

Associated City: Wishek
County: McIntosh
NDSASP Classification: Community Paved
FAA ID: 6L5

About Wishek Municipal Airport

Wishek Municipal Airport (6L5) plays a meaningful role in supporting agriculture, healthcare, recreation, and economic activity in south-central North Dakota. Agriculture is a driving force in the region, and the airport provides seasonal access for transient aerial applicators who treat thousands of acres of farmland and pasture. These aerial services are essential for timely crop management, especially for corn, wheat, barley, soybeans, sugar beets, dry beans, and potatoes, and are often the only viable option during wet conditions. By enabling these operations, the airport contributes directly to the productivity of local farms and ranches. The airport also supports rural healthcare delivery, offering a critical link for transporting patients to advanced medical facilities and enabling visiting physicians to reach smaller clinics. Aviation enthusiasts benefit from the North Dakota Airport Passport Program, which encourages recreational flying and pilot proficiency through landings at airports like Wishek. Additionally, the airport welcomes hunters arriving by general aviation, many of whom contribute significantly to the local economy through spending on lodging, guides, and supplies. Each June, the airport hosts a community breakfast, creating an opportunity for residents and visitors to connect and celebrate aviation. Whether supporting emergency services, agricultural efficiency, community engagement, or tourism, Wishek Municipal Airport is a valuable asset to the community and the broader region.



Airport Activities



Recreational Flying



Medevac



Physician Transport



Agricultural Spraying



Gateway for Recreation

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	3,460 ft x 60 ft	Asphalt	VIS / VIS
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	3,600	3,600	0.00%
Based Aircraft	4	4	0.00%

Note: CAGR = Compound Annual Growth Rate

Wishek Municipal Airport (6L5)

Associated City: Wishek



6L5's Airport Economic Impacts

The impacts below present the sum of direct and multiplier impacts of all activity associated with 6L5. The table below offers a breakdown of the total impacts by direct, multiplier, total, and source of impact.

Jobs

3

Payroll

\$68,000

Value Added

\$102,000

Output

\$181,000

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

Source of Impact	Payroll		
	Direct	Multiplier	Total
Airport Management	\$18,000	\$8,000	\$26,000
Airport Tenants	\$0	\$0	\$0
Capital Expenditures	\$8,000	\$4,000	\$13,000
GA Visitor Spending	\$18,000	\$11,000	\$29,000
CS Visitor Spending	N/A	N/A	N/A
Total Payroll Impacts	\$45,000	\$23,000	\$68,000

Source of Impact	Value Added		
	Direct	Multiplier	Total
Airport Management	\$24,000	\$13,000	\$36,000
Airport Tenants	\$0	\$0	\$0
Capital Expenditures	\$12,000	\$7,000	\$19,000
GA Visitor Spending	\$30,000	\$18,000	\$47,000
CS Visitor Spending	N/A	N/A	N/A
Total Value Added Impacts	\$65,000	\$37,000	\$102,000

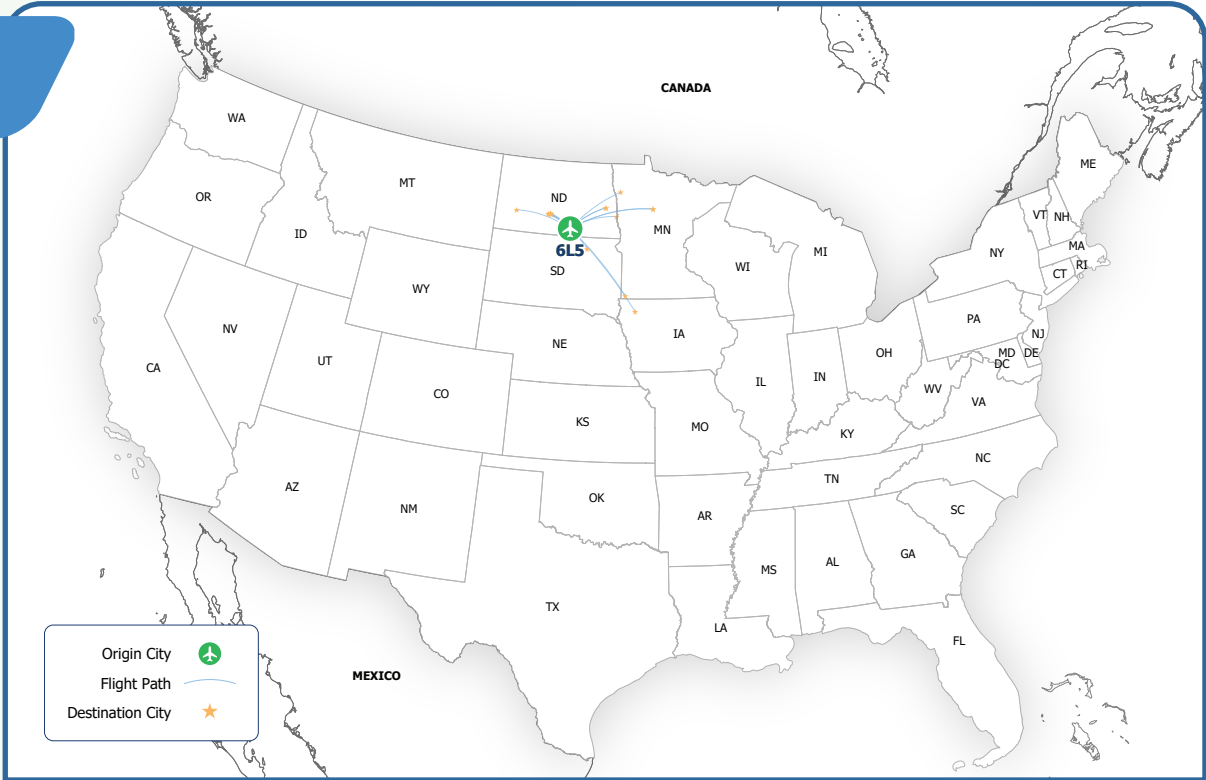
Source of Impact	Output		
	Direct	Multiplier	Total
Airport Management	\$30,000	\$22,000	\$52,000
Airport Tenants	\$0	\$0	\$0
Capital Expenditures	\$24,000	\$13,000	\$37,000
GA Visitor Spending	\$58,000	\$34,000	\$92,000
CS Visitor Spending	N/A	N/A	N/A
Total Output Impacts	\$111,000	\$70,000	\$181,000

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 6L5 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 \$19,000 annually in federal, state, and local tax revenues.

An estimated 641 out-of-state visitors traveled through 6L5 in 2024 via general aviation aircraft.

Visitors using 6L5 spent approximately \$10,000 on lodging, \$17,000 on food and beverage, \$10,000 on local transportation, \$12,000 on retail, and \$9,000 on entertainment, supporting local businesses throughout the region.

6L5 supports weekly recreational flying, monthly medical evacuation and physician transport operations, as well as occasional flight instruction.

Over the past four years, more than \$95,000 has been invested in capital improvements at 6L5, averaging approximately \$24,000 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.

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