

Associated City: Wahpeton
County: Richland
NDSASP Classification: Local
FAA ID: BWP

About Harry Stern Airport

Located in southeastern North Dakota, just south of downtown Wahpeton, Harry Stern Airport (BWP) plays a vital role in supporting regional business, aviation training, healthcare access, and recreational flying. Businesses such as Comstock Construction, DuPont Pioneer, and Schwan Financial utilize the airport to reduce travel time and improve operational efficiency, turning multi-day trips into single-day flights. The airport's open layout and low traffic volume make it an ideal environment for flight training. Student pilots from the University of North Dakota and the North Dakota National Guard regularly use BWP for fixed-wing and helicopter operations. The airport's FBO, Tri-State Aviation, also specializes in warbird restoration and are particularly well known for their P-51 Mustang work. Its unobstructed surroundings support safe and effective pilot development. Harry Stern Airport also contributes to critical healthcare access. Sanford Health and Life Source use the airport for medevac and organ transport missions, helping connect rural patients to advanced care facilities across the region. Recreational pilots frequently visit as part of the North Dakota Airport Passport Program, and the airport supports aviation hobbyists with a welcoming, accessible environment. Whether serving commercial, educational, or emergency needs, Harry Stern Airport is a key asset for Wahpeton and the surrounding region, enhancing connectivity, safety, and quality of life.



Airport Activities



Recreational Flying



Corporate Activity



Military Training



Flight Instruction



Agricultural Spraying

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	15/33	5,100 ft x 75 ft	Concrete	RNAV (GPS) / RNAV (GPS)
Secondary Runway	03/21	3,254 ft x 150 ft	Turf	VIS / VIS
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	17,800	18,960	0.32%
Based Aircraft	32	37	0.73%

Note: CAGR = Compound Annual Growth Rate



Harry Stern Airport (BWP)

Associated City: Wahpeton

BWP's Airport Economic Impacts

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

Jobs

34

Payroll

\$2.00 M

Value Added

\$2.61 M

Output

\$4.05 M

Source of Impact	Jobs		
	Direct	Multiplier	Total
Airport Management	1	1	2
Airport Tenants	16	5	21
Capital Expenditures	2	1	4
GA Visitor Spending	5	2	7
CS Visitor Spending	N/A	N/A	N/A
Total Jobs Impacts	25	9	34

Source of Impact	Payroll		
	Direct	Multiplier	Total
Airport Management	\$12,000	\$30,000	\$42,000
Airport Tenants	\$1.06 M	\$315,000	\$1.38 M
Capital Expenditures	\$191,000	\$88,000	\$279,000
GA Visitor Spending	\$201,000	\$102,000	\$303,000
CS Visitor Spending	N/A	N/A	N/A
Total Payroll Impacts	\$1.47 M	\$535,000	\$2.00 M

Source of Impact	Value Added		
	Direct	Multiplier	Total
Airport Management	\$81,000	\$48,000	\$129,000
Airport Tenants	\$1.07 M	\$504,000	\$1.57 M
Capital Expenditures	\$282,000	\$152,000	\$434,000
GA Visitor Spending	\$310,000	\$164,000	\$474,000
CS Visitor Spending	N/A	N/A	N/A
Total Value Added Impacts	\$1.74 M	\$869,000	\$2.61 M

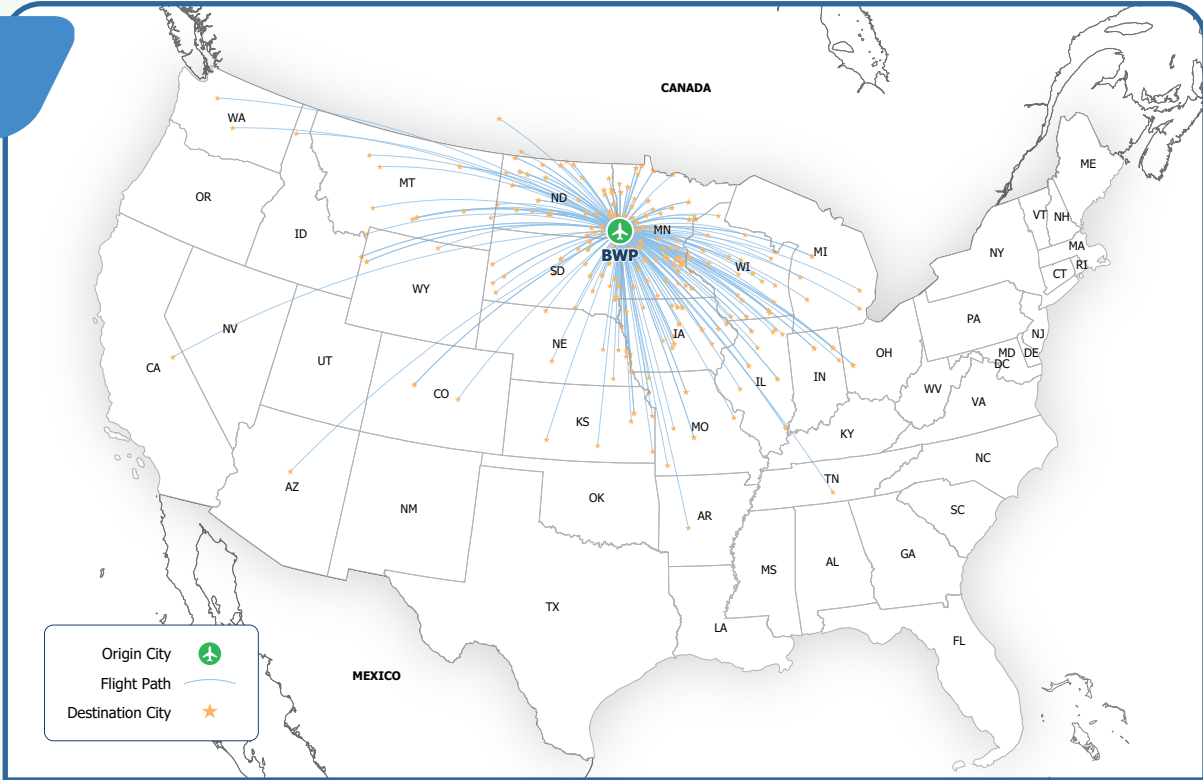
Source of Impact	Output		
	Direct	Multiplier	Total
Airport Management	\$115,000	\$86,000	\$201,000
Airport Tenants	\$1.31 M	\$895,000	\$2.21 M
Capital Expenditures	\$503,000	\$279,000	\$783,000
GA Visitor Spending	\$537,000	\$319,000	\$856,000
CS Visitor Spending	N/A	N/A	N/A
Total Output Impacts	\$2.47 M	\$1.58 M	\$4.05 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 BWP 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 \$519,000 annually in federal, state, and local tax revenues.

An estimated 4,430 out-of-state visitors traveled through BWP in 2024 via general aviation aircraft.

Visitors using BWP spent approximately \$91,000 on lodging, \$156,000 on food and beverage, \$97,000 on local transportation, \$107,000 on retail, and \$86,000 on entertainment, supporting local businesses throughout the region.

BWP offers 100LL and Jet-A services to based and transient aircraft, allowing the airport to support a variety of critical operations, such as recreational flying, corporate activity, and military training.

Over the past four years, more than \$2.0 million has been invested in capital improvements at BWP, averaging approximately \$503,000 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