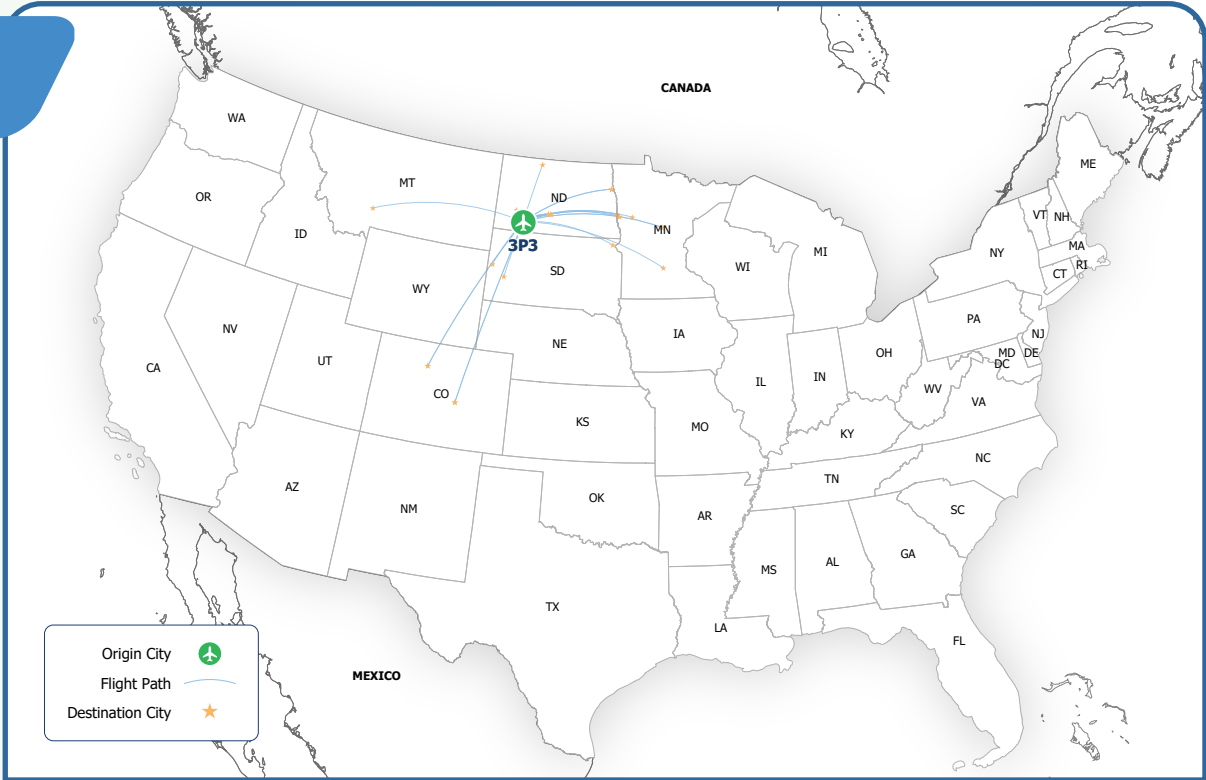
| Source of Impact     | Output    |            |           |
|----------------------|-----------|------------|-----------|
|                      | Direct    | Multiplier | Total     |
| Airport Management   | \$25,000  | \$19,000   | \$44,000  |
| Airport Tenants      | \$115,000 | \$69,000   | \$184,000 |
| Capital Expenditures | \$322,000 | \$179,000  | \$500,000 |
| GA Visitor Spending  | \$35,000  | \$21,000   | \$55,000  |
| CS Visitor Spending  | N/A       | N/A        | N/A       |
| Total Output Impacts | \$496,000 | \$287,000  | \$783,000 |

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 3P3 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 \$91,000 annually in federal, state, and local tax revenues.

An estimated 355 out-of-state visitors traveled through 3P3 in 2024 via general aviation aircraft.

Visitors using 3P3 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.



3P3 offers 100LL services to based and transient aircraft, allowing the airport to support a variety of critical operations, such as recreational flying, flight instruction, and aerial inspections.

Over the past four years, more than \$1.3 million has been invested in capital improvements at 3P3, averaging approximately \$322,000 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.

