

**Associated City:** Lakota  
**County:** Nelson  
**NDSASP Classification:** Basic  
**FAA ID:** 5L0

About Lakota Municipal Airport

Just southeast of the city of Lakota, Lakota Municipal Airport (5L0) supports the region's aviation needs with a blend of practicality, progress, and community spirit. With an asphalt runway and a recently reconstructed north apron, the airport is well-positioned to serve general aviation, agricultural operations, and future growth. The airport has often been utilized by aerial applicators, providing essential services to area farmers and reinforcing its role in supporting North Dakota's agricultural economy. Hangar space continues to be in demand, and recent airfield improvement projects have helped to better accommodate aircraft and attract new aviation activity. Beyond infrastructure, Lakota Municipal Airport is investing in people. Airport leadership has partnered with the local high school to launch an aviation program with plans to host career days in the spring, giving students a chance to explore aircraft, meet aviation professionals, and imagine futures in flight. Whether it's a crop duster lifting off at dawn or a student discovering aviation for the first time, Lakota Municipal Airport is where rural aviation takes root and grows.



Airport Activities



Recreational Flying



Flight Instruction



Corporate Activity



Gateway for Recreation



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    | 15/33       | 3,500 ft x 60 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     | 2,530            | 2,530              | 0.00%          |
| Based Aircraft                  | 13               | 15                 | 0.72%          |

Note: CAGR = Compound Annual Growth Rate



Lakota Municipal Airport (5L0)

Associated City: Lakota



5L0's Airport Economic Impacts

The impacts below present the sum of direct and multiplier impacts of all activity associated with 5L0. The table below offers a breakdown of the total impacts by direct, multiplier, total, and source of impact.

Jobs

8

Payroll

\$305,000

Value Added

\$525,000

Output

\$966,000

| Source of Impact     | Jobs   |            |       |
|----------------------|--------|------------|-------|
|                      | Direct | Multiplier | Total |
| Airport Management   | 3      | <1         | 3     |
| Airport Tenants      | 0      | 0          | 0     |
| Capital Expenditures | 2      | 1          | 3     |
| GA Visitor Spending  | 1      | <1         | 1     |
| CS Visitor Spending  | N/A    | N/A        | N/A   |
| Total Jobs Impacts   | 7      | 2          | 8     |

| Source of Impact      | Payroll   |            |           |
|-----------------------|-----------|------------|-----------|
|                       | Direct    | Multiplier | Total     |
| Airport Management    | \$2,000   | \$17,000   | \$19,000  |
| Airport Tenants       | \$0       | \$0        | \$0       |
| Capital Expenditures  | \$153,000 | \$76,000   | \$230,000 |
| GA Visitor Spending   | \$35,000  | \$21,000   | \$57,000  |
| CS Visitor Spending   | N/A       | N/A        | N/A       |
| Total Payroll Impacts | \$191,000 | \$114,000  | \$305,000 |

| Source of Impact          | Value Added |            |           |
|---------------------------|-------------|------------|-----------|
|                           | Direct      | Multiplier | Total     |
| Airport Management        | \$47,000    | \$27,000   | \$74,000  |
| Airport Tenants           | \$0         | \$0        | \$0       |
| Capital Expenditures      | \$227,000   | \$131,000  | \$359,000 |
| GA Visitor Spending       | \$59,000    | \$34,000   | \$93,000  |
| CS Visitor Spending       | N/A         | N/A        | N/A       |
| Total Value Added Impacts | \$333,000   | \$192,000  | \$525,000 |

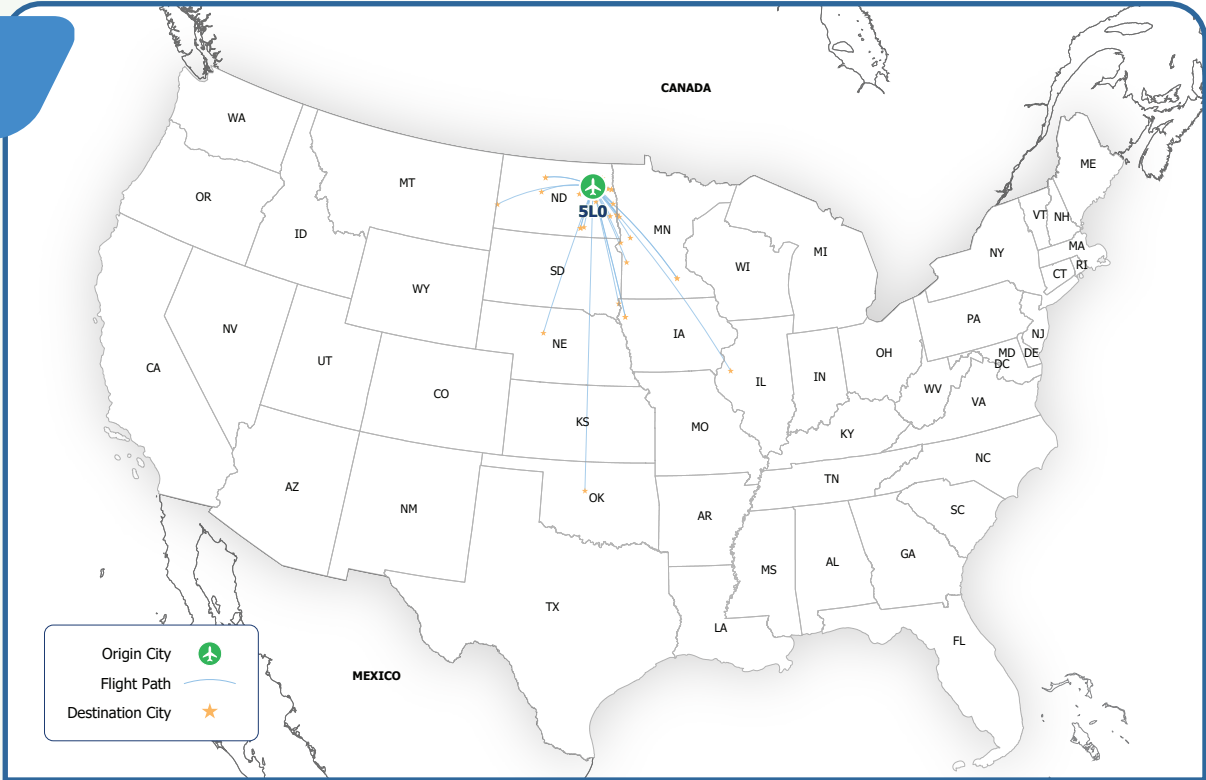
| Source of Impact     | Output    |            |           |
|----------------------|-----------|------------|-----------|
|                      | Direct    | Multiplier | Total     |
| Airport Management   | \$64,000  | \$48,000   | \$111,000 |
| Airport Tenants      | \$0       | \$0        | \$0       |
| Capital Expenditures | \$435,000 | \$241,000  | \$676,000 |
| GA Visitor Spending  | \$112,000 | \$66,000   | \$178,000 |
| CS Visitor Spending  | N/A       | N/A        | N/A       |
| Total Output Impacts | \$610,000 | \$355,000  | \$966,000 |

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 5L0 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 \$101,000 annually in federal, state, and local tax revenues.

An estimated 1,168 out-of-state visitors traveled through 5L0 in 2024 via general aviation aircraft.

Visitors using 5L0 spent approximately \$19,000 on lodging, \$32,000 on food and beverage, \$20,000 on local transportation, \$22,000 on retail, and \$18,000 on entertainment, supporting local businesses throughout the region.

5L0 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 \$1.7 million has been invested in capital improvements at 5L0, averaging approximately \$435,000 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