

Associated City: Dickinson
County: Stark
NDSASP Classification: Commercial Service
FAA ID: DIK

About Dickinson - Theodore Roosevelt Regional Airport

Located in western North Dakota, Dickinson - Theodore Roosevelt Regional Airport (DIK) continues to serve as a vital gateway for regional connectivity, economic development, and community engagement. The airport has experienced strong growth in passenger traffic, surpassing pre-pandemic levels and reinforcing its importance in meeting southwest North Dakota’s air travel needs. A new three-year Essential Air Service (EAS) contract with SkyWest Airlines, operating as United Airlines, ensures continued commercial service to Denver, Colorado. To meet rising demand, the airport is constructing a brand-new commercial terminal with room for future expansion, which follows the successful reconstruction of its primary runway and the addition of a full-length parallel taxiway. The airport also installed a new Instrument Landing System (ILS), a precision approach system that enhances safety and allows aircraft to land reliably in low-visibility conditions. This upgrade enables larger aircraft to operate more efficiently, improving service reliability. Beyond infrastructure, the airport is deeply engaged with the community, hosting Make-A-Wish flights, school tours, and aviation job shadowing for local students. DIK also supports the Honor Flight program, which sends veterans and a family member to Washington, D.C., for visits to national memorials, followed by a warm welcome reception featuring a Revolutionary War band. Twice recognized as North Dakota’s Commercial Airport of the Year, DIK exemplifies how regional airports can elevate both travel and quality of life. The airport’s commitment to excellence has earned statewide recognition. DIK was selected as the top project in the airfield category, receiving the Gold Star Award from the North Dakota Ready Mix & Concrete Products Association (NDRM&CRA)—the association’s highest honor. This award highlights the successful completion of the runway reconstruction and expansion project, which included a full-length parallel taxiway and a new ILS system, all completed while maintaining continuous operations.



Airport Activities



Scheduled Airline Service



Corporate Activity



Air Cargo



Recreational Gateway



Medevac

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	7,301 ft x 150 ft	Concrete	RNAV (GPS) / ILS
Secondary Runway	07/25	4,700 ft x 75 ft	Asphalt	RNAV (GPS) / RNAV (GPS)
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	25,783	37,570	1.90%
Commercial Service Operations	2,452	2,700	0.47%
General Aviation Operations	2,030	2,710	1.47%
Based Aircraft	35	41	0.79%

Note: CAGR = Compound Annual Growth Rate



Dickinson - Theodore Roosevelt Regional Airport (DIK)

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DIK's Airport Economic Impacts

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

Jobs

470

Payroll

\$30.71 M

Value Added

\$42.66 M

Output

\$69.76 M

Source of Impact	Jobs		
	Direct	Multiplier	Total
Airport Management	11	6	17
Airport Tenants	99	68	167
Capital Expenditures	40	21	61
GA Visitor Spending	90	28	118
CS Visitor Spending	81	26	107
Total Jobs Impacts	321	149	470

Source of Impact	Payroll		
	Direct	Multiplier	Total
Airport Management	\$903,000	\$355,000	\$1.26 M
Airport Tenants	\$12.37 M	\$4.20 M	\$16.58 M
Capital Expenditures	\$3.15 M	\$1.41 M	\$4.56 M
GA Visitor Spending	\$2.76 M	\$1.60 M	\$4.36 M
CS Visitor Spending	\$2.50 M	\$1.45 M	\$3.95 M
Total Payroll Impacts	\$21.68 M	\$9.03 M	\$30.71 M

Source of Impact	Value Added		
	Direct	Multiplier	Total
Airport Management	\$1.09 M	\$562,000	\$1.65 M
Airport Tenants	\$13.57 M	\$6.74 M	\$20.31 M
Capital Expenditures	\$4.55 M	\$2.44 M	\$6.99 M
GA Visitor Spending	\$4.61 M	\$2.58 M	\$7.19 M
CS Visitor Spending	\$4.18 M	\$2.34 M	\$6.52 M
Total Value Added Impacts	\$27.99 M	\$14.67 M	\$42.66 M

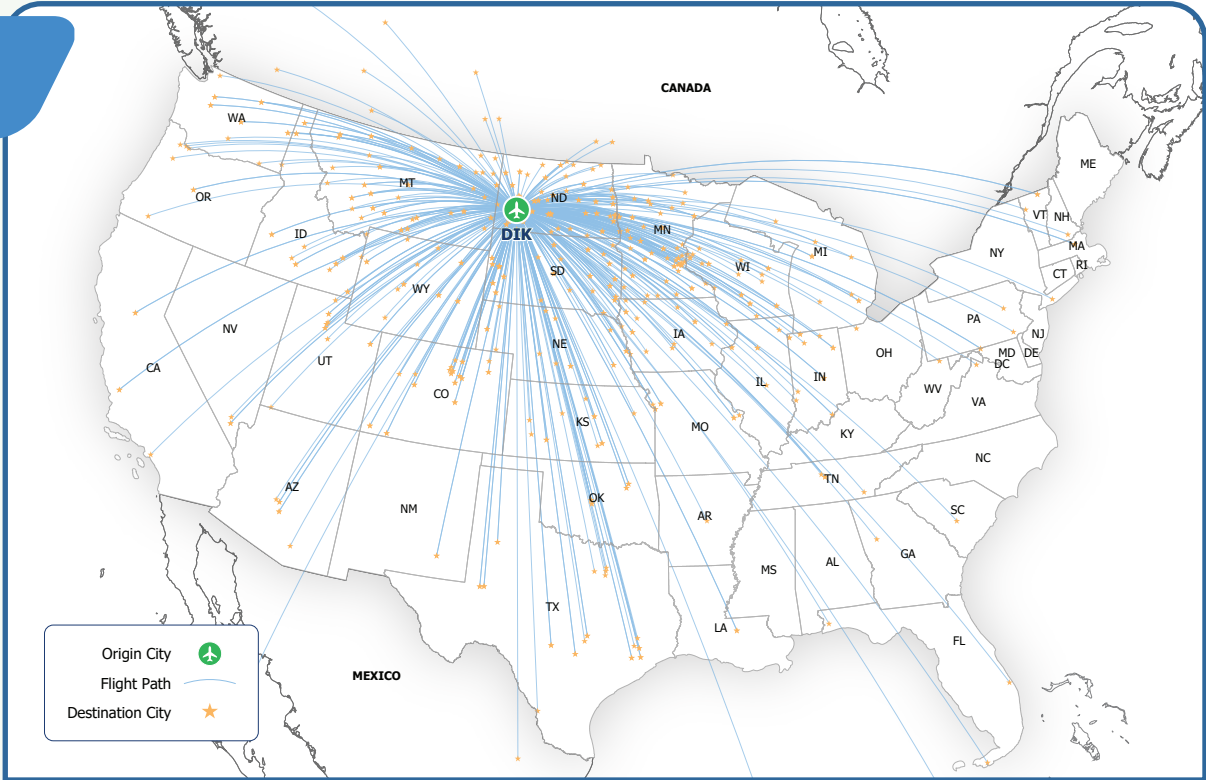
Source of Impact	Output		
	Direct	Multiplier	Total
Airport Management	\$1.34 M	\$1.00 M	\$2.34 M
Airport Tenants	\$16.81 M	\$12.39 M	\$29.20 M
Capital Expenditures	\$8.07 M	\$4.48 M	\$12.55 M
GA Visitor Spending	\$8.46 M	\$5.01 M	\$13.47 M
CS Visitor Spending	\$7.66 M	\$4.54 M	\$12.20 M
Total Output Impacts	\$42.33 M	\$27.43 M	\$69.76 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 DIK 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 more than \$9 million annually in federal, state, and local tax revenues, with approximately \$308,000 benefiting local governments.

An estimated 46,440 out-of-state visitors traveled through DIK in 2024 using commercial and general aviation services.

Visitors using DIK spent approximately \$2.7 million on lodging, \$4.7 million on food and beverage, \$2.9 million on local transportation, \$3.2 million on retail, and \$2.6 million on entertainment, supporting local businesses throughout the region.

DIK is home to 11 aviation-related or aviation-reliant businesses, including commercial service operators, FBOs, and agricultural aviation providers, which support approximately 167 direct airport tenant jobs.

Over the past four years, more than \$32 million has been invested in capital improvements at DIK, averaging approximately \$8.1 million 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.

Airport Administration

Airport Tenants

Capital Investment

GA and Commercial Services Visitor Spending

Indirect

Portions of direct output used to purchase goods and services from businesses inside the study region

Multiplier Impacts

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