

Associated City: Tioga
County: Williams
NDSASP Classification: Local
FAA ID: D60

About Tioga Municipal Airport

Located in the heart of northwestern North Dakota, Tioga Municipal Airport (D60) serves as a vital gateway to the region’s energy-driven economy and community life. Known as the “Oil Capital of North Dakota,” Tioga is surrounded by oilfield operations, and the airport plays a key role in supporting corporate travel, supplier logistics, and workforce mobility. General aviation allows businesses to operate more efficiently, reducing multi-day travel into single-day trips and keeping the region connected to broader markets. The airport also supports critical services such as medevac flights, crop spraying, and pilot training functions that benefit the community even if they often go unnoticed. Infrastructure upgrades, including a new taxiway lighting system and a six-unit T-hangar, have enhanced safety and expanded capacity for general aviation users. The airport also serves as a community gathering space. During Tioga’s all-school reunion, the airport hosted a public cookout at the terminal, drawing nearly 1,000 attendees and showcasing the facility’s value beyond aviation. In addition, the airport hosts a fly-in every fall during the farm festival weekend and a community dinner during the Fourth of July, reinforcing its role as a hub for local traditions and social connection. With social media as a powerful outreach tool, Tioga Municipal Airport is well-positioned to engage residents of all ages and highlight its role in supporting the region’s economy, safety, and quality of life.



Airport Activities



Recreational Flying



Flight Instruction



Medevac



Physician Transport



Corporate Activity

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	12/30	5,102 ft x 75 ft	Asphalt	RNAV (GPS) / RNAV (GPS)
Secondary Runway	03/21	3,200 ft x 120 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	6,300	8,790	1.68%
Based Aircraft	42	49	0.77%

Note: CAGR = Compound Annual Growth Rate

Tioga Municipal Airport (D60)

Associated City: Tioga



D60's Airport Economic Impacts

The impacts below present the sum of direct and multiplier impacts of all activity associated with D60. The table below offers a breakdown of the total impacts by direct, multiplier, total, and source of impact.

Jobs

30

Payroll

\$1.73 M

Value Added

\$2.49 M

Output

\$4.06 M

Source of Impact	Jobs		
	Direct	Multiplier	Total
Airport Management	2	<1	2
Airport Tenants	5	2	7
Capital Expenditures	3	2	4
GA Visitor Spending	12	4	16
CS Visitor Spending	N/A	N/A	N/A
Total Jobs Impacts	21	8	30

Source of Impact	Payroll		
	Direct	Multiplier	Total
Airport Management	\$76,000	\$21,000	\$98,000
Airport Tenants	\$474,000	\$138,000	\$611,000
Capital Expenditures	\$261,000	\$113,000	\$374,000
GA Visitor Spending	\$413,000	\$230,000	\$643,000
CS Visitor Spending	N/A	N/A	N/A
Total Payroll Impacts	\$1.22 M	\$502,000	\$1.73 M

Source of Impact	Value Added		
	Direct	Multiplier	Total
Airport Management	\$76,000	\$34,000	\$110,000
Airport Tenants	\$487,000	\$222,000	\$708,000
Capital Expenditures	\$399,000	\$195,000	\$595,000
GA Visitor Spending	\$704,000	\$370,000	\$1.07 M
CS Visitor Spending	N/A	N/A	N/A
Total Value Added Impacts	\$1.67 M	\$822,000	\$2.49 M

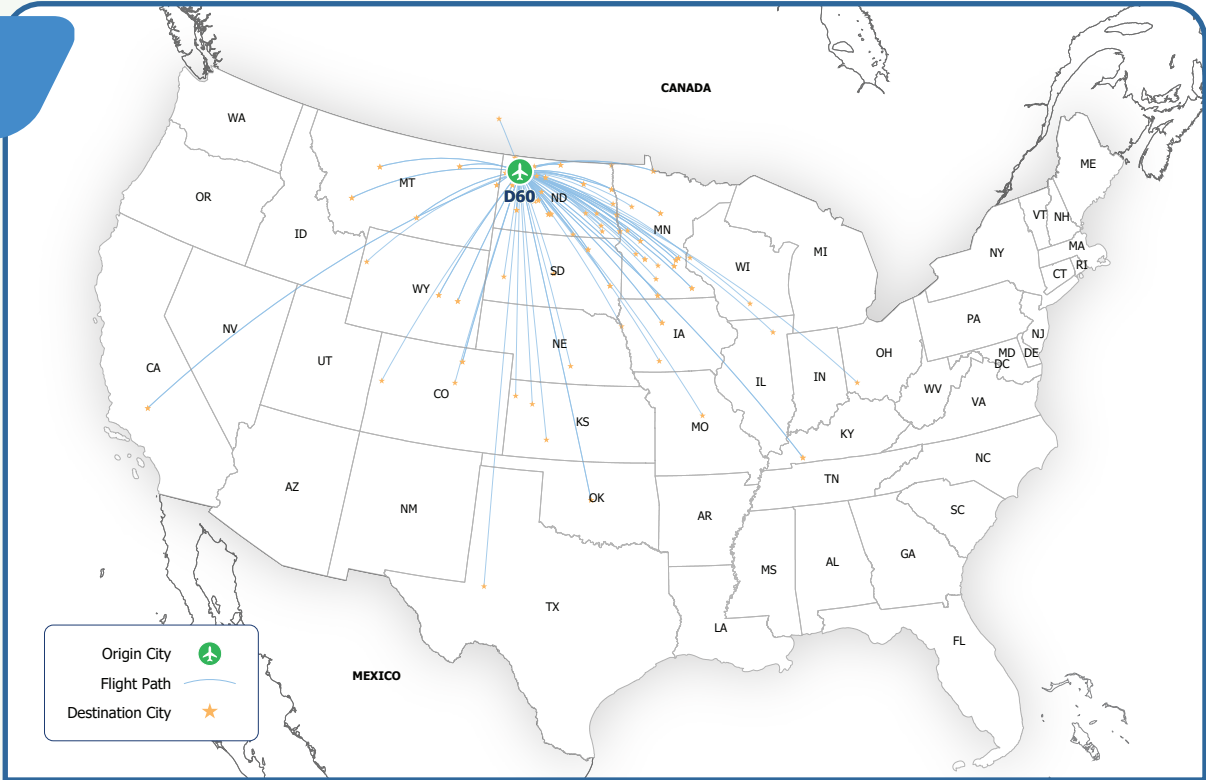
Source of Impact	Output		
	Direct	Multiplier	Total
Airport Management	\$81,000	\$61,000	\$141,000
Airport Tenants	\$601,000	\$393,000	\$994,000
Capital Expenditures	\$641,000	\$357,000	\$998,000
GA Visitor Spending	\$1.21 M	\$719,000	\$1.93 M
CS Visitor Spending	N/A	N/A	N/A
Total Output Impacts	\$2.54 M	\$1.53 M	\$4.06 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 D60 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 \$446,000 annually in federal, state, and local tax revenues.

An estimated 11,232 out-of-state visitors traveled through D60 in 2024 via general aviation aircraft.

Visitors using D60 spent approximately \$206,000 on lodging, \$352,000 on food and beverage, \$218,000 on local transportation, \$242,000 on retail, and \$194,000 on entertainment, supporting local businesses throughout the region.

D60 offers 100LL and Jet-A services to based and transient aircraft, allowing the airport to support a variety of critical operations, such as recreational flying, flight instruction, and medevac.

Over the past four years, more than \$2.6 million has been invested in capital improvements at D60, averaging approximately \$641,000 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.

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