

Associated City: Washburn
County: McLean
NDSASP Classification: Local
FAA ID: 5C8

About Washburn Municipal Airport

Located in central North Dakota, approximately 40 minutes north of Bismarck, Washburn Municipal Airport (5C8) serves as a key general aviation facility supporting regional industries, agriculture, public services, and recreation. Positioned in an energy-rich corridor, the airport provides vital access for companies involved in coal production and related sectors, helping streamline operations and reduce travel time for business professionals, suppliers, and customers. General aviation allows for efficient, same-day travel that would otherwise require multiple days by car or commercial airline service. The airport also plays a significant role in supporting agriculture, with based operator Wholesale Agricultural Spraying providing aerial applications to crops such as corn, wheat, barley, soybeans, and pastureland, boosting productivity and supporting livestock operations. State and federal agencies, including the North Dakota Game and Fish Department and U.S. Fish and Wildlife Service, rely on the airport for wildlife surveys, telemetry tracking, and enforcement missions. Recreational aviation is also part of the airport's identity, with pilots participating in the North Dakota Airport Passport Program and using the facility for training and leisure flying. The airport hosts an Ultralight Club Fly-In, enhancing its recreational appeal and drawing aviation enthusiasts from across the region. It also welcomes school field trips, offering hands-on learning experiences that inspire future pilots and strengthen local educational ties. Altogether, Washburn Municipal Airport is a valuable asset that enhances connectivity, supports economic activity, and strengthens rural resilience.



Airport Activities



Recreational Flying



Gateway for Recreation



Military Training



Corporate Activity



Aerial Inspections

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	08/26	3,700 ft x 60 ft	Concrete	VIS / VIS
Secondary Runway	17/35	2,204 ft x 135 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	5,300	6,250	0.82%
Based Aircraft	18	21	0.77%

Note: CAGR = Compound Annual Growth Rate



Washburn Municipal Airport (5C8)

Associated City: Washburn

5C8's Airport Economic Impacts

The impacts below present the sum of direct and multiplier impacts of all activity associated with 5C8. The table below offers a breakdown of the total impacts by direct, multiplier, total, and source of impact.

Jobs

9

Payroll

\$535,000

Value Added

\$754,000

Output

\$1.29 M

Source of Impact	Jobs		
	Direct	Multiplier	Total
Airport Management	0	<1	<1
Airport Tenants	3	1	4
Capital Expenditures	3	1	4
GA Visitor Spending	1	<1	1
CS Visitor Spending	N/A	N/A	N/A
Total Jobs Impacts	7	2	9

Source of Impact	Payroll		
	Direct	Multiplier	Total
Airport Management	\$0	\$5,000	\$5,000
Airport Tenants	\$178,000	\$47,000	\$224,000
Capital Expenditures	\$177,000	\$86,000	\$263,000
GA Visitor Spending	\$27,000	\$16,000	\$43,000
CS Visitor Spending	N/A	N/A	N/A
Total Payroll Impacts	\$381,000	\$154,000	\$535,000

Source of Impact	Value Added		
	Direct	Multiplier	Total
Airport Management	\$15,000	\$8,000	\$23,000
Airport Tenants	\$182,000	\$76,000	\$257,000
Capital Expenditures	\$255,000	\$149,000	\$405,000
GA Visitor Spending	\$44,000	\$25,000	\$70,000
CS Visitor Spending	N/A	N/A	N/A
Total Value Added Impacts	\$496,000	\$259,000	\$754,000

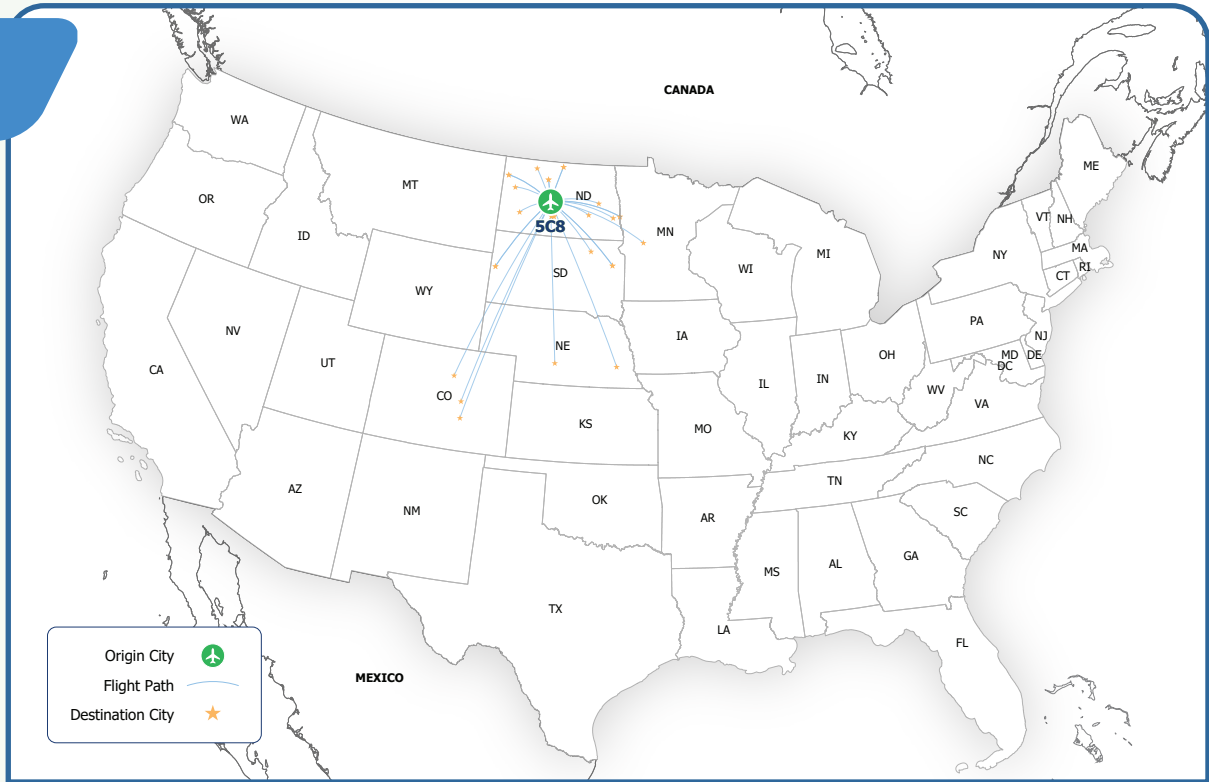
Source of Impact	Output		
	Direct	Multiplier	Total
Airport Management	\$19,000	\$14,000	\$33,000
Airport Tenants	\$223,000	\$134,000	\$357,000
Capital Expenditures	\$489,000	\$273,000	\$762,000
GA Visitor Spending	\$83,000	\$49,000	\$132,000
CS Visitor Spending	N/A	N/A	N/A
Total Output Impacts	\$814,000	\$471,000	\$1.29 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 5C8 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 \$150,000 annually in federal, state, and local tax revenues.



An estimated 874 out-of-state visitors traveled through 5C8 in 2024 via general aviation aircraft.



Visitors using 5C8 spent approximately \$14,000 on lodging, \$24,000 on food and beverage, \$15,000 on local transportation, \$17,000 on retail, and \$13,000 on entertainment, supporting local businesses throughout the region.



5C8 offers 100LL services to based and transient aircraft, allowing the airport to support a variety of critical operations, such as recreational flying, gateway for recreation, and military training.



Over the past four years, more than \$2.0 million has been invested in capital improvements at 5C8, averaging approximately \$489,000 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



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



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

Total Impacts

There are four measures used to express the economic impact of North Dakota's airports: jobs, payroll, value added, and output.