Associated City: Leeds
County: Benson
NDSASP Classification: Community Paved
FAA ID: D31

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

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Prepared by
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Expect More. Experience Better.

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 3

Payroll $151,000

Value Added $249,000

Output $502,000

Source of Impact	Jobs		
	Direct	Multiplier	Total
Airport Management	0	<1	<1
Airport Tenants	0	0	0
Capital Expenditures	2	1	3
GA Visitor Spending	<1	<1	<1
CS Visitor Spending	N/A	N/A	N/A
Total Jobs Impacts	**2**	**1**	**3**

Source of Impact	Payroll		
	Direct	Multiplier	Total
Airport Management	$0	$8,000	$8,000
Airport Tenants	$0	$0	$0
Capital Expenditures	$90,000	$49,000	$140,000
GA Visitor Spending	$2,000	$1,000	$4,000
CS Visitor Spending	N/A	N/A	N/A
Total Payroll Impacts	**$93,000**	**$59,000**	**$151,000**

Source of Impact	Value Added		
	Direct	Multiplier	Total
Airport Management	$23,000	$13,000	$36,000
Airport Tenants	$0	$0	$0
Capital Expenditures	$122,000	$85,000	$207,000
GA Visitor Spending	$4,000	$2,000	$6,000
CS Visitor Spending	N/A	N/A	N/A
Total Value Added Impacts	**$149,000**	**$100,000**	**$249,000**

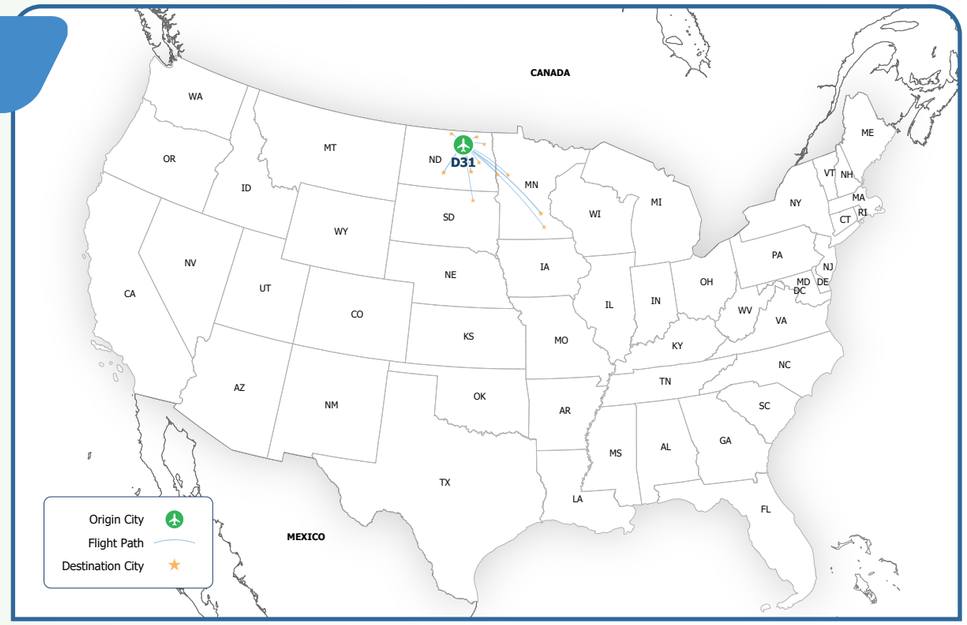
Source of Impact	Output		
	Direct	Multiplier	Total
Airport Management	$31,000	$23,000	$54,000
Airport Tenants	$0	$0	$0
Capital Expenditures	$281,000	$156,000	$437,000
GA Visitor Spending	$7,000	$4,000	$11,000
CS Visitor Spending	N/A	N/A	N/A
Total Output Impacts	**$319,000**	**$183,000**	**$502,000**

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

The airport and the activities it supports generate approximately $53,000 annually in federal, state, and local tax revenues.

An estimated 80 out-of-state visitors traveled through D31 in 2024 via general aviation aircraft.

Visitors using D31 spent approximately $1,000 on lodging, $2,000 on food and beverage, $1,000 on local transportation, $1,000 on retail, and $1,000 on entertainment, supporting local businesses throughout the region.

D31 supports monthly recreational flying, occasional corporate activity, and occasional aerial inspections.

Over the past four years, more than $1.1 million has been invested in capital improvements at D31, averaging approximately $281,000 annually from 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