

Associated City: Bowman
County: Bowman
NDSASP Classification: Local
FAA ID: BWW

About Bowman Regional Airport

Located in southwestern North Dakota, Bowman Regional Airport (BWW) is a vital general aviation facility supporting agriculture, public safety, healthcare, business operations, and recreation. In 2024, the airport completed a heated transient hangar project, a major infrastructure upgrade that provides a “one-stop” solution for aircraft storage and maintenance. This enhancement significantly improves service for corporate and private aircraft, making Bowman a more attractive destination for business and leisure travelers. Agricultural aviation remains a cornerstone of the airport’s operations, with seasonal aerial applicators treating thousands of acres of farmland and pasture to boost efficiency for producers. The airport also supports cloud seeding programs that enhance rainfall and agricultural productivity across the region. Healthcare access is strengthened through aerial patient transfers and visits from medical professionals, ensuring rural residents can connect with specialized care. Bowman Regional Airport plays a critical role in public safety by hosting the latest weather radar system operated by the North Dakota Atmospheric Resources Division. This advanced radar runs year-round, providing real-time severe weather data to the National Weather Service and the public, improving emergency preparedness and safety. Beyond essential services, the airport connects visitors to Bowman County’s rich hunting opportunities, including seasonal bird, deer, and antelope hunts. It serves as a gateway to hunting lodges, hotels, and fee-for-hunt acreage, supporting tourism and local businesses. Community engagement is also a priority, with events such as the annual Fly-In, Poker Run, and elementary school tours every May. Through its upgraded infrastructure, advanced weather capabilities, and strong ties to agriculture, healthcare, and recreation, Bowman Regional Airport continues to drive economic growth, enhance safety, and improve quality of life for southwestern North Dakota.



Airport Activities



Recreational Flying



Flight Instruction



Corporate Activity



Search and Rescue



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	5,701 ft x 75 ft	Concrete	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	5,800	6,190	0.32%
Based Aircraft	23	27	0.80%

Note: CAGR = Compound Annual Growth Rate



Bowman Regional Airport (BWW)

Associated City: Bowman

BWW's Airport Economic Impacts

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

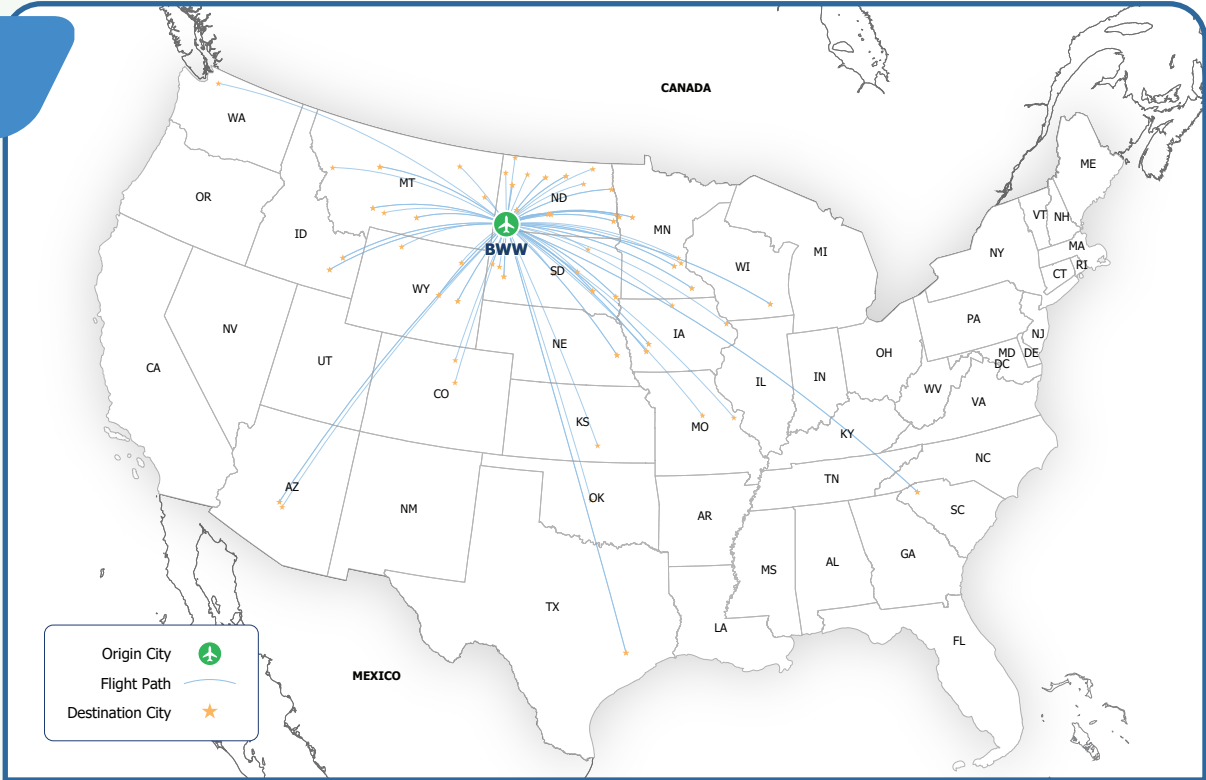
Jobs				Payroll				Value Added				Output			
 27				 \$2.00 M				 \$2.48 M				 \$3.56 M			
Source of Impact		Jobs			Source of Impact		Payroll			Source of Impact		Output			
	Direct	Multiplier	Total		Direct	Multiplier	Total		Direct	Multiplier	Total		Direct	Multiplier	Total
Airport Management	3	<1	3	Airport Management	\$29,000	\$16,000	\$45,000	Airport Management	\$60,000	\$45,000	\$105,000	Airport Management	\$60,000	\$45,000	\$105,000
Airport Tenants	10	6	16	Airport Tenants	\$1.19 M	\$336,000	\$1.52 M	Airport Tenants	\$1.27 M	\$949,000	\$2.22 M	Airport Tenants	\$1.27 M	\$949,000	\$2.22 M
Capital Expenditures	3	1	4	Capital Expenditures	\$205,000	\$92,000	\$297,000	Capital Expenditures	\$525,000	\$292,000	\$817,000	Capital Expenditures	\$525,000	\$292,000	\$817,000
GA Visitor Spending	3	1	4	GA Visitor Spending	\$87,000	\$51,000	\$138,000	GA Visitor Spending	\$267,000	\$158,000	\$425,000	GA Visitor Spending	\$267,000	\$158,000	\$425,000
CS Visitor Spending	N/A	N/A	N/A	CS Visitor Spending	N/A	N/A	N/A	CS Visitor Spending	N/A	N/A	N/A	CS Visitor Spending	N/A	N/A	N/A
Total Jobs Impacts	18	8	27	Total Payroll Impacts	\$1.51 M	\$495,000	\$2.00 M	Total Output Impacts	\$2.12 M	\$1.44 M	\$3.56 M				
Source of Impact		Value Added			Source of Impact		Output								
	Direct	Multiplier	Total		Direct	Multiplier	Total								
Airport Management	\$49,000	\$25,000	\$74,000	Airport Management	\$60,000	\$45,000	\$105,000								
Airport Tenants	\$1.19 M	\$533,000	\$1.72 M	Airport Tenants	\$1.27 M	\$949,000	\$2.22 M								
Capital Expenditures	\$296,000	\$159,000	\$455,000	Capital Expenditures	\$525,000	\$292,000	\$817,000								
GA Visitor Spending	\$145,000	\$81,000	\$227,000	GA Visitor Spending	\$267,000	\$158,000	\$425,000								
CS Visitor Spending	N/A	N/A	N/A	CS Visitor Spending	N/A	N/A	N/A								
Total Value Added Impacts	\$1.68 M	\$798,000	\$2.48 M	Total Output Impacts	\$2.12 M	\$1.44 M	\$3.56 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 BWW 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 \$458,000 annually in federal, state, and local tax revenues.

An estimated 2,726 out-of-state visitors traveled through BWW in 2024 via general aviation aircraft.

Visitors using BWW spent approximately \$45,000 on lodging, \$77,000 on food and beverage, \$48,000 on local transportation, \$53,000 on retail, and \$43,000 on entertainment, supporting local businesses throughout the region.

BWW 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, flight instruction, and corporate activity.

Over the past four years, more than \$2.1 million has been invested in capital improvements at BWW, averaging approximately \$525,000 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.

Direct Impacts

Airport Administration

Airport Tenants

Capital Investment

GA and Commercial Services Visitor Spending

Multiplier Impacts

Indirect
Portions of direct output used to purchase goods and services from businesses inside the study region

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