



**2025 North Dakota**  
State Aviation System Plan



**2025 North Dakota**  
Aviation Economic Impact Study

## Beulah Municipal Airport (95D)

Associated City: Beulah



95D's Airport Economic Impacts

The impacts below present the sum of direct and multiplier impacts of all activity associated with 95D. The table below offers a breakdown of the total impacts by direct, multiplier, total, and source of impact.

Jobs

10

Payroll

\$426,000

Value Added

\$519,000

Output

\$759,000

| Source of Impact     | Jobs   |            |       |
|----------------------|--------|------------|-------|
|                      | Direct | Multiplier | Total |
| Airport Management   | 2      | <1         | 2     |
| Airport Tenants      | 5      | 1          | 6     |
| Capital Expenditures | <1     | <1         | <1    |
| GA Visitor Spending  | 1      | <1         | 1     |
| CS Visitor Spending  | N/A    | N/A        | N/A   |
| Total Jobs Impacts   | 8      | 2          | 10    |

| Source of Impact      | Payroll   |            |           |
|-----------------------|-----------|------------|-----------|
|                       | Direct    | Multiplier | Total     |
| Airport Management    | \$3,000   | \$4,000    | \$7,000   |
| Airport Tenants       | \$296,000 | \$78,000   | \$374,000 |
| Capital Expenditures  | \$4,000   | \$2,000    | \$6,000   |
| GA Visitor Spending   | \$25,000  | \$14,000   | \$39,000  |
| CS Visitor Spending   | N/A       | N/A        | N/A       |
| Total Payroll Impacts | \$328,000 | \$98,000   | \$426,000 |

| Source of Impact          | Value Added |            |           |
|---------------------------|-------------|------------|-----------|
|                           | Direct      | Multiplier | Total     |
| Airport Management        | \$11,000    | \$6,000    | \$17,000  |
| Airport Tenants           | \$303,000   | \$127,000  | \$429,000 |
| Capital Expenditures      | \$6,000     | \$3,000    | \$9,000   |
| GA Visitor Spending       | \$40,000    | \$23,000   | \$64,000  |
| CS Visitor Spending       | N/A         | N/A        | N/A       |
| Total Value Added Impacts | \$360,000   | \$159,000  | \$519,000 |

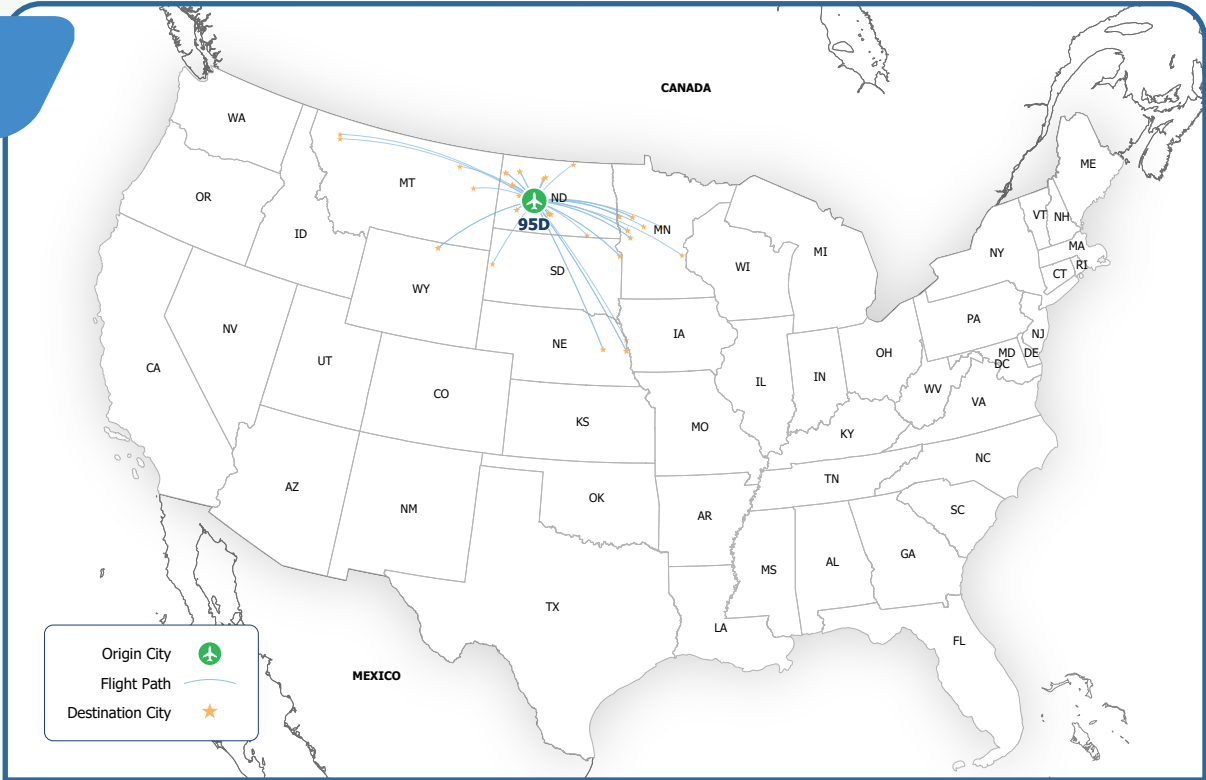
| Source of Impact     | Output    |            |           |
|----------------------|-----------|------------|-----------|
|                      | Direct    | Multiplier | Total     |
| Airport Management   | \$14,000  | \$11,000   | \$25,000  |
| Airport Tenants      | \$371,000 | \$224,000  | \$595,000 |
| Capital Expenditures | \$11,000  | \$6,000    | \$18,000  |
| GA Visitor Spending  | \$76,000  | \$45,000   | \$121,000 |
| CS Visitor Spending  | N/A       | N/A        | N/A       |
| Total Output Impacts | \$473,000 | \$286,000  | \$759,000 |

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 95D 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 \$111,000 annually in federal, state, and local tax revenues.

An estimated 801 out-of-state visitors traveled through 95D in 2024 via general aviation aircraft.

Visitors using 95D spent approximately \$13,000 on lodging, \$22,000 on food and beverage, \$14,000 on local transportation, \$15,000 on retail, and \$12,000 on entertainment, supporting local businesses throughout the region.

95D provides public self-service 100LL fuel and supports daily flight instruction, weekly recreational flying, and occasional corporate activity.

Over the past four years, more than \$45,000 has been invested in capital improvements at 95D, averaging approximately \$11,000 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

## About Beulah Municipal Airport

Located in the heart of North Dakota's energy-producing region, Beulah Municipal Airport (95D) is a general aviation facility that supports key sectors including energy, agriculture, and public services. Corporate aircraft regularly bring in personnel to support regional operations, contributing to local employment and economic activity. The airport serves as a base for aerial agriculture and land management, with long-standing operators providing services such as crop spraying, invasive weed control, and aerial inspections of pipelines and power lines. These activities support both private industry and public agencies, enhancing infrastructure safety and environmental monitoring across western North Dakota. Seasonal agricultural operators also rely on the airport for staging and refueling, helping improve efficiency for local farms and ranches. Each June, the Beulah Airport Authority hosts its annual Fly-In, featuring a pancake and sausage breakfast, aircraft displays, and free airplane rides for school-age children. This popular community event draws more than 500 attendees and celebrates aviation's role in connecting and inspiring the region. By supporting aerial inspections, vegetation management, and agricultural services, Beulah Municipal Airport plays an important role in sustaining the region's productivity, infrastructure reliability, and land stewardship.



## Airport Activities

Aerial Inspections

Recreational Flying

Flight Instruction

Corporate Activity

Military Training

## 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    | 10/28       | 4,030 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     | 2,960            | 3,130              | 0.28%          |
| Based Aircraft                  | 21               | 21                 | 0.00%          |

Note: CAGR = Compound Annual Growth Rate

