



2025 North Dakota
State Aviation System Plan



2025 North Dakota
Aviation Economic Impact Study

Edgeley Municipal Airport (51D)

Associated City: Edgeley



51D's Airport Economic Impacts

The impacts below present the sum of direct and multiplier impacts of all activity associated with 51D. The table below offers a breakdown of the total impacts by direct, multiplier, total, and source of impact.

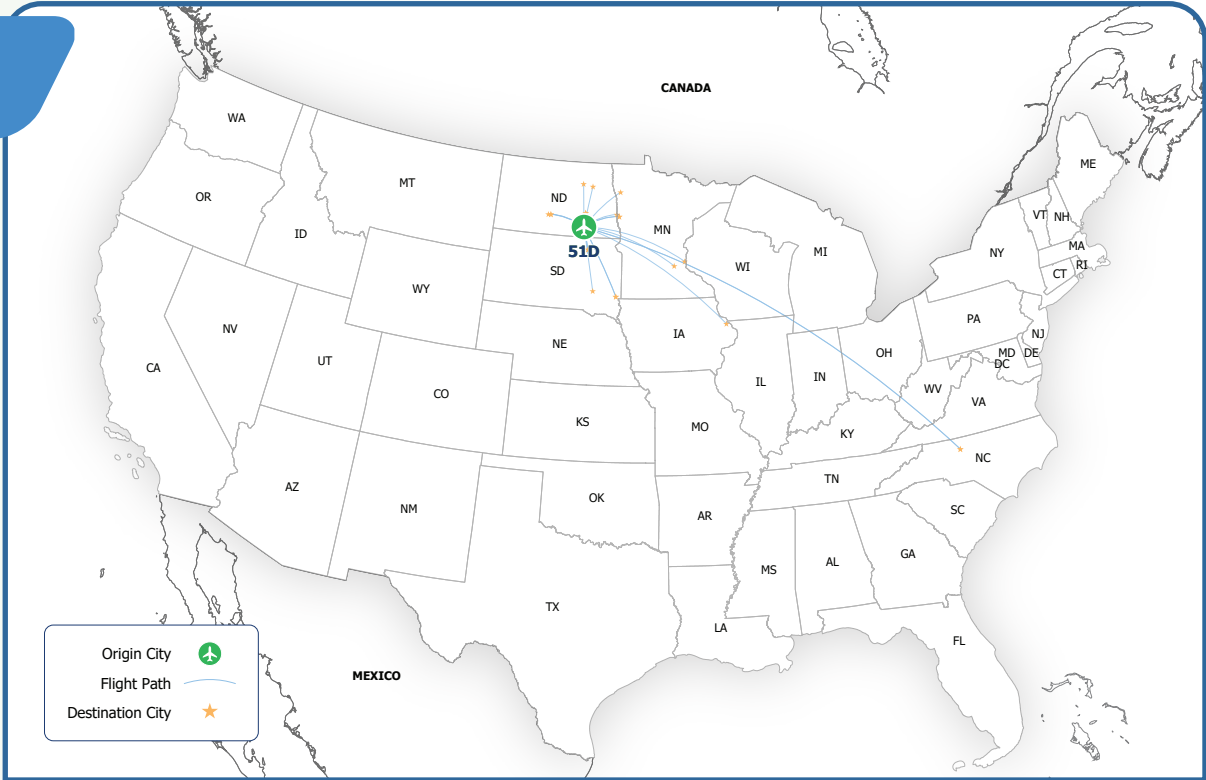
Jobs				Payroll				Value Added				Output			
3				\$184,000				\$277,000				\$480,000			
Source of Impact				Jobs				Source of Impact				Payroll			
				Direct	Multiplier	Total						Direct	Multiplier	Total	
Airport Management				0	<1	<1		Airport Management				\$0	\$7,000	\$7,000	
Airport Tenants				1	<1	1		Airport Tenants				\$54,000	\$14,000	\$68,000	
Capital Expenditures				1	<1	1		Capital Expenditures				\$52,000	\$26,000	\$77,000	
GA Visitor Spending				1	<1	1		GA Visitor Spending				\$20,000	\$12,000	\$32,000	
CS Visitor Spending				N/A	N/A	N/A		CS Visitor Spending				N/A	N/A	N/A	
Total Jobs Impacts				3	1	3		Total Payroll Impacts				\$126,000	\$58,000	\$184,000	
Source of Impact				Value Added			Source of Impact				Output				
				Direct	Multiplier	Total					Direct	Multiplier	Total		
Airport Management				\$20,000	\$11,000	\$31,000	Airport Management				\$25,000	\$19,000	\$45,000		
Airport Tenants				\$56,000	\$23,000	\$79,000	Airport Tenants				\$67,000	\$40,000	\$107,000		
Capital Expenditures				\$72,000	\$44,000	\$116,000	Capital Expenditures				\$147,000	\$81,000	\$228,000		
GA Visitor Spending				\$32,000	\$19,000	\$52,000	GA Visitor Spending				\$63,000	\$37,000	\$100,000		
CS Visitor Spending				N/A	N/A	N/A	CS Visitor Spending				N/A	N/A	N/A		
Total Value Added Impacts				\$180,000	\$97,000	\$277,000	Total Output Impacts				\$302,000	\$178,000	\$480,000		

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 51D 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 \$56,000 annually in federal, state, and local tax revenues.

An estimated 702 out-of-state visitors traveled through 51D in 2024 via general aviation aircraft.

Visitors using 51D spent approximately \$11,000 on lodging, \$18,000 on food and beverage, \$11,000 on local transportation, \$13,000 on retail, and \$10,000 on entertainment, supporting local businesses throughout the region.

51D 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, agricultural spraying, and flight instruction.

Over the past four years, more than \$587,000 has been invested in capital improvements at 51D, averaging approximately \$147,000 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

About Edgeley Municipal Airport

Located in LaMoure County in southeastern North Dakota, Edgeley Municipal Airport (51D) is a publicly owned general aviation facility that plays a vital role in supporting the region's agriculture, healthcare, and business sectors. With an asphalt runway and a turf runway, the airport accommodates a variety of operations including aerial spraying, flight training, and emergency medical transport. The airport serves as a key agricultural hub, supporting multiple aerial applicators and transient operators who provide crop treatment services to area farms and ranches. These operations help improve efficiency and productivity across thousands of acres of farmland. The airport also contributes to healthcare access by enabling timely transport of patients and visiting medical professionals, helping rural residents connect with advanced care. Local businesses across industries such as agriculture, education, construction, and retail benefit from the airport's connectivity, using general aviation to reduce travel time and improve logistics. Though modest in scale, Edgeley Municipal Airport is a critical asset for the community, enhancing mobility, supporting economic activity, and contributing to the overall resilience of southeastern North Dakota.



Airport Activities



Recreational Flying



Flight Instruction



Agricultural
Spraying



Law Enforcement



Search and
Rescue

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	14/32	3,600 ft x 60 ft	Asphalt	RNAV (GPS) / RNAV (GPS)
Secondary Runway	09/27	2,800 ft x 116 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	4,600	4,840	0.25%
Based Aircraft	11	13	0.84%

Note: CAGR = Compound Annual Growth Rate

