



2025 North Dakota
State Aviation System Plan



2025 North Dakota
Aviation Economic Impact Study

Napoleon Municipal Airport (5B5)

Associated City: Napoleon



5B5's Airport Economic Impacts

The impacts below present the sum of direct and multiplier impacts of all activity associated with 5B5. The table below offers a breakdown of the total impacts by direct, multiplier, total, and source of impact.

Jobs

6

Payroll

\$193,000

Value Added

\$241,000

Output

\$374,000

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

Source of Impact	Payroll		
	Direct	Multiplier	Total
Airport Management	\$5,000	\$2,000	\$7,000
Airport Tenants	\$108,000	\$28,000	\$136,000
Capital Expenditures	\$31,000	\$15,000	\$46,000
GA Visitor Spending	\$2,000	\$1,000	\$4,000
CS Visitor Spending	N/A	N/A	N/A
Total Payroll Impacts	\$146,000	\$47,000	\$193,000

Source of Impact	Value Added		
	Direct	Multiplier	Total
Airport Management	\$6,000	\$3,000	\$9,000
Airport Tenants	\$112,000	\$46,000	\$157,000
Capital Expenditures	\$43,000	\$27,000	\$69,000
GA Visitor Spending	\$4,000	\$2,000	\$6,000
CS Visitor Spending	N/A	N/A	N/A
Total Value Added Impacts	\$164,000	\$77,000	\$241,000

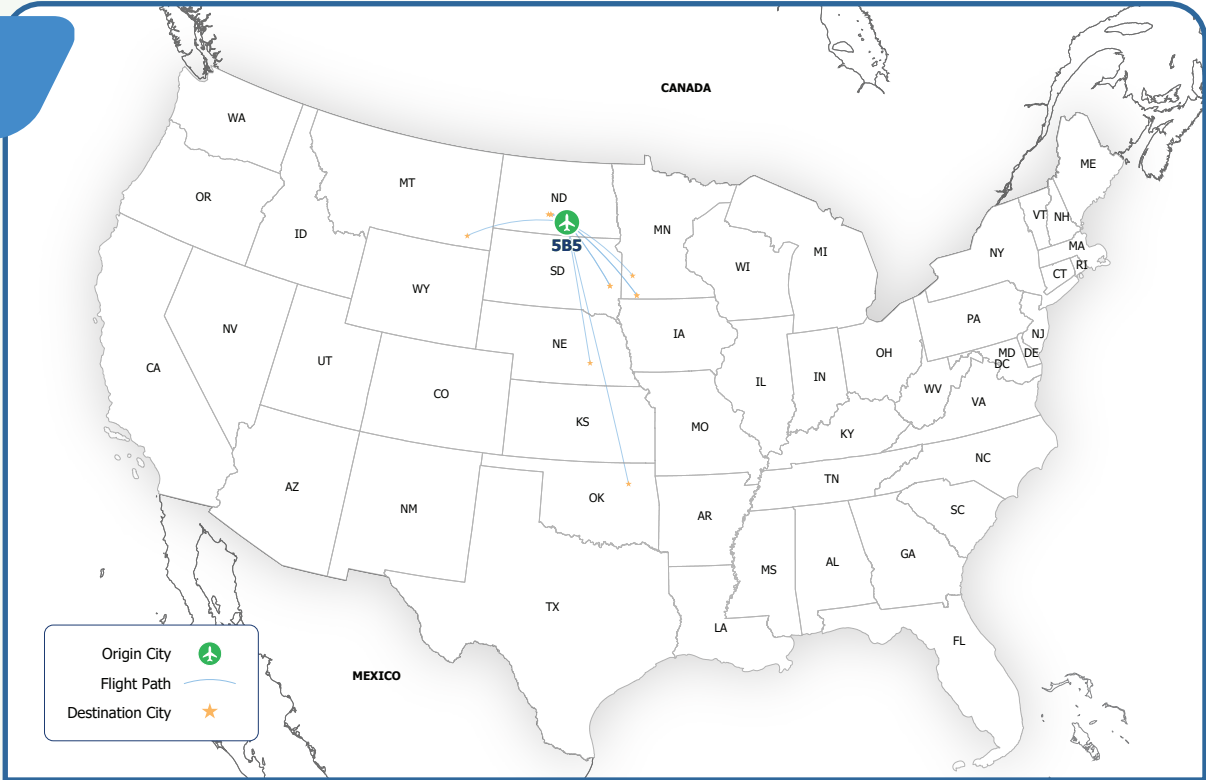
Source of Impact	Output		
	Direct	Multiplier	Total
Airport Management	\$7,000	\$5,000	\$12,000
Airport Tenants	\$134,000	\$80,000	\$214,000
Capital Expenditures	\$88,000	\$49,000	\$137,000
GA Visitor Spending	\$7,000	\$4,000	\$11,000
CS Visitor Spending	N/A	N/A	N/A
Total Output Impacts	\$236,000	\$139,000	\$374,000

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 5B5 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 \$51,000 annually in federal, state, and local tax revenues.

An estimated 80 out-of-state visitors traveled through 5B5 in 2024 via general aviation aircraft.

Visitors using 5B5 spent approximately \$1,000 on lodging, \$2,000 on food and beverage, \$1,000 on local transportation, \$1,000 on retail, and \$1,000 on entertainment, supporting local businesses throughout the region.



5B5 supports weekly recreational flying, monthly gateway for recreation, and monthly law enforcement.

Over the past four years, more than \$352,000 has been invested in capital improvements at 5B5, averaging approximately \$88,000 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.

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

Associated City: Napoleon

County: Logan

NDSASP Classification: Community Paved

FAA ID: 5B5



2025 NDSASP

About Napoleon Municipal Airport

Located just one mile southeast of the historic city of Napoleon, North Dakota, Napoleon Municipal Airport (5B5) is a small but capable general aviation facility serving Logan County. With two runways, the airport accommodates a range of operations, from agricultural spraying and recreational flying to occasional air taxi and military activity. The airport supports over 3,800 operations annually and is home to several based aircraft. Napoleon itself is a proud community with deep roots, founded in 1884 and named after pioneer Napoleon Goodsill. As the county seat, it remains a hub for regional commerce, agriculture, and civic life. The airport complements this legacy by offering essential aviation access for local farmers, business owners, and visitors drawn to the area's hunting, history, and hospitality. Managed by the Napoleon Airport Authority, the facility provides tiedown parking and seasonal snow removal. Though modest in scale, its reliability and proximity to the city make it a valuable asset supporting rural mobility, emergency access, and the enduring spirit of a community built on resilience and opportunity.



Airport Activities



Recreational Flying



Gateway for
Recreation



Law Enforcement



Military Training



Agricultural
Spraying

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	3,220 ft x 50 ft	Asphalt	VIS / VIS
Secondary Runway	08/26	1,600 ft x 80 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	3,750	4,060	0.40%
Based Aircraft	4	4	0.00%

Note: CAGR = Compound Annual Growth Rate



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Prepared by
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Expect More. Experience Better.