

Associated City: West Fargo
County: Cass
NDSASP Classification: Community Paved
FAA ID: D54

About West Fargo Municipal Airport

Located in southeastern North Dakota, just three miles northwest of Fargo, West Fargo Municipal Airport (D54) is a dynamic general aviation facility serving a wide range of users—from recreational pilots to agricultural operators and business travelers. Conveniently complementing Hector International Airport (FAR), D54 offers centrally located access to the Fargo metro area, making it an ideal base for general aviation activity. Its accessible location and well-maintained infrastructure make it a reliable gateway for aerial spraying, flight training, and corporate aviation. The airport plays a key role in supporting local agriculture, with aerial application services helping farmers manage crops efficiently and respond to seasonal challenges. D54 also contributes to the region’s economy through fuel sales, ground lease revenues, and private hangar investments. Local businesses benefit from the airport’s connectivity, using it to streamline travel and expand market access to national and international markets. The airport is a popular site for flight instruction and pilot certification, with Certified Flight Instructors regularly conducting training, check rides, and advanced instruction—helping develop the next generation of pilots. Community engagement is central to D54’s mission. Young Eagles and Science, Technology, Engineering, and Mathematics (STEM) programs deliver hands-on aviation education, and past fly-in events have strengthened public interest in aviation. As demand for hangar space grows, the airport is planning future expansions and recently upgraded its fuel terminal and runway lighting. With its strategic location and commitment to continuous improvement, West Fargo Municipal Airport is well-positioned to drive regional economic development and foster aviation innovation for years to come.



Airport Activities



Recreational Flying



Flight Instruction



Corporate Activity



Gateway for Recreation



Skydiving

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	18/36	3,300 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	13,200	17,560	1.44%
Based Aircraft	41	50	1.00%

Note: CAGR = Compound Annual Growth Rate



West Fargo Municipal Airport (D54)

Associated City: West Fargo



D54's Airport Economic Impacts

The impacts below present the sum of direct and multiplier impacts of all activity associated with D54. The table below offers a breakdown of the total impacts by direct, multiplier, total, and source of impact.

Jobs

29

Payroll

\$1.12 M

Value Added

\$1.63 M

Output

\$2.80 M

Source of Impact	Jobs		
	Direct	Multiplier	Total
Airport Management	2	<1	2
Airport Tenants	18	4	22
Capital Expenditures	<1	<1	1
GA Visitor Spending	3	1	4
CS Visitor Spending	N/A	N/A	N/A
Total Jobs Impacts	23	6	29

Source of Impact	Payroll		
	Direct	Multiplier	Total
Airport Management	\$44,000	\$21,000	\$65,000
Airport Tenants	\$594,000	\$257,000	\$851,000
Capital Expenditures	\$28,000	\$13,000	\$41,000
GA Visitor Spending	\$109,000	\$55,000	\$164,000
CS Visitor Spending	N/A	N/A	N/A
Total Payroll Impacts	\$775,000	\$347,000	\$1.12 M

Source of Impact	Value Added		
	Direct	Multiplier	Total
Airport Management	\$56,000	\$33,000	\$89,000
Airport Tenants	\$799,000	\$420,000	\$1.22 M
Capital Expenditures	\$42,000	\$22,000	\$64,000
GA Visitor Spending	\$168,000	\$89,000	\$257,000
CS Visitor Spending	N/A	N/A	N/A
Total Value Added Impacts	\$1.06 M	\$565,000	\$1.63 M

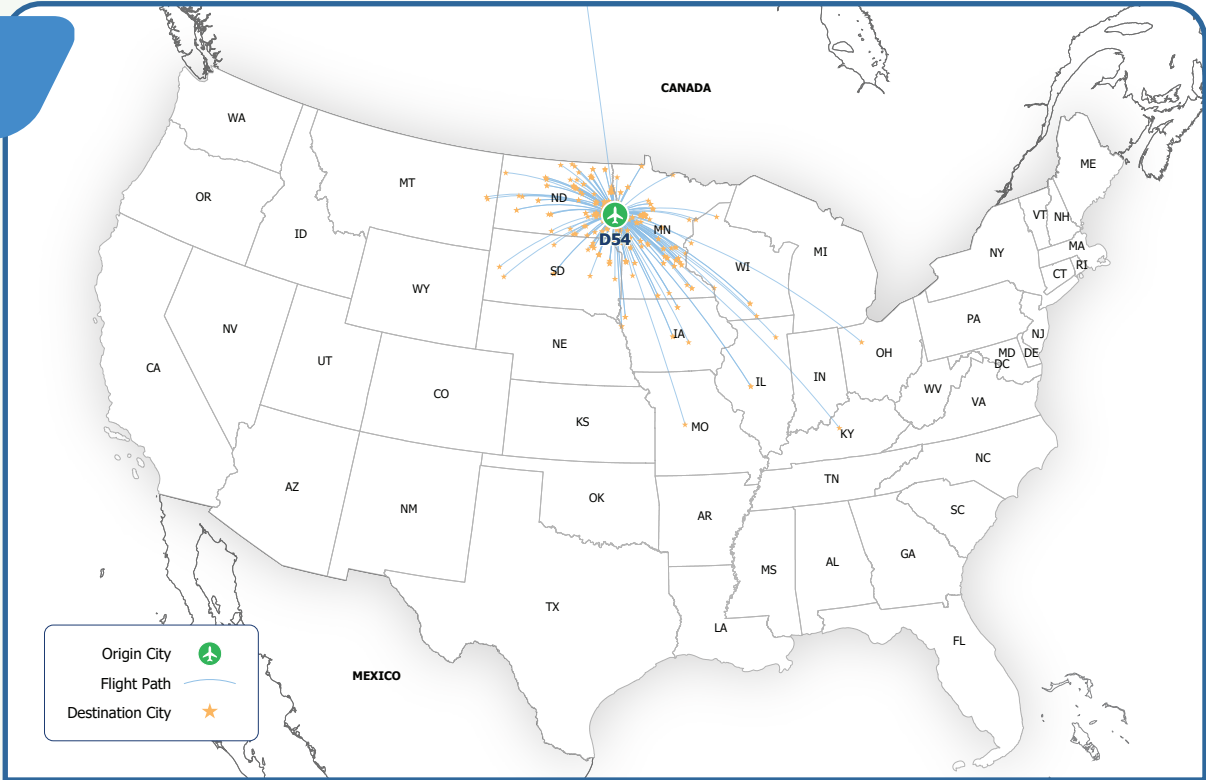
Source of Impact	Output		
	Direct	Multiplier	Total
Airport Management	\$79,000	\$59,000	\$139,000
Airport Tenants	\$1.27 M	\$810,000	\$2.08 M
Capital Expenditures	\$74,000	\$41,000	\$116,000
GA Visitor Spending	\$291,000	\$173,000	\$464,000
CS Visitor Spending	N/A	N/A	N/A
Total Output Impacts	\$1.71 M	\$1.08 M	\$2.80 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 D54 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 \$386,000 annually in federal, state, and local tax revenues.

An estimated 2,402 out-of-state visitors traveled through D54 in 2024 via general aviation aircraft.

Visitors using D54 spent approximately \$50,000 on lodging, \$85,000 on food and beverage, \$52,000 on local transportation, \$58,000 on retail, and \$47,000 on entertainment, supporting local businesses throughout the region.

D54 supports daily recreational flying, weekly flight instruction, and weekly corporate activity.

Over the past four years, more than \$297,000 has been invested in capital improvements at D54, averaging approximately \$74,000 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