



2025 North Dakota
State Aviation System Plan



2025 North Dakota
Aviation Economic Impact Study

Bismarck Municipal Airport (BIS)

Associated City: Bismarck



BIS's Airport Economic Impacts

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

Jobs

2,107

Payroll

\$113.45 M

Value Added

\$168.95 M

Output

\$284.32 M

Source of Impact	Jobs		
	Direct	Multiplier	Total
Airport Management	26	38	64
Airport Tenants	440	253	693
Capital Expenditures	94	46	140
GA Visitor Spending	101	30	131
CS Visitor Spending	829	249	1,078
Total Jobs Impacts	1,491	616	2,107

Source of Impact	Payroll		
	Direct	Multiplier	Total
Airport Management	\$2.53 M	\$2.31 M	\$4.84 M
Airport Tenants	\$40.64 M	\$15.67 M	\$56.31 M
Capital Expenditures	\$6.28 M	\$3.05 M	\$9.33 M
GA Visitor Spending	\$2.94 M	\$1.72 M	\$4.67 M
CS Visitor Spending	\$24.15 M	\$14.15 M	\$38.30 M
Total Payroll Impacts	\$76.54 M	\$36.90 M	\$113.45 M

Source of Impact	Value Added		
	Direct	Multiplier	Total
Airport Management	\$6.70 M	\$3.66 M	\$10.35 M
Airport Tenants	\$49.06 M	\$25.19 M	\$74.25 M
Capital Expenditures	\$9.05 M	\$5.26 M	\$14.31 M
GA Visitor Spending	\$4.83 M	\$2.78 M	\$7.61 M
CS Visitor Spending	\$39.64 M	\$22.79 M	\$62.43 M
Total Value Added Impacts	\$109.27 M	\$59.68 M	\$168.95 M

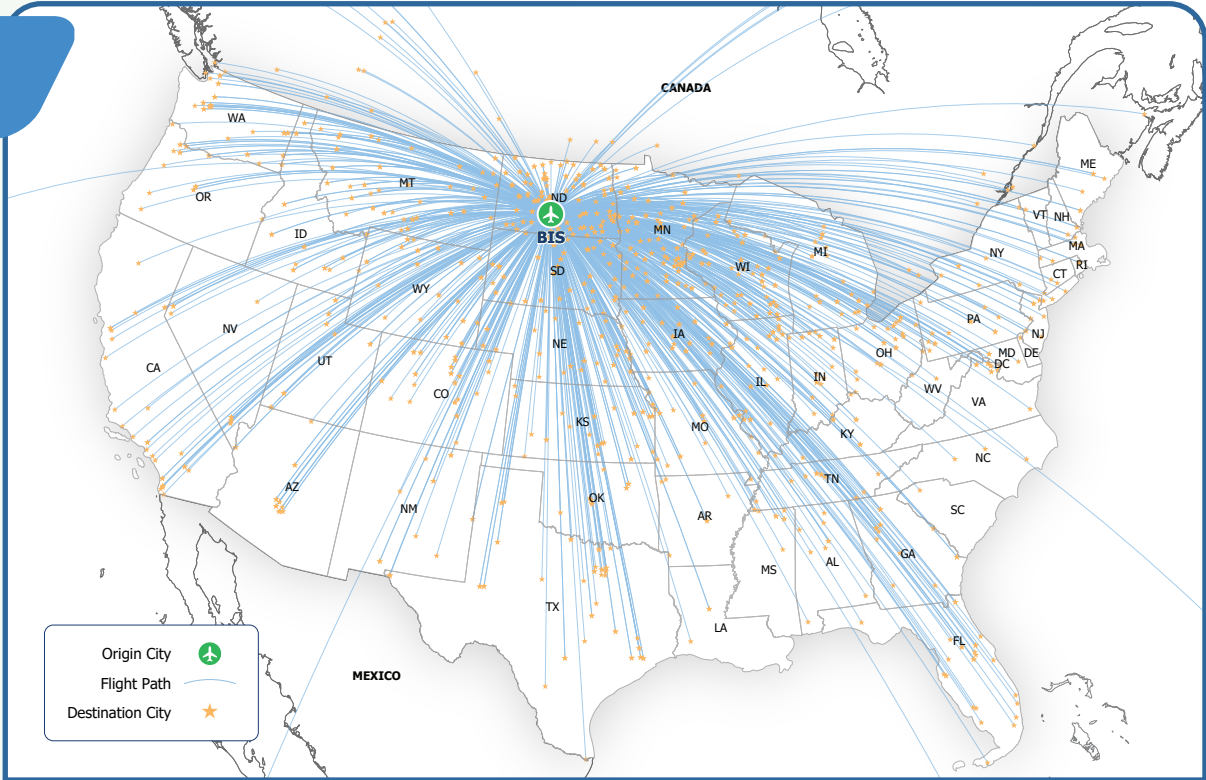
Source of Impact	Output		
	Direct	Multiplier	Total
Airport Management	\$8.70 M	\$6.51 M	\$15.21 M
Airport Tenants	\$61.60 M	\$47.19 M	\$108.79 M
Capital Expenditures	\$17.37 M	\$9.65 M	\$27.02 M
GA Visitor Spending	\$9.09 M	\$5.39 M	\$14.49 M
CS Visitor Spending	\$74.59 M	\$44.23 M	\$118.82 M
Total Output Impacts	\$171.35 M	\$112.97 M	\$284.32 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 BIS 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 more than \$48 million annually in federal, state, and local tax revenues, with approximately \$1.14 million benefiting local governments.

An estimated 150,940 out-of-state visitors traveled through BIS in 2024 using commercial and general aviation services.

Visitors using BIS spent approximately \$14.2 million on lodging, \$24.3 million on food and beverage, \$15.1 million on local transportation, \$16.7 million on retail, and \$13.4 million on entertainment, supporting local businesses throughout the region.

BIS supports approximately 693 direct airport tenant jobs through its aviation-related and aviation-reliant businesses, including air ambulance operations, fixed-base operators (FBOs), and cargo service providers.

Over the past four years, more than \$70 million has been invested in capital improvements at BIS, averaging approximately \$17.4 million 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

About Bismarck Municipal Airport

Located in North Dakota's capital city, Bismarck Municipal Airport (BIS) serves as a central hub for commercial air service, cargo operations, healthcare access, and regional connectivity. With steady growth in passenger traffic, BIS is undergoing a terminal expansion to accommodate rising demand and enhance traveler experience. The airport's strategic role extends beyond passenger service—it is a critical link for cargo operations that move agricultural products, medical supplies, and other essential goods, supporting industries across central and western North Dakota. Healthcare access is another cornerstone of BIS's mission. Air ambulance services and Sanford Medical's newly established facility on airport property help deliver qualified medical professionals to remote communities, ensuring timely care for residents who might otherwise face significant travel barriers. This capability strengthens the region's healthcare network and underscores the airport's importance in emergency response and rural health delivery. Infrastructure improvements have kept pace with growth. A major runway reconstruction project was completed over three phases with minimal service interruptions, enhancing operational safety and capacity for both commercial and general aviation. BIS also supports community and cultural initiatives. The Honor Flight program, which sends veterans and a family member to Washington, D.C., for visits to national memorials, is a signature event. Returning veterans are welcomed at BIS with a warm reception featuring a band, creating a memorable experience for participants and the community alike. Education and workforce development are equally central to BIS's vision. Each year, the airport hosts an aviation career event for 700–800 middle school students at the airport, offering hands-on exposure to more than 20 stations covering fields such as air traffic control, firefighting, security, air medical services, National Guard operations, airport planning, and management. These programs inspire future aviation professionals and strengthen local science, technology, engineering, and mathematics (STEM) engagement. Through expanding air service, robust cargo and healthcare support, and deep community involvement, Bismarck Municipal Airport continues to drive economic development, emergency preparedness, and educational opportunities—solidifying its role as a cornerstone of growth and connectivity for central North Dakota.

Airport Activities



Scheduled Airline Service



Flight Instruction



Corporate Activity



Recreational Gateway



Medevac

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	8,794 ft x 150 ft	Concrete	ILS / ILS
Secondary Runway	03/21	6,600 ft x 100 ft	Asphalt	RNAV (GPS) / RNAV (GPS)
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	284,553	456,920	2.40%
Commercial Service Operations	12,583	16,270	1.29%
General Aviation Operations	17,130	21,830	1.22%
Based Aircraft	105	122	0.75%

Note: CAGR = Compound Annual Growth Rate