



**2025 North Dakota**  
State Aviation System Plan



**2025 North Dakota**  
Aviation Economic Impact Study

## Bottineau Municipal Airport (D09)

Associated City: Bottineau



D09's Airport Economic Impacts

The impacts below present the sum of direct and multiplier impacts of all activity associated with D09. The table below offers a breakdown of the total impacts by direct, multiplier, total, and source of impact.

Jobs

13

Payroll

\$713,000

Value Added

\$1.01 M

Output

\$1.71 M

| Source of Impact     | Jobs   |            |       |
|----------------------|--------|------------|-------|
|                      | Direct | Multiplier | Total |
| Airport Management   | 0      | <1         | <1    |
| Airport Tenants      | 3      | 1          | 4     |
| Capital Expenditures | 2      | 1          | 3     |
| GA Visitor Spending  | 4      | 1          | 5     |
| CS Visitor Spending  | N/A    | N/A        | N/A   |
| Total Jobs Impacts   | 9      | 3          | 13    |

| Source of Impact      | Payroll   |            |           |
|-----------------------|-----------|------------|-----------|
|                       | Direct    | Multiplier | Total     |
| Airport Management    | \$0       | \$10,000   | \$10,000  |
| Airport Tenants       | \$261,000 | \$69,000   | \$330,000 |
| Capital Expenditures  | \$132,000 | \$70,000   | \$202,000 |
| GA Visitor Spending   | \$107,000 | \$64,000   | \$170,000 |
| CS Visitor Spending   | N/A       | N/A        | N/A       |
| Total Payroll Impacts | \$500,000 | \$212,000  | \$713,000 |

| Source of Impact          | Value Added |            |           |
|---------------------------|-------------|------------|-----------|
|                           | Direct      | Multiplier | Total     |
| Airport Management        | \$28,000    | \$15,000   | \$43,000  |
| Airport Tenants           | \$261,000   | \$111,000  | \$372,000 |
| Capital Expenditures      | \$193,000   | \$121,000  | \$314,000 |
| GA Visitor Spending       | \$179,000   | \$103,000  | \$282,000 |
| CS Visitor Spending       | N/A         | N/A        | N/A       |
| Total Value Added Impacts | \$661,000   | \$350,000  | \$1.01 M  |

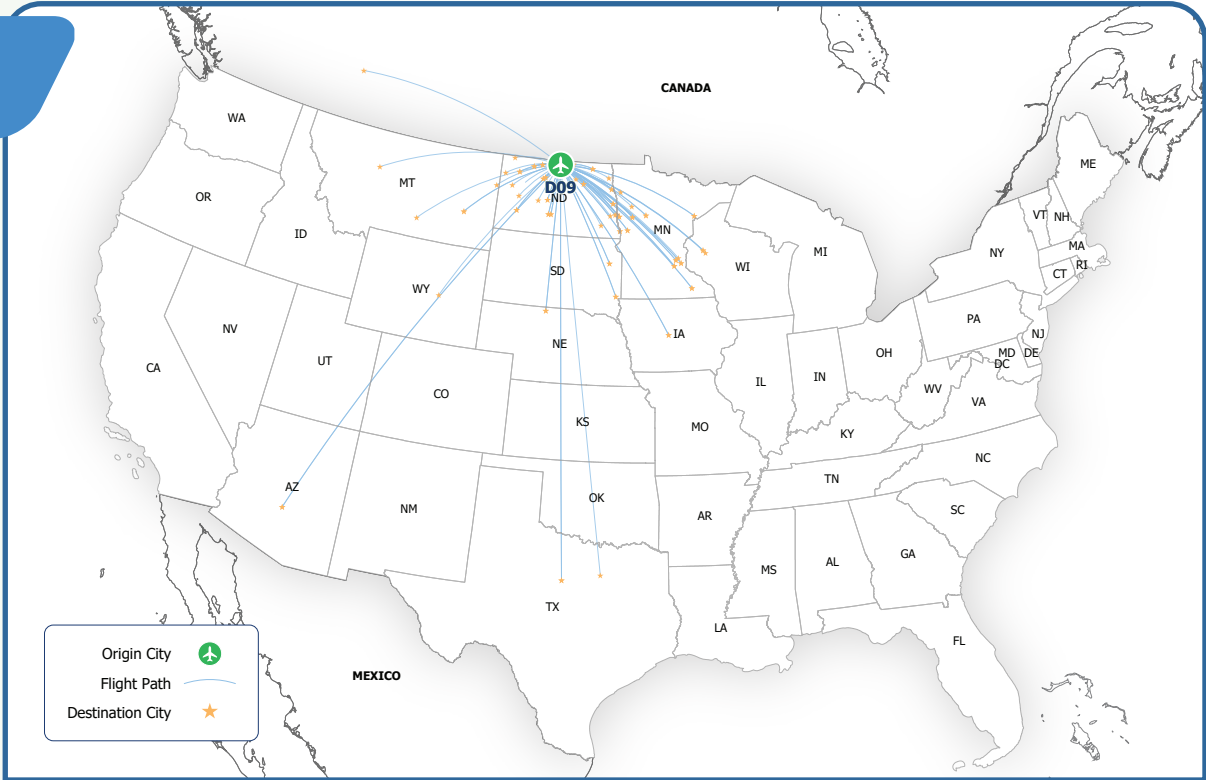
| Source of Impact     | Output    |            |           |
|----------------------|-----------|------------|-----------|
|                      | Direct    | Multiplier | Total     |
| Airport Management   | \$36,000  | \$27,000   | \$63,000  |
| Airport Tenants      | \$302,000 | \$197,000  | \$499,000 |
| Capital Expenditures | \$395,000 | \$220,000  | \$615,000 |
| GA Visitor Spending  | \$336,000 | \$199,000  | \$535,000 |
| CS Visitor Spending  | N/A       | N/A        | N/A       |
| Total Output Impacts | \$1.07 M  | \$644,000  | \$1.71 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 D09 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 \$196,000 annually in federal, state, and local tax revenues.

An estimated 3,744 out-of-state visitors traveled through D09 via general aviation aircraft.

Visitors using D09 spent approximately \$57,000 on lodging, \$97,000 on food and beverage, \$60,000 on local transportation, \$67,000 on retail, and \$54,000 on entertainment, supporting local businesses throughout the region.

D09 offers 100LL services to based and transient aircraft, allowing the airport to support a variety of critical operations, such as recreational flying, agricultural spraying, and law enforcement.

Over the past four years, more than \$1.6 million has been invested in capital improvements at D09, averaging approximately \$395,000 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

**About Bottineau Municipal Airport**

Located in northern North Dakota, Bottineau Municipal Airport (D09) is a key general aviation facility serving a community of roughly 2,000–3,000 residents. The airport plays a critical role in healthcare by partnering with St. Andrews Hospital to enable fixed-wing medical evacuations, organ transport, and access for visiting specialists who provide care to rural patients. These flights connect residents to advanced treatment centers across the region, ensuring timely and lifesaving care. Public safety operations also benefit from the airport’s accessibility, with local and regional agencies using it to support law enforcement, emergency management, and disaster response. Aerial applicators operate from the airport to treat farmland and pasture, especially during wet conditions, boosting productivity for crop and livestock producers. The airport also supports aviation maintenance with on-site aircraft mechanic services and supports inspection activities, such as utility surveys and powerline monitoring. Corporate users also rely on the airport, such as a regional sporting goods company conducting facility inspections and local hog farms performing operational checks. Through its diverse functions, Bottineau Municipal Airport contributes to the region’s health, safety, and economic stability, serving as a vital link for rural North Dakota.



**Airport Activities**



Recreational Flying



Agricultural Spraying



Law Enforcement



Medevac



Flight Instruction

**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       | 3,700 ft x 60 ft  | Asphalt | RNAV (GPS) / RNAV (GPS) |
| Secondary Runway  | 03/21       | 2,115 ft x 170 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     | 5,060            | 5,460              | 0.38%          |
| Based Aircraft                  | 21               | 24                 | 0.67%          |

Note: CAGR = Compound Annual Growth Rate