



2025 North Dakota
State Aviation System Plan



2025 North Dakota
Aviation Economic Impact Study

Leeds Municipal Airport (D31)

Associated City: Leeds



D31's Airport Economic Impacts

The impacts below present the sum of direct and multiplier impacts of all activity associated with D31. The table below offers a breakdown of the total impacts by direct, multiplier, total, and source of impact.

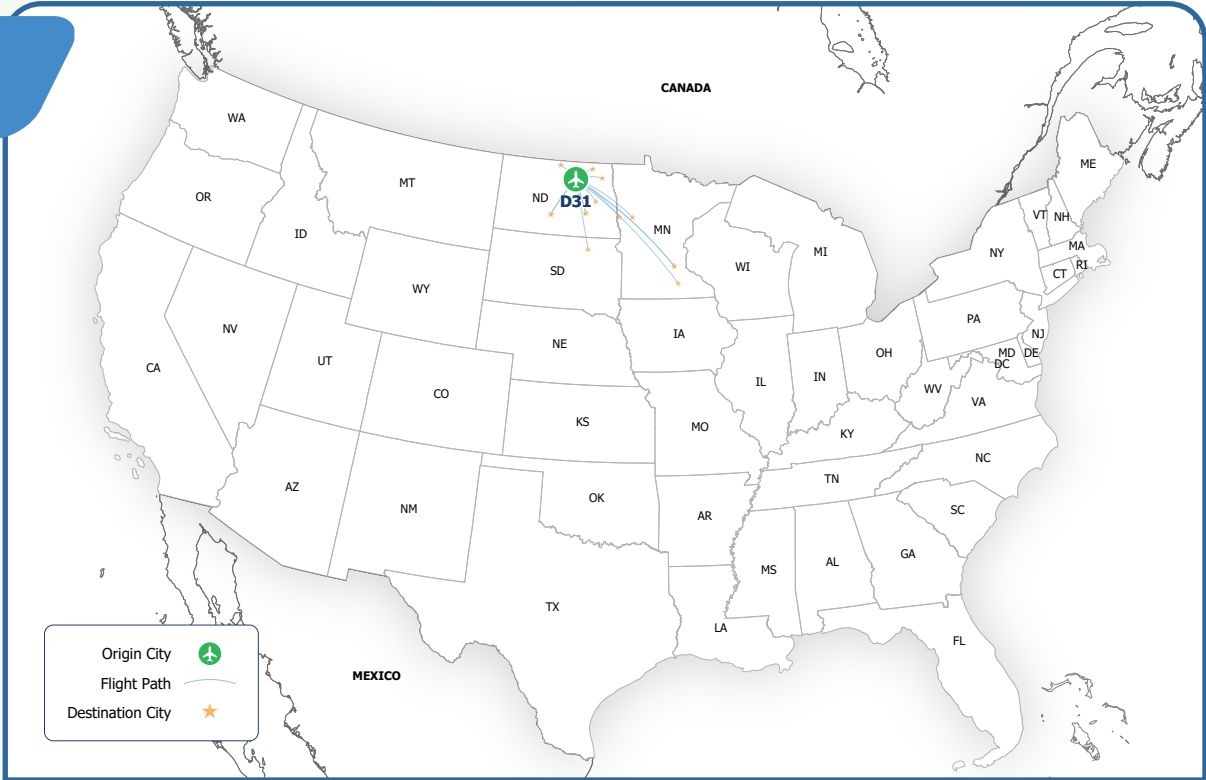
Jobs				Payroll				Value Added				Output			
 3				 \$151,000				 \$249,000				 \$502,000			
Source of Impact		Jobs			Source of Impact		Payroll			Source of Impact		Output			
	Direct	Multiplier	Total		Direct	Multiplier	Total		Direct	Multiplier	Total		Direct	Multiplier	Total
Airport Management	0	<1	<1	Airport Management	\$0	\$8,000	\$8,000	Airport Management	\$31,000	\$23,000	\$54,000	Airport Management	\$31,000	\$23,000	\$54,000
Airport Tenants	0	0	0	Airport Tenants	\$0	\$0	\$0	Airport Tenants	\$0	\$0	\$0	Airport Tenants	\$0	\$0	\$0
Capital Expenditures	2	1	3	Capital Expenditures	\$90,000	\$49,000	\$140,000	Capital Expenditures	\$281,000	\$156,000	\$437,000	Capital Expenditures	\$281,000	\$156,000	\$437,000
GA Visitor Spending	<1	<1	<1	GA Visitor Spending	\$2,000	\$1,000	\$4,000	GA Visitor Spending	\$7,000	\$4,000	\$11,000	GA Visitor Spending	\$7,000	\$4,000	\$11,000
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	2	1	3	Total Payroll Impacts	\$93,000	\$59,000	\$151,000	Total Output Impacts	\$319,000	\$183,000	\$502,000				
Source of Impact		Value Added			Source of Impact		Output								
	Direct	Multiplier	Total		Direct	Multiplier	Total		Direct	Multiplier	Total				
Airport Management	\$23,000	\$13,000	\$36,000	Airport Management	\$31,000	\$23,000	\$54,000	Airport Management	\$31,000	\$23,000	\$54,000				
Airport Tenants	\$0	\$0	\$0	Airport Tenants	\$0	\$0	\$0	Airport Tenants	\$0	\$0	\$0				
Capital Expenditures	\$122,000	\$85,000	\$207,000	Capital Expenditures	\$281,000	\$156,000	\$437,000	Capital Expenditures	\$281,000	\$156,000	\$437,000				
GA Visitor Spending	\$4,000	\$2,000	\$6,000	GA Visitor Spending	\$7,000	\$4,000	\$11,000	GA Visitor Spending	\$7,000	\$4,000	\$11,000				
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				
Total Value Added Impacts	\$149,000	\$100,000	\$249,000	Total Output Impacts	\$319,000	\$183,000	\$502,000								

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.

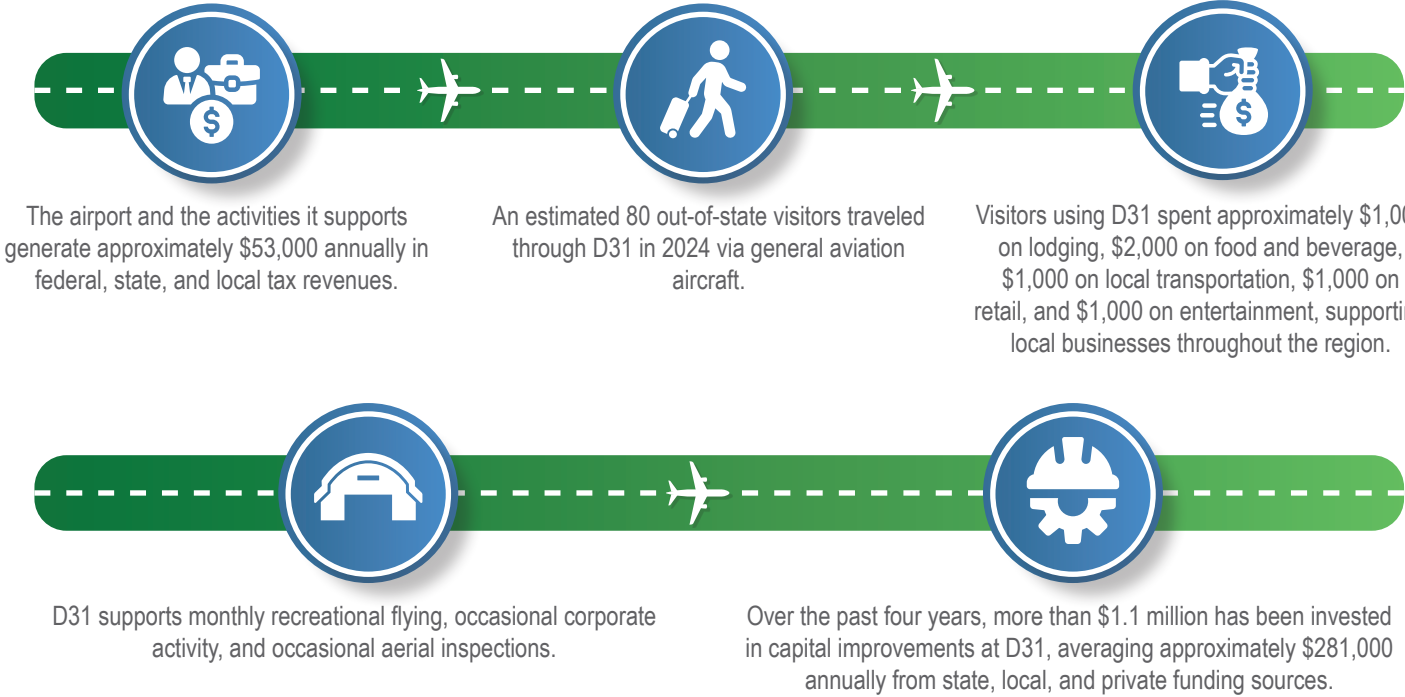
Airport Flight Map

This Instrument Flight Rules (IFR) map shows annual flight activity data and helps to demonstrate the important role that D31 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

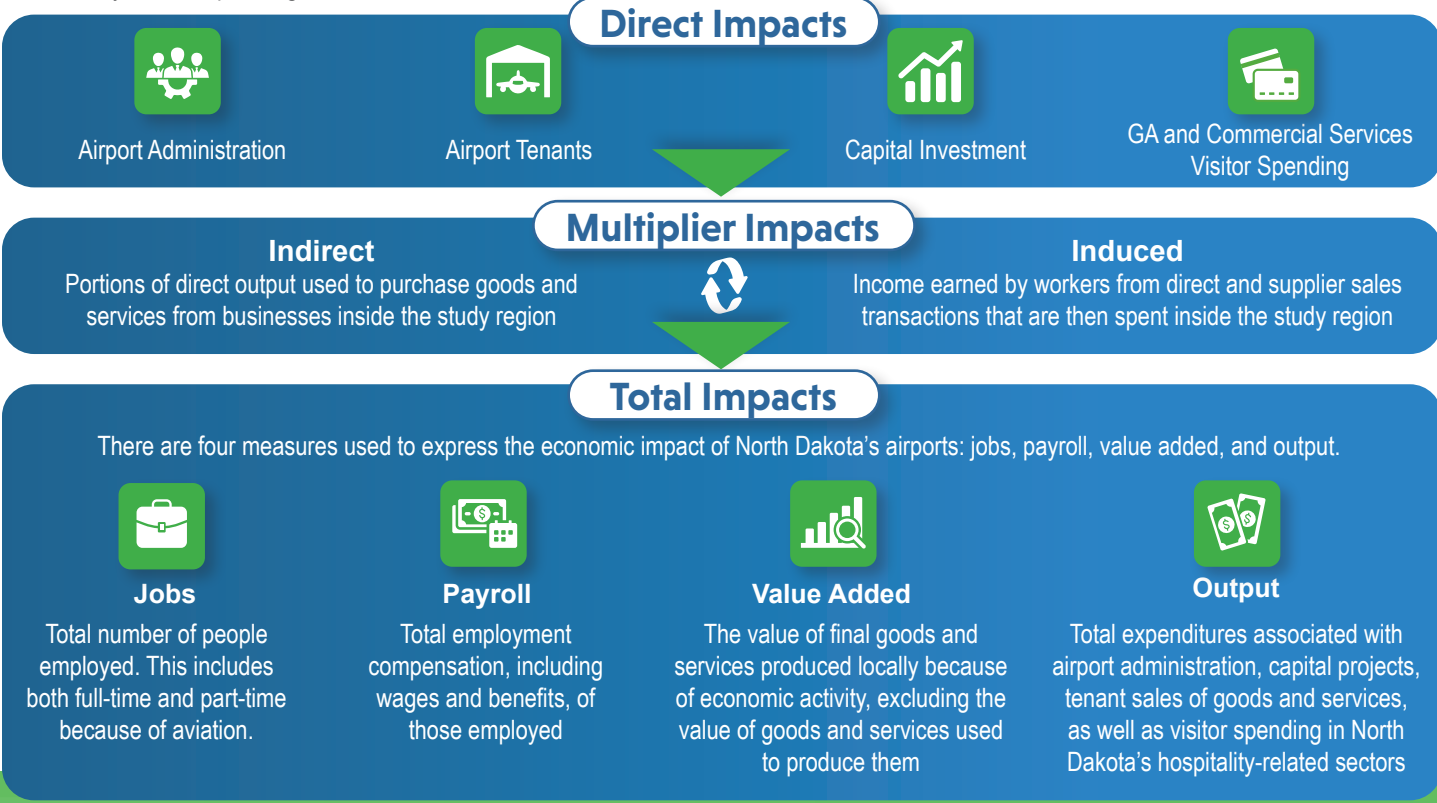


Study Methodology

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.



About Leeds Municipal Airport

Located just two miles east of Leeds in Benson County, North Dakota, Leeds Municipal Airport (D31) is a small but valuable general aviation facility serving the region's agricultural and rural transportation needs. With an asphalt runway and open airspace, the airport provides a reliable platform for aerial application services, recreational flying, and seasonal operations. Though unattended and without on-site maintenance or fueling, its simplicity and accessibility make it a practical resource for local pilots and agricultural operators. The airport supports transient agricultural spraying, helping area producers manage crops and pastureland efficiently, especially during wet conditions when ground access is limited. Its location near expansive farmland makes it well-suited for these operations, contributing directly to the productivity of North Dakota's agricultural economy. Owned by the Leeds Municipal Airport Authority, D31 is maintained with solar runway lighting and a wind cone, and snow removal is coordinated locally during winter months. Migratory waterfowl are common in the area, adding to the airport's rural character. While modest in scale, Leeds Municipal Airport reflects the essential role that small airports play in supporting agriculture, mobility, and community resilience across North Dakota.



Airport Activities



Recreational Flying



Corporate Activity



Aerial Inspections



Medevac



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	09/27	3,000 ft x 50 ft	Asphalt	VIS / VIS
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	2,610	2,610	0.00%
Based Aircraft	2	3	2.05%

Note: CAGR = Compound Annual Growth Rate