

Associated City: Gwinner
County: Sargent
NDSASP Classification: Basic
FAA ID: GWR

About Gwinner - Roger Melroe Field

Located one mile southeast of Gwinner in Sargent County, North Dakota, Gwinner – Roger Melroe Field (GWR) is a public-use airport serving as a vital link for business, healthcare, and agriculture in the region. The airport is named after Roger Melroe, founder of Melroe Manufacturing, now known globally as Bobcat Company, headquartered in Gwinner. Bobcat uses the airport to connect its national operations, suppliers, and customers, making the airport essential to its logistics and corporate travel. The airport features a concrete runway and a turf runway, supporting both business and agricultural aviation. Agricultural services are based at the airport, offering aerial applications that support local farms and ranches. Healthcare providers fly physicians to clinics in Gwinner, Oakes, Lisbon, and Forman, improving rural access to specialty care. In emergencies, the airport enables fixed-wing medical transport when helicopters are grounded. Gwinner – Roger Melroe Field continues to be a cornerstone of economic vitality and rural resilience in southeastern North Dakota.



Airport Activities



Recreational Flying



Corporate Activity



Air Cargo



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	16/34	5,000 ft x 75 ft	Concrete	RNAV (GPS) / RNAV (GPS)
Secondary Runway	06/24	2,991 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	5,600	7,460	1.45%
Based Aircraft	11	13	0.84%

CAGR = Compound Annual Growth Rate

Gwinner - Roger Melroe Field (GWR)

Associated City: Gwinner



GWR's Airport Economic Impacts

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

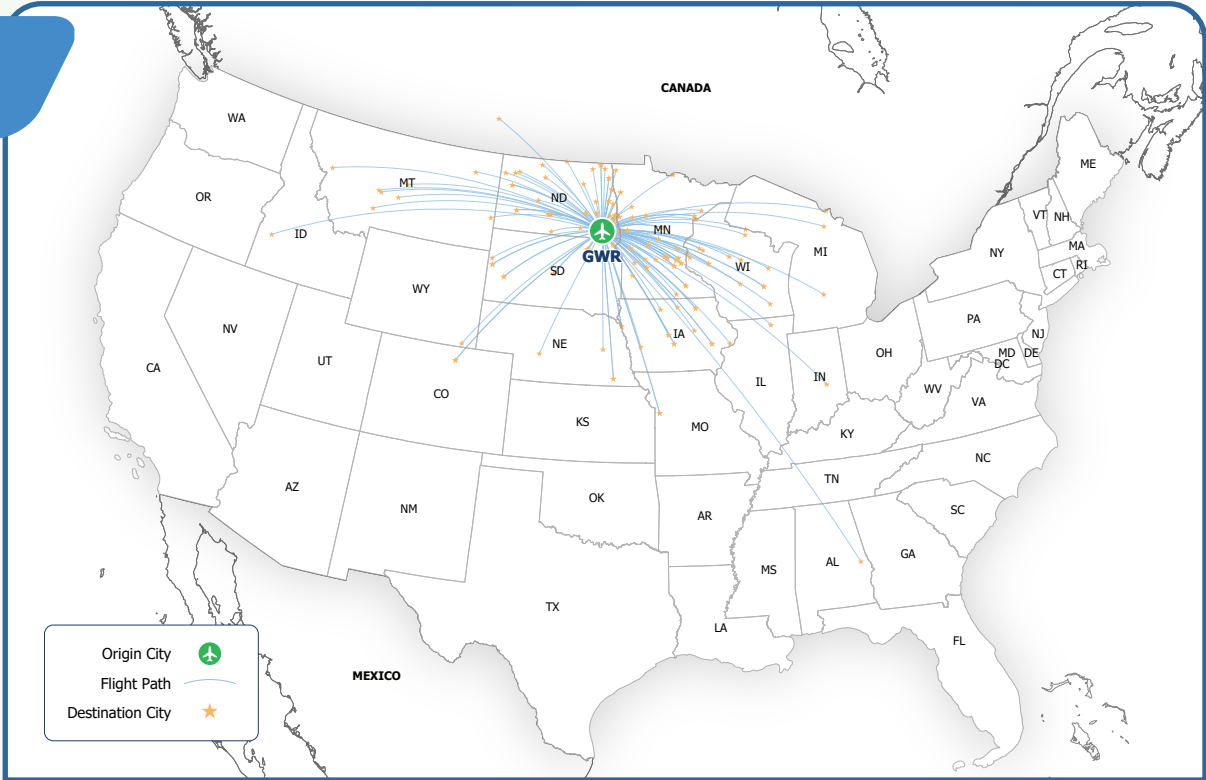
Jobs				Payroll				Value Added				Output			
9				\$441,000				\$678,000				\$1.17 M			
Source of Impact				Jobs				Source of Impact				Payroll			
				Direct	Multiplier	Total						Direct	Multiplier	Total	
Airport Management				1	<1	1		Airport Management				\$18,000	\$19,000	\$37,000	
Airport Tenants				1	<1	1		Airport Tenants				\$64,000	\$18,000	\$82,000	
Capital Expenditures				1	1	2		Capital Expenditures				\$106,000	\$49,000	\$155,000	
GA Visitor Spending				3	1	4		GA Visitor Spending				\$110,000	\$56,000	\$166,000	
CS Visitor Spending				N/A	N/A	N/A		CS Visitor Spending				N/A	N/A	N/A	
Total Jobs Impacts				6	2	9		Total Payroll Impacts				\$298,000	\$143,000	\$441,000	
Source of Impact				Value Added				Source of Impact				Output			
				Direct	Multiplier	Total						Direct	Multiplier	Total	
Airport Management				\$51,000	\$31,000	\$82,000		Airport Management				\$73,000	\$55,000	\$128,000	
Airport Tenants				\$65,000	\$30,000	\$94,000		Airport Tenants				\$87,000	\$52,000	\$140,000	
Capital Expenditures				\$156,000	\$84,000	\$241,000		Capital Expenditures				\$279,000	\$155,000	\$434,000	
GA Visitor Spending				\$170,000	\$90,000	\$261,000		GA Visitor Spending				\$295,000	\$175,000	\$470,000	
CS Visitor Spending				N/A	N/A	N/A		CS Visitor Spending				N/A	N/A	N/A	
Total Value Added Impacts				\$443,000	\$235,000	\$678,000		Total Output Impacts				\$734,000	\$437,000	\$1.17 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 GWR 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 \$126,000 annually in federal, state, and local tax revenues.

An estimated 2,434 out-of-state visitors traveled through GWR in 2024 via general aviation aircraft.

Visitors using GWR spent approximately \$50,000 on lodging, \$86,000 on food and beverage, \$53,000 on local transportation, \$59,000 on retail, and \$47,000 on entertainment, supporting local businesses throughout the region.

GWR 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, corporate activity, and air cargo.

Over the past four years, more than \$1.1 million has been invested in capital improvements at GWR, averaging approximately \$279,000 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.

