

Associated City: Killdeer
County: Dunn
NDSASP Classification: Community Paved
FAA ID: 9Y1

About Dunn County - Weydahl Field

Tucked into the rugged landscape of western North Dakota, Dunn County - Weydahl Field (9Y1) is more than just a public-use airport—it’s a growing center of aviation energy and community spirit. Located just northwest of Killdeer, the airport continues to see a steady rise in activity, driven by increased utilization for pipeline patrol, aerial survey, agricultural spraying, and firefighting operations. In fact, the National Guard has used 9Y1 as a base during wildfires north of the area, underscoring its critical role in regional emergency response. Infrastructure improvements have kept pace with this growth. In 2023, a modern terminal opened, offering best-in-class amenities for pilots and visitors. The following year, the airport completed a major crack repair and seal coat application across all surfaces, extending the life of its runway and taxiways, and commissioned an Automated Weather Observing System (AWOS) to enhance safety and flight planning. Dunn County - Weydahl Field recently added four new box hangars, doubling its capacity for permanent aircraft storage, and installed weather cameras to provide pilots with real-time field conditions. Beyond infrastructure, Weydahl Field remains deeply connected to its community. Each June, the airport hosts a Fly-In and community lunch, drawing families, pilots, and visitors together for a day of aviation and local tradition. Members of the airport community have partnered with the local high school to launch an aviation education program, and this spring, the airport will host a career day where students can explore aircraft, meet pilots, and discover pathways into aviation. From supporting essential services to inspiring future aviators, Weydahl Field is proving that even small airports can make a big difference—strengthening Dunn County’s economy, safety, and aviation future.

Airport Activities



Corporate Activity



Gateway for Recreation



Environmental Patrol



Medevac



Physician Transport

Runways

The most critical infrastructure of an airport is the runway system. Runway characteristics determine the types of activity the airport can support.

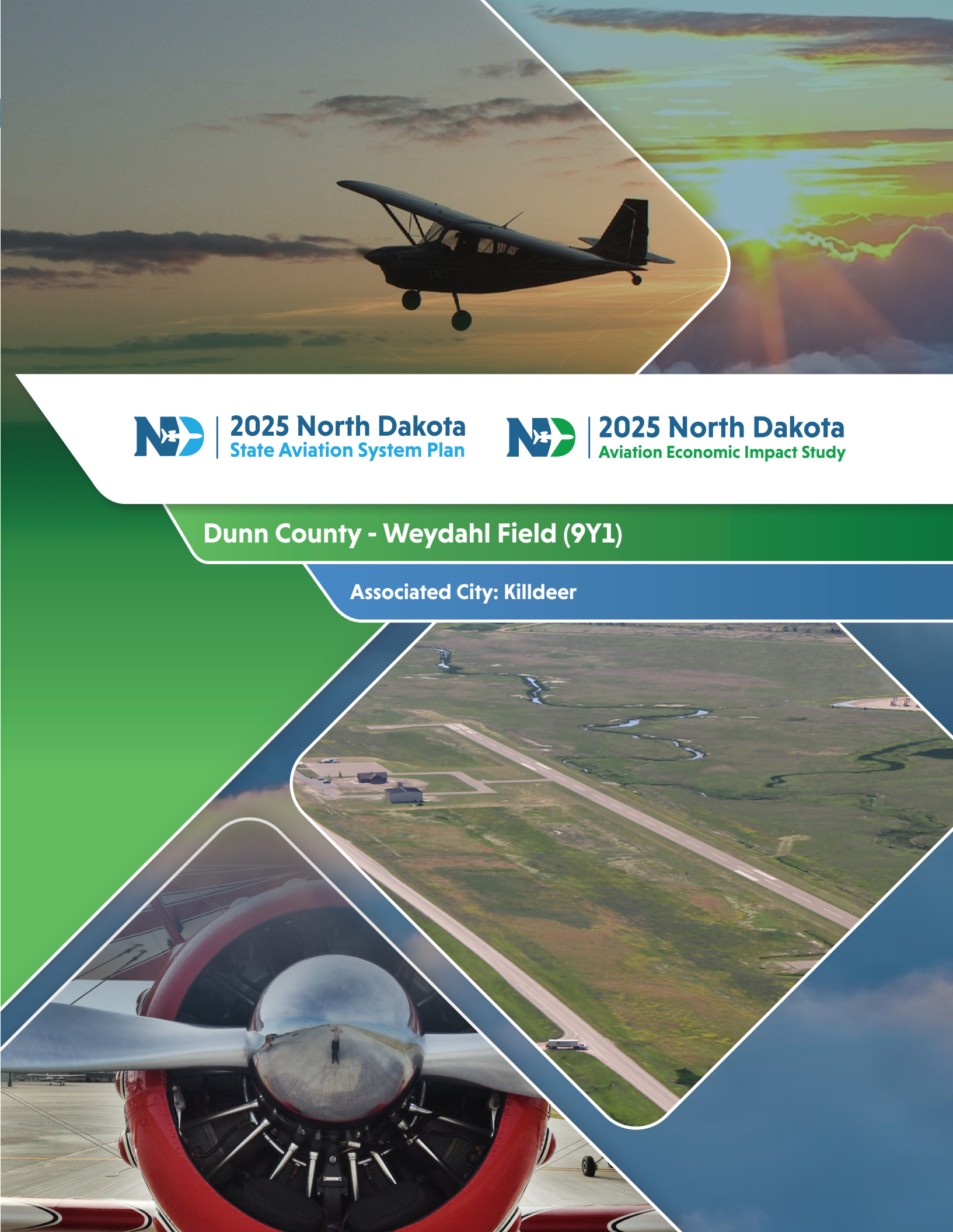
Type	Orientation	Dimensions	Surface	Approach
Primary Runway	13/31	4,200 ft x 60 ft	Asphalt	RNAV (GPS) / RNAV (GPS)
Secondary Runway	N/A	N/A	N/A	N/A
Tertiary Runway	N/A	N/A	N/A	N/A
Additional Runway	N/A	N/A	N/A	N/A

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	3,100	4,250	1.59%
Based Aircraft	12	17	1.76%

Note: CAGR = Compound Annual Growth Rate



Dunn County - Weydahl Field (9Y1)

Associated City: Killdeer

9Y1's Airport Economic Impacts

The impacts below present the sum of direct and multiplier impacts of all activity associated with 9Y1. The table below offers a breakdown of the total impacts by direct, multiplier, total, and source of impact.

Jobs

9

Payroll

\$527,000

Value Added

\$844,000

Output

\$1.47 M

Source of Impact	Jobs		
	Direct	Multiplier	Total
Airport Management	2	<1	2
Airport Tenants	0	0	0
Capital Expenditures	4	2	6
GA Visitor Spending	<1	<1	<1
CS Visitor Spending	N/A	N/A	N/A
Total Jobs Impacts	6	3	9

Source of Impact	Payroll		
	Direct	Multiplier	Total
Airport Management	\$31,000	\$27,000	\$58,000
Airport Tenants	\$0	\$0	\$0
Capital Expenditures	\$314,000	\$141,000	\$455,000
GA Visitor Spending	\$9,000	\$5,000	\$15,000
CS Visitor Spending	N/A	N/A	N/A
Total Payroll Impacts	\$354,000	\$173,000	\$527,000

Source of Impact	Value Added		
	Direct	Multiplier	Total
Airport Management	\$82,000	\$42,000	\$124,000
Airport Tenants	\$0	\$0	\$0
Capital Expenditures	\$454,000	\$243,000	\$697,000
GA Visitor Spending	\$15,000	\$9,000	\$24,000
CS Visitor Spending	N/A	N/A	N/A
Total Value Added Impacts	\$551,000	\$294,000	\$844,000

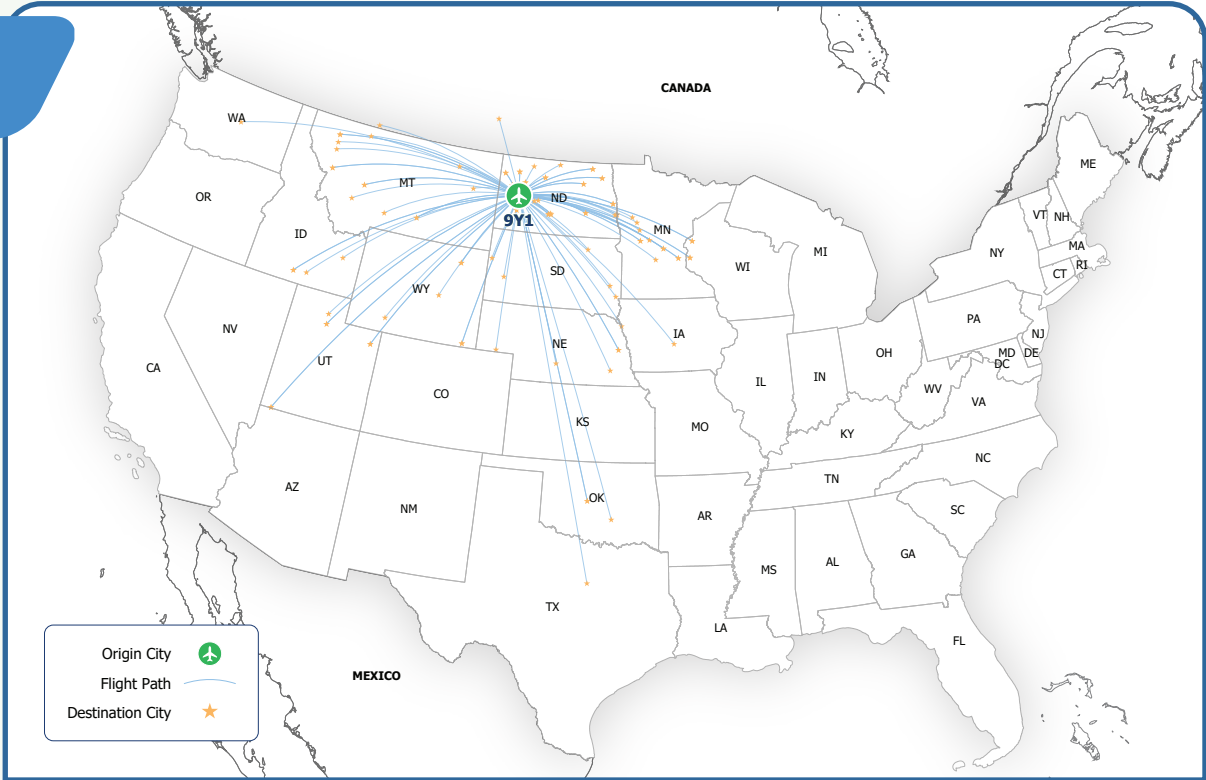
Source of Impact	Output		
	Direct	Multiplier	Total
Airport Management	\$100,000	\$75,000	\$175,000
Airport Tenants	\$0	\$0	\$0
Capital Expenditures	\$804,000	\$446,000	\$1.25 M
GA Visitor Spending	\$28,000	\$17,000	\$45,000
CS Visitor Spending	N/A	N/A	N/A
Total Output Impacts	\$932,000	\$538,000	\$1.47 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 9Y1 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 \$156,000 annually in federal, state, and local tax revenues.

An estimated 288 out-of-state visitors traveled through 9Y1 in 2024 via general aviation aircraft.

Visitors using 9Y1 spent approximately \$5,000 on lodging, \$8,000 on food and beverage, \$5,000 on local transportation, \$6,000 on retail, and \$5,000 on entertainment, supporting local businesses throughout the region.

9Y1 offers public self-service 100LL and Jet-A fuel and supports weekly aerial inspections, monthly gateway for recreation, and monthly environmental patrol.

Over the past four years, more than \$3.2 million has been invested in capital improvements at 9Y1, averaging approximately \$804,000 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