



2025 North Dakota
State Aviation System Plan



2025 North Dakota
Aviation Economic Impact Study

LaMoure Rott Municipal Airport (4F9)

Associated City: LaMoure



4F9's Airport Economic Impacts

The impacts below present the sum of direct and multiplier impacts of all activity associated with 4F9. The table below offers a breakdown of the total impacts by direct, multiplier, total, and source of impact.

Jobs

6

Payroll

\$296,000

Value Added

\$374,000

Output

\$573,000

Source of Impact	Jobs		
	Direct	Multiplier	Total
Airport Management	1	<1	1
Airport Tenants	3	1	4
Capital Expenditures	1	<1	1
GA Visitor Spending	<1	<1	<1
CS Visitor Spending	N/A	N/A	N/A
Total Jobs Impacts	5	1	6

Source of Impact	Payroll		
	Direct	Multiplier	Total
Airport Management	\$18,000	\$8,000	\$26,000
Airport Tenants	\$162,000	\$42,000	\$204,000
Capital Expenditures	\$35,000	\$17,000	\$52,000
GA Visitor Spending	\$9,000	\$5,000	\$14,000
CS Visitor Spending	N/A	N/A	N/A
Total Payroll Impacts	\$224,000	\$73,000	\$296,000

Source of Impact	Value Added		
	Direct	Multiplier	Total
Airport Management	\$25,000	\$13,000	\$38,000
Airport Tenants	\$167,000	\$68,000	\$236,000
Capital Expenditures	\$48,000	\$30,000	\$78,000
GA Visitor Spending	\$14,000	\$8,000	\$22,000
CS Visitor Spending	N/A	N/A	N/A
Total Value Added Impacts	\$254,000	\$120,000	\$374,000

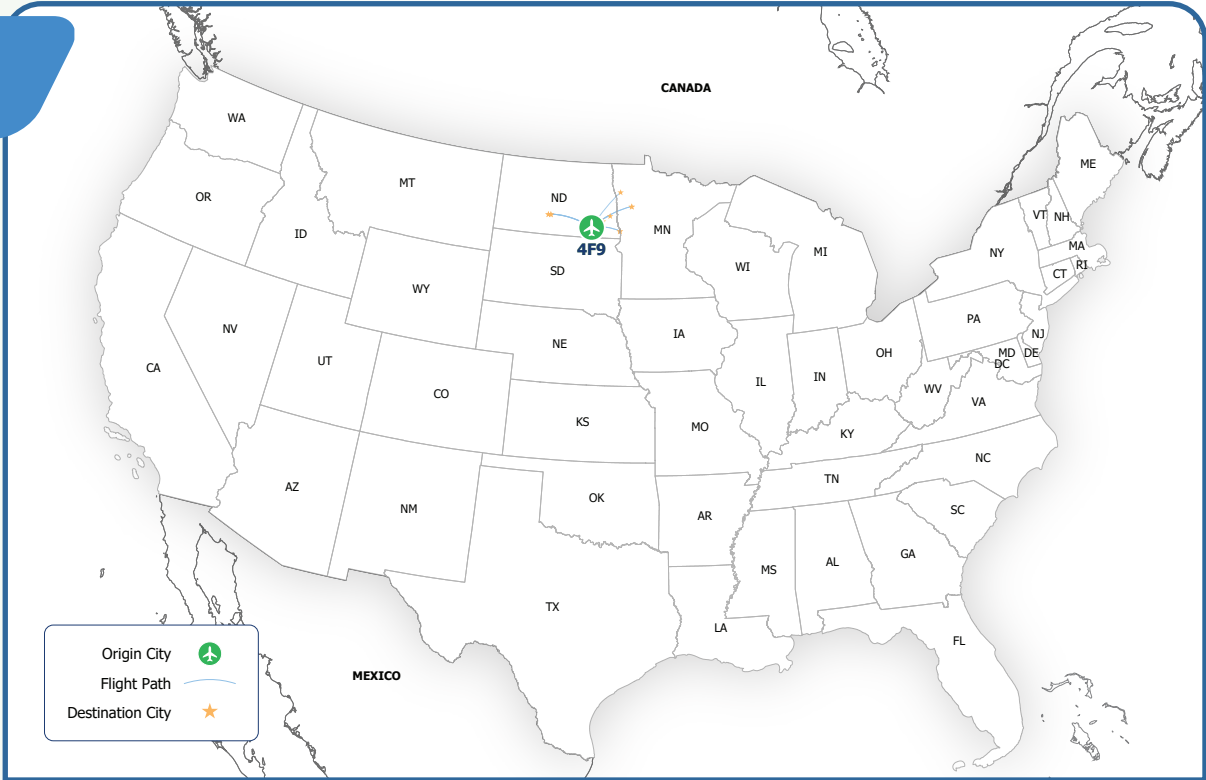
Source of Impact	Output		
	Direct	Multiplier	Total
Airport Management	\$31,000	\$23,000	\$54,000
Airport Tenants	\$200,000	\$121,000	\$321,000
Capital Expenditures	\$99,000	\$55,000	\$154,000
GA Visitor Spending	\$27,000	\$16,000	\$44,000
CS Visitor Spending	N/A	N/A	N/A
Total Output Impacts	\$358,000	\$215,000	\$573,000

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 4F9 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 approximately \$78,000 annually in federal, state, and local tax revenues.



An estimated 305 out-of-state visitors traveled through 4F9 in 2024 via general aviation aircraft.



Visitors using 4F9 spent approximately \$5,000 on lodging, \$8,000 on food and beverage, \$5,000 on local transportation, \$5,000 on retail, and \$4,000 on entertainment, supporting local businesses throughout the region.



4F9 supports weekly recreational flying, occasional flight instruction, and occasional corporate activity.



Over the past four years, more than \$396,000 has been invested in capital improvements at 4F9, averaging approximately \$99,000 annually from 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



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

About LaMoure Rott Municipal Airport

LaMoure Rott Municipal Airport (4F9) serves as a vital link between the skies and the surrounding agricultural heartland of southeastern North Dakota. Located just outside the city of LaMoure, the airport supports a wide range of aviation activity from crop spraying and flight instruction to seasonal hunting access and occasional corporate flights, including parts deliveries from John Deere. The airport features a single asphalt runway that is 3,400 feet long and supports approximately 3,500 operations annually. The airport also plays a role in shaping the future of flight. Through a partnership with the local high school, members have helped launch an aviation program and plan to host career days in the spring, giving students a chance to explore aircraft, meet pilots, and discover aviation pathways. Whether it's serving farmers, training new pilots, or welcoming hunters, LaMoure Rott Municipal Airport is a small-town airfield with a big community impact.



Airport Activities



Recreational Flying



Flight Instruction



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	16/34	3,400 ft x 50 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	3,500	3,680	0.26%
Based Aircraft	3	3	0.00%

Note: CAGR = Compound Annual Growth Rate