

Associated City: Beulah
County: Mercer
NDSASP Classification: Community Paved
FAA ID: 95D

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



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

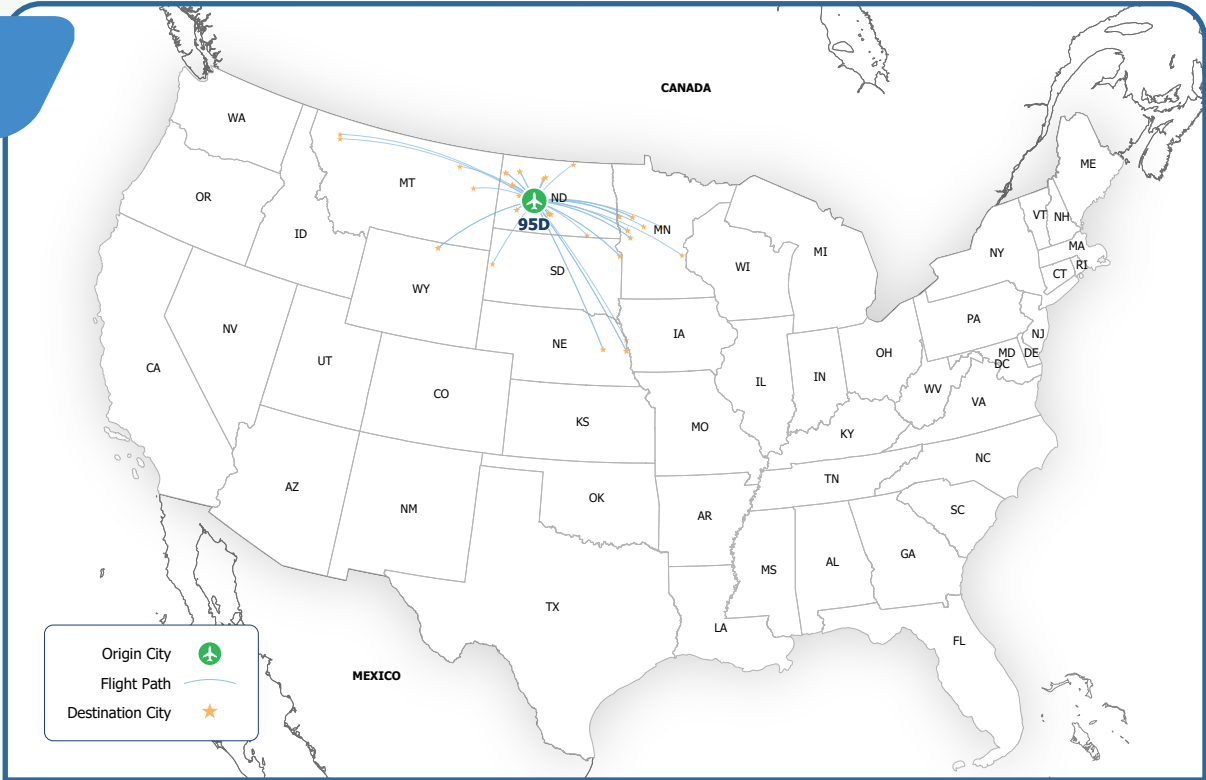
Source of Impact	Output		
	Direct	Multiplier	Total
Airport Management	\$14,000	\$11,000	\$25,000
Airport Tenants	\$371,000	\$224,000	\$595,000
Capital Expenditures	\$11,000	\$6,000	\$18,000
GA Visitor Spending	\$76,000	\$45,000	\$121,000
CS Visitor Spending	N/A	N/A	N/A
Total Output Impacts	\$473,000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