



2025 North Dakota
State Aviation System Plan



2025 North Dakota
Aviation Economic Impact Study

Robertson Field (D55)

Associated City: Langdon



D55's Airport Economic Impacts

The impacts below present the sum of direct and multiplier impacts of all activity associated with D55. The table below offers a breakdown of the total impacts by direct, multiplier, total, and source of impact.

Jobs

9

Payroll

\$476,000

Value Added

\$640,000

Output

\$916,000

Source of Impact	Jobs		
	Direct	Multiplier	Total
Airport Management	0	<1	<1
Airport Tenants	6	1	7
Capital Expenditures	<1	<1	1
GA Visitor Spending	<1	<1	<1
CS Visitor Spending	N/A	N/A	N/A
Total Jobs Impacts	7	2	9

Source of Impact	Payroll		
	Direct	Multiplier	Total
Airport Management	\$0	\$23,000	\$23,000
Airport Tenants	\$320,000	\$77,000	\$397,000
Capital Expenditures	\$23,000	\$12,000	\$35,000
GA Visitor Spending	\$13,000	\$8,000	\$21,000
CS Visitor Spending	N/A	N/A	N/A
Total Payroll Impacts	\$356,000	\$120,000	\$476,000

Source of Impact	Value Added		
	Direct	Multiplier	Total
Airport Management	\$66,000	\$37,000	\$103,000
Airport Tenants	\$327,000	\$125,000	\$452,000
Capital Expenditures	\$31,000	\$21,000	\$52,000
GA Visitor Spending	\$21,000	\$13,000	\$34,000
CS Visitor Spending	N/A	N/A	N/A
Total Value Added Impacts	\$445,000	\$196,000	\$640,000

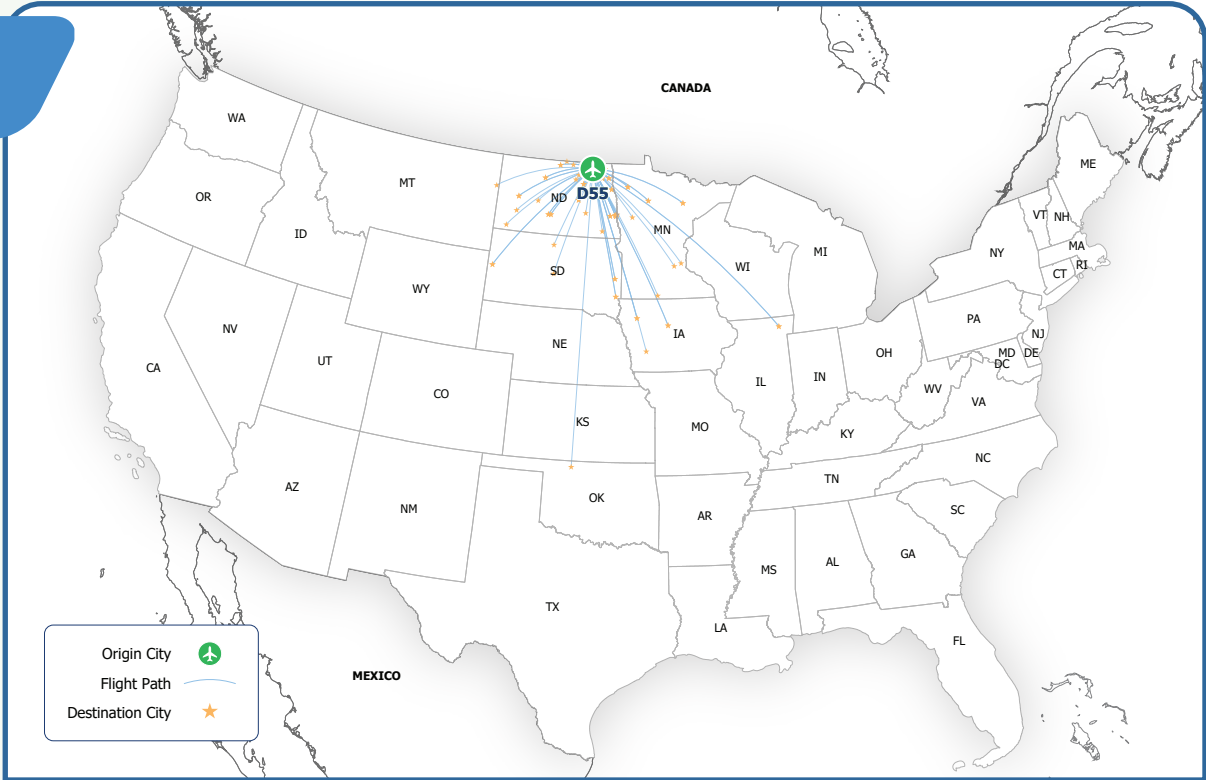
Source of Impact	Output		
	Direct	Multiplier	Total
Airport Management	\$88,000	\$66,000	\$154,000
Airport Tenants	\$366,000	\$221,000	\$587,000
Capital Expenditures	\$71,000	\$39,000	\$110,000
GA Visitor Spending	\$42,000	\$25,000	\$66,000
CS Visitor Spending	N/A	N/A	N/A
Total Output Impacts	\$566,000	\$350,000	\$916,000

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 D55 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 \$133,000 annually in federal, state, and local tax revenues.

An estimated 468 out-of-state visitors traveled through D55 in 2024 via general aviation aircraft.

Visitors using D55 spent approximately \$7,000 on lodging, \$12,000 on food and beverage, \$8,000 on local transportation, \$8,000 on retail, and \$7,000 on entertainment, supporting local businesses throughout the region.



D55 offers 100LL services to based and transient aircraft, allowing the airport to support a variety of critical operations, such as recreational flying, corporate activity, and medevac.

Over the past four years, more than \$282,000 has been invested in capital improvements at D55, averaging approximately \$71,000 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.



Associated City: Langdon
County: Cavalier
NDSASP Classification: Local
FAA ID: D55

About Robertson Field

Set just outside the City of Langdon, in northeast North Dakota, Robertson Field (D55) is a quiet powerhouse in Cavalier County's aviation landscape, where rural utility meets regional connectivity. With two runways, including a turf crosswind option, the airport supports a diverse mix of operations year-round. Agricultural aviation is a cornerstone, with agricultural businesses based on-site providing essential aerial services to local farmers. The airport also plays host to a unique group of hog farmers from out of state who fly in monthly to manage operations, underscoring the airport's role in supporting specialized agricultural logistics. Recent federal investment has helped fund the construction of a new taxiway, enhancing access and paving the way for future growth. Whether it's seasonal hunters arriving by air or crop dusters lifting off at sunrise, Robertson Field Airport is a reliable and adaptable asset for the region.



Airport Activities



Recreational Flying



Corporate Activity



Medevac



Flight Instruction



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	14/32	3,600 ft x 60 ft	Asphalt	RNAV (GPS) / RNAV (GPS)
Secondary Runway	08/26	1,930 ft x 100 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	11,200	11,200	0.00%
Based Aircraft	16	19	0.86%

Note: CAGR = Compound Annual Growth Rate