Associated City: Fargo
County: Cass
NDSASP Classification: Commercial Service
FAA ID: FAR

2025 NDSASP

About Hector International Airport

Hector International Airport (FAR) is rooted in the most populated part of North Dakota, right along the Minnesota border in Fargo. It serves as a gateway to the region's economic, military, and logistical lifelines. As Fargo rapidly grows, the airport grows with it—transforming into a powerful hub for passenger travel, cargo, training, and emergency response. Recent developments reflect this forward momentum. In August 2025, Hector opened a new four-level parking ramp, making travel even more convenient for passengers. A terminal renovation and expansion is underway, with completion set for 2027. FAR works to enhance capacity and deliver an even better travel experience. Cargo operations have become a cornerstone of that momentum. As trade expands across the Upper Midwest, FedEx, UPS, and regional air cargo charter operations supported by Bemidji Aviation Services, have designated Fargo as a strategic gateway, boosting freight movement and strengthening the regional supply chain. Nearby, Amazon's distribution center adds even more logistical firepower, connecting local businesses to national and global markets. These partnerships reinforce the airport's critical role in the regional economy. FAR plays a vital role in national security, safety, and disaster response. The North Dakota Air National Guard 119th Wing Regional Training Site and the North Dakota Army National Guard Operational Readiness Center are both located at the airport. Aircraft Rescue and Firefighting (ARFF) teams, staffed by the National Guard, also train for rapid response to emergencies throughout the region. Monthly passenger enplanements continue to set new records, supported by reliable air service, modern amenities, and an increasing number of nonstop flight options. The airport's evolution mirrors Fargo's dynamic economy and commitment to travelers, businesses, and public safety. Hector International Airport isn't just a transportation hub—it's the cornerstone of Fargo's future. It drives connectivity, powers commerce, and strengthens resilience across the Upper Midwest.

Airport Activities

- Scheduled Airline Service
- Flight Instruction
- Corporate Activity
- Air Cargo
- 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	18/36	9,001 ft x 150 ft	Concrete	ILS / ILS
Secondary Runway	09/27	6,302 ft x 100 ft	Concrete	RNAV (GPS) / RNAV (GPS)
Tertiary Runway	13/31	3,801 ft x 75 ft	Concrete	VIS / VIS
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	540,783	800,900	1.98%
Commercial Service Operations	35,127	45,810	1.34%
General Aviation Operations	51,680	68,760	1.44%
Based Aircraft	217	251	0.73%

Note: CAGR = Compound Annual Growth Rate

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Prepared by
Kimley»Horn
Expect More. Experience Better.

2025 North Dakota
State Aviation System Plan

2025 North Dakota
Aviation Economic Impact Study

Hector International Airport (FAR)

Associated City: Fargo

FAR's Airport Economic Impacts

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

Jobs	Payroll	Value Added	Output
5,569	$303.47 M	$413.10 M	$665.05 M

Source of Impact	Jobs		
	Direct	Multiplier	Total
Airport Management	34	45	79
Airport Tenants	2,318	773	3,091
Capital Expenditures	113	60	173
GA Visitor Spending	226	77	303
CS Visitor Spending	1433	490	1,923
Total Jobs Impacts	**4,123**	**1,446**	**5,569**

Source of Impact	Payroll		
	Direct	Multiplier	Total
Airport Management	$3.44 M	$2.74 M	$6.18 M
Airport Tenants	$141.81 M	$46.94 M	$188.75 M
Capital Expenditures	$8.65 M	$3.99 M	$12.64 M
GA Visitor Spending	$8.66 M	$4.39 M	$13.05 M
CS Visitor Spending	$54.95 M	$27.89 M	$82.84 M
Total Payroll Impacts	**$217.51 M**	**$85.96 M**	**$303.47 M**

Source of Impact	Value Added		
	Direct	Multiplier	Total
Airport Management	$7.25 M	$4.35 M	$11.60 M
Airport Tenants	$155.86 M	$75.74 M	$231.60 M
Capital Expenditures	$12.76 M	$6.88 M	$19.64 M
GA Visitor Spending	$13.37 M	$7.08 M	$20.45 M
CS Visitor Spending	$84.88 M	$44.93 M	$129.81 M
Total Value Added Impacts	**$274.13 M**	**$138.98 M**	**$413.10 M**

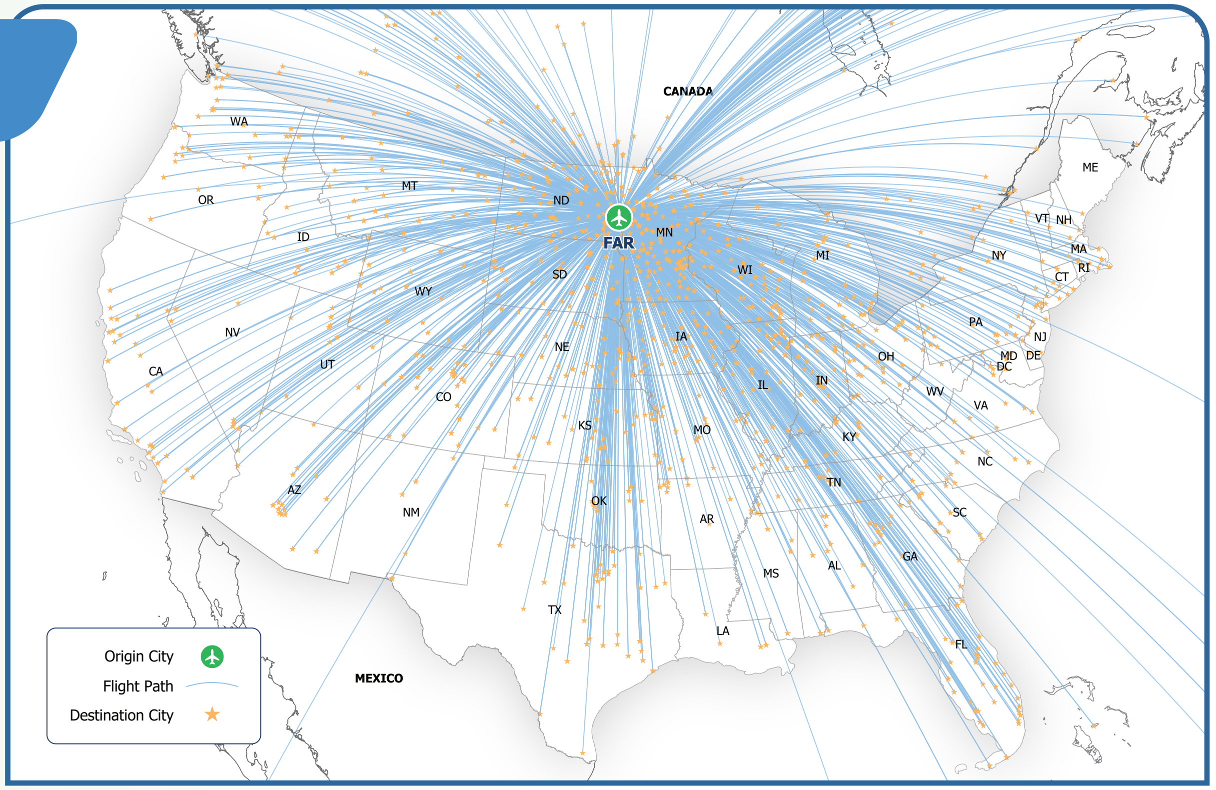
Source of Impact	Output		
	Direct	Multiplier	Total
Airport Management	$10.34 M	$7.74 M	$18.08 M
Airport Tenants	$200.86 M	$139.53 M	$340.40 M
Capital Expenditures	$22.76 M	$12.64 M	$35.40 M
GA Visitor Spending	$23.17 M	$13.74 M	$36.91 M
CS Visitor Spending	$147.06 M	$87.20 M	$234.26 M
Total Output Impacts	**$404.20 M**	**$260.85 M**	**$665.05 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 FAR 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 $100 million annually in federal, state, and local tax revenues, with approximately $2.60 million benefiting local governments.

An estimated 296,003 out-of-state visitors traveled through FAR in 2024 using commercial and general aviation services.

Visitors using FAR spent approximately $28.9 million on lodging, $49.4 million on food and beverage, $30.6 million on local transportation, $34.0 million on retail, and $27.2 million on entertainment, supporting local businesses throughout the region.

FAR is home to 41 aviation-related or aviation-reliant businesses, including military operations, FBOs, and cargo carriers, which support approximately 3,091 direct airport tenant jobs.

Over the past four years, more than $91 million has been invested in capital improvements at FAR, averaging approximately $22.8 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.

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