

Associated City: Casselton
County: Cass
NDSASP Classification: Local
FAA ID: 5N8

About Casselton Robert Miller Regional Airport

Located in eastern North Dakota, Casselton Robert Miller Regional Airport (5N8) is a general aviation facility that plays a key role in supporting agriculture, aviation services, business travel, and public safety. The airport serves as a hub for agricultural aviation, with multiple aerial applicators conducting crop spraying and aerial seeding operations that enhance productivity and promote sustainable farming practices. The airport also supports aviation maintenance and restoration, flight training, and cargo operations. Its low-traffic environment and accessible layout make it suitable for both early-stage pilot instruction and advanced aviation activities. Local businesses across sectors such as energy, agribusiness, and manufacturing benefit from the airport’s connectivity, using general aviation to reduce travel time and improve logistics. Public safety agencies rely on the airport for operational support, including emergency response and regional coordination. Demonstrating a strong commitment to community, the airport hosts Veterans of Foreign Wars (VFW) and Scout outings and makes its facilities available for local township meetings, creating a welcoming space for civic engagement and public service. Through its contributions to agriculture, workforce development, and transportation efficiency, Casselton Robert Miller Regional Airport stands as a strategic asset that strengthens rural infrastructure and supports economic growth across eastern North Dakota.



Airport Activities



Recreational Flying



Flight Instruction



Military Training



Corporate Activity



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	13/31	3,901 ft x 75 ft	Concrete	RNAV (GPS) / 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	15,200	20,220	1.44%
Based Aircraft	52	60	0.72%

Note: CAGR = Compound Annual Growth Rate

Casselton Robert Miller Regional Airport (5N8)

Associated City: Casselton



5N8's Airport Economic Impacts

The impacts below present the sum of direct and multiplier impacts of all activity associated with 5N8. The table below offers a breakdown of the total impacts by direct, multiplier, total, and source of impact.

Jobs

48

Payroll

\$2.48 M

Value Added

\$3.04 M

Output

\$4.57 M

Source of Impact	Jobs		
	Direct	Multiplier	Total
Airport Management	8	<1	8
Airport Tenants	24	8	32
Capital Expenditures	2	1	2
GA Visitor Spending	4	1	5
CS Visitor Spending	N/A	N/A	N/A
Total Jobs Impacts	37	10	48

Source of Impact	Payroll		
	Direct	Multiplier	Total
Airport Management	\$34,000	\$24,000	\$58,000
Airport Tenants	\$1.56 M	\$469,000	\$2.02 M
Capital Expenditures	\$119,000	\$55,000	\$174,000
GA Visitor Spending	\$149,000	\$76,000	\$225,000
CS Visitor Spending	N/A	N/A	N/A
Total Payroll Impacts	\$1.86 M	\$623,000	\$2.48 M

Source of Impact	Value Added		
	Direct	Multiplier	Total
Airport Management	\$63,000	\$38,000	\$100,000
Airport Tenants	\$1.56 M	\$753,000	\$2.31 M
Capital Expenditures	\$176,000	\$95,000	\$271,000
GA Visitor Spending	\$231,000	\$122,000	\$353,000
CS Visitor Spending	N/A	N/A	N/A
Total Value Added Impacts	\$2.03 M	\$1.01 M	\$3.04 M

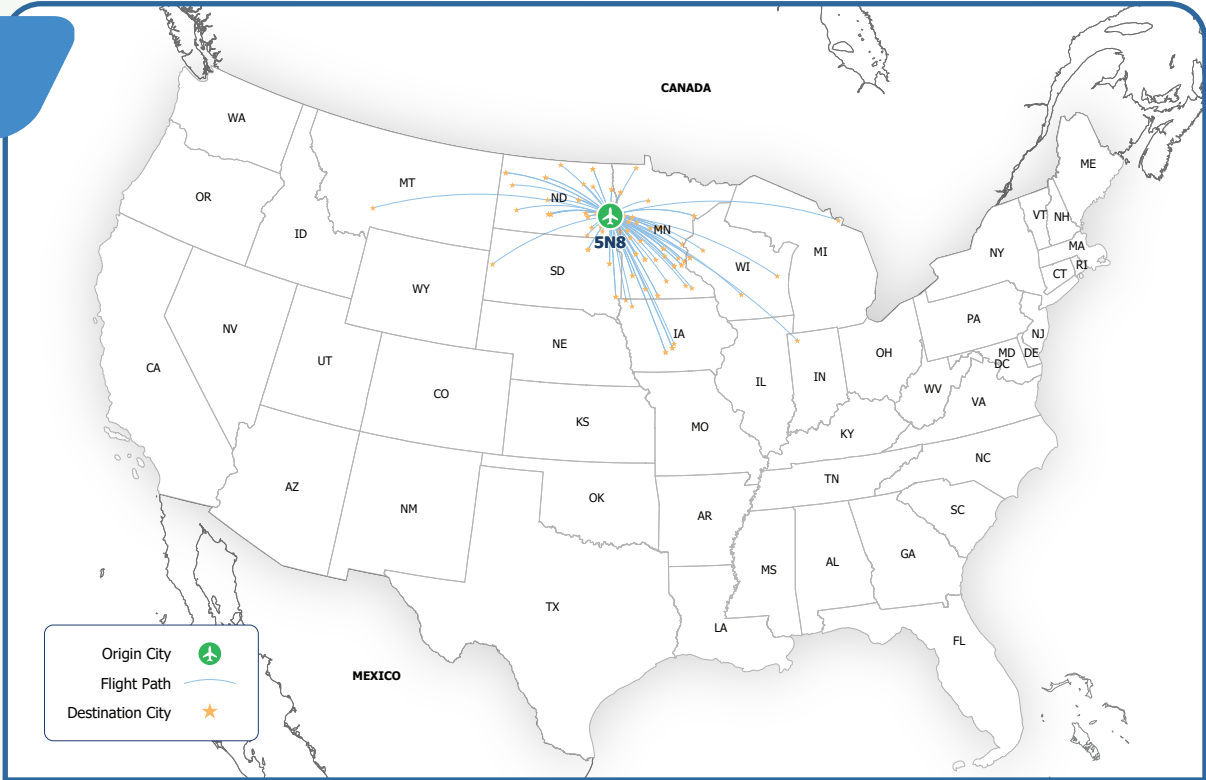
Source of Impact	Output		
	Direct	Multiplier	Total
Airport Management	\$90,000	\$67,000	\$156,000
Airport Tenants	\$1.94 M	\$1.35 M	\$3.29 M
Capital Expenditures	\$314,000	\$174,000	\$489,000
GA Visitor Spending	\$400,000	\$237,000	\$637,000
CS Visitor Spending	N/A	N/A	N/A
Total Output Impacts	\$2.74 M	\$1.83 M	\$4.57 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 5N8 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 \$585,000 annually in federal, state, and local tax revenues.

An estimated 3,295 out-of-state visitors traveled through 5N8 in 2024 via general aviation aircraft.

Visitors using 5N8 spent approximately \$68,000 on lodging, \$116,000 on food and beverage, \$72,000 on local transportation, \$80,000 on retail, and \$64,000 on entertainment, supporting local businesses throughout the region.

5N8 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 military training.

Over the past four years, more than \$1.3 million has been invested in capital improvements at 5N8, averaging approximately \$314,000 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

Indirect

Portions of direct output used to purchase goods and services from businesses inside the study region

Multiplier Impacts

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