



**2025 North Dakota**  
State Aviation System Plan



**2025 North Dakota**  
Aviation Economic Impact Study

## Carrington Municipal Airport (46D)

Associated City: Carrington



46D's Airport Economic Impacts

The impacts below present the sum of direct and multiplier impacts of all activity associated with 46D. The table below offers a breakdown of the total impacts by direct, multiplier, total, and source of impact.

Jobs

8

Payroll

\$360,000

Value Added

\$550,000

Output

\$1.03 M

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

| Source of Impact      | Payroll   |            |           |
|-----------------------|-----------|------------|-----------|
|                       | Direct    | Multiplier | Total     |
| Airport Management    | \$40,000  | \$19,000   | \$59,000  |
| Airport Tenants       | \$0       | \$0        | \$0       |
| Capital Expenditures  | \$133,000 | \$66,000   | \$199,000 |
| GA Visitor Spending   | \$64,000  | \$38,000   | \$102,000 |
| CS Visitor Spending   | N/A       | N/A        | N/A       |
| Total Payroll Impacts | \$237,000 | \$123,000  | \$360,000 |

| Source of Impact          | Value Added |            |           |
|---------------------------|-------------|------------|-----------|
|                           | Direct      | Multiplier | Total     |
| Airport Management        | \$57,000    | \$30,000   | \$87,000  |
| Airport Tenants           | \$0         | \$0        | \$0       |
| Capital Expenditures      | \$184,000   | \$114,000  | \$299,000 |
| GA Visitor Spending       | \$103,000   | \$61,000   | \$164,000 |
| CS Visitor Spending       | N/A         | N/A        | N/A       |
| Total Value Added Impacts | \$344,000   | \$206,000  | \$550,000 |

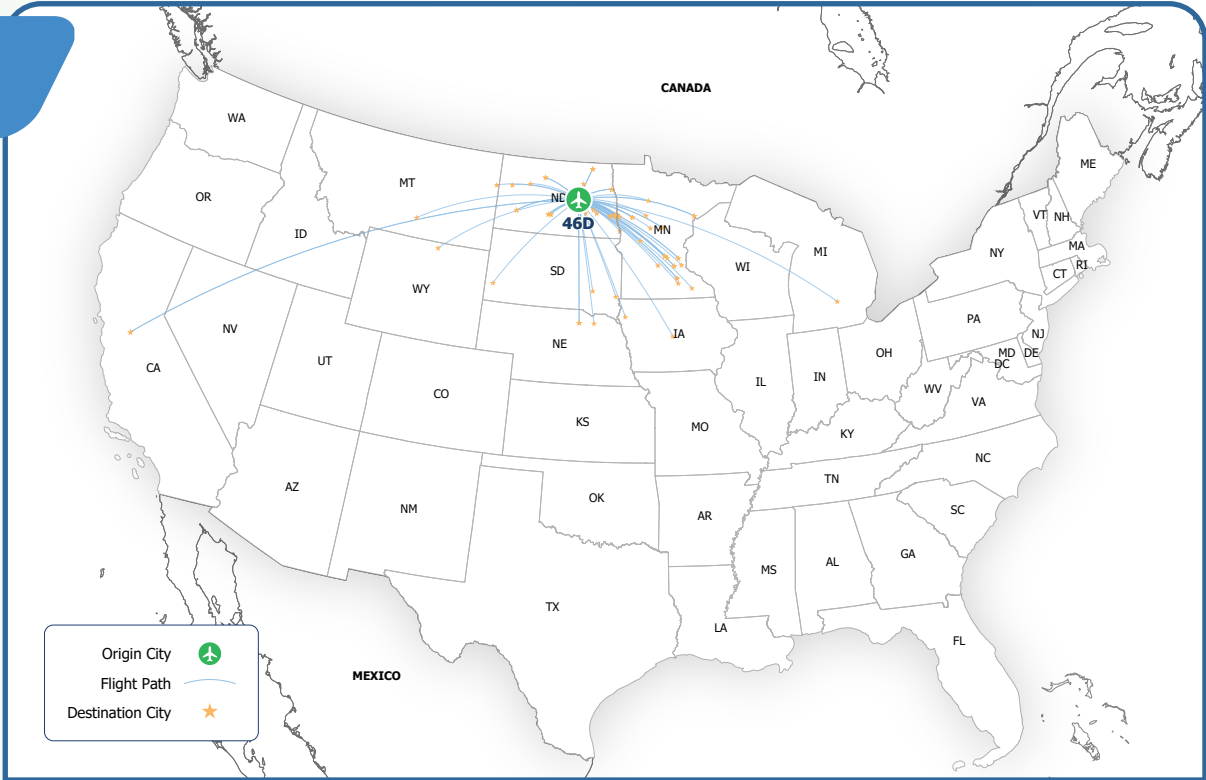
| Source of Impact     | Output    |            |           |
|----------------------|-----------|------------|-----------|
|                      | Direct    | Multiplier | Total     |
| Airport Management   | \$72,000  | \$54,000   | \$125,000 |
| Airport Tenants      | \$0       | \$0        | \$0       |
| Capital Expenditures | \$378,000 | \$210,000  | \$588,000 |
| GA Visitor Spending  | \$201,000 | \$119,000  | \$319,000 |
| CS Visitor Spending  | N/A       | N/A        | N/A       |
| Total Output Impacts | \$650,000 | \$383,000  | \$1.03 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 46D 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 \$106,000 annually in federal, state, and local tax revenues.

An estimated 2,232 out-of-state visitors traveled through 46D in 2024 via general aviation aircraft.

Visitors using 46D spent approximately \$34,000 on lodging, \$58,000 on food and beverage, \$36,000 on local transportation, \$40,000 on retail, and \$32,000 on entertainment, supporting local businesses throughout the region.

46D 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 corporate activity.

Over the past four years, more than \$1.5 million has been invested in capital improvements at 46D, averaging approximately \$378,000 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.

Airport Administration

Airport Tenants

Capital Investment

GA and Commercial Services Visitor Spending

Indirect

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

Multiplier Impacts

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

About Carrington Municipal Airport

Located in central North Dakota, Carrington Municipal Airport (46D) is a key general aviation facility supporting healthcare, agriculture, and business travel. The airport enables medical professionals to reach rural clinics and facilitates emergency patient transfers to advanced care facilities, critical in areas where distance and time can impact outcomes. Agricultural operations benefit from aerial applicators who use the airport to treat crops and pastureland, helping producers manage large acreages efficiently and improve yields. These services are especially valuable during wet conditions when ground application is limited. Local businesses across sectors such as manufacturing, agribusiness, and professional services rely on the airport for flexible travel, often reducing multi-day trips to single-day visits. This connectivity improves logistics and supports regional economic activity. Through its support of essential services and rural mobility, Carrington Municipal Airport plays a vital role in strengthening the community's resilience and contributing to the economic and social well-being of Foster County and the surrounding region.



Airport Activities



Recreational Flying



Medevac



Corporate Activity



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    | 13/31       | 4,198 ft x 75 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     | 5,600            | 5,930              | 0.28%          |
| Based Aircraft                  | 12               | 14                 | 0.77%          |

Note: CAGR = Compound Annual Growth Rate