



2025 North Dakota
State Aviation System Plan



2025 North Dakota
Aviation Economic Impact Study

Mohall Municipal Airport (HBC)

Associated City: Mohall



HBC's Airport Economic Impacts

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

Jobs

16

Payroll

\$853,000

Value Added

\$1.10 M

Output

\$1.70 M

Source of Impact	Jobs		
	Direct	Multiplier	Total
Airport Management	3	<1	3
Airport Tenants	6	2	8
Capital Expenditures	2	1	2
GA Visitor Spending	2	<1	2
CS Visitor Spending	N/A	N/A	N/A
Total Jobs Impacts	12	4	16

Source of Impact	Payroll		
	Direct	Multiplier	Total
Airport Management	<\$1,000	\$12,000	\$12,000
Airport Tenants	\$498,000	\$126,000	\$625,000
Capital Expenditures	\$97,000	\$51,000	\$148,000
GA Visitor Spending	\$43,000	\$25,000	\$68,000
CS Visitor Spending	N/A	N/A	N/A
Total Payroll Impacts	\$639,000	\$214,000	\$853,000

Source of Impact	Value Added		
	Direct	Multiplier	Total
Airport Management	\$33,000	\$18,000	\$52,000
Airport Tenants	\$498,000	\$206,000	\$704,000
Capital Expenditures	\$141,000	\$87,000	\$228,000
GA Visitor Spending	\$72,000	\$41,000	\$113,000
CS Visitor Spending	N/A	N/A	N/A
Total Value Added Impacts	\$744,000	\$352,000	\$1.10 M

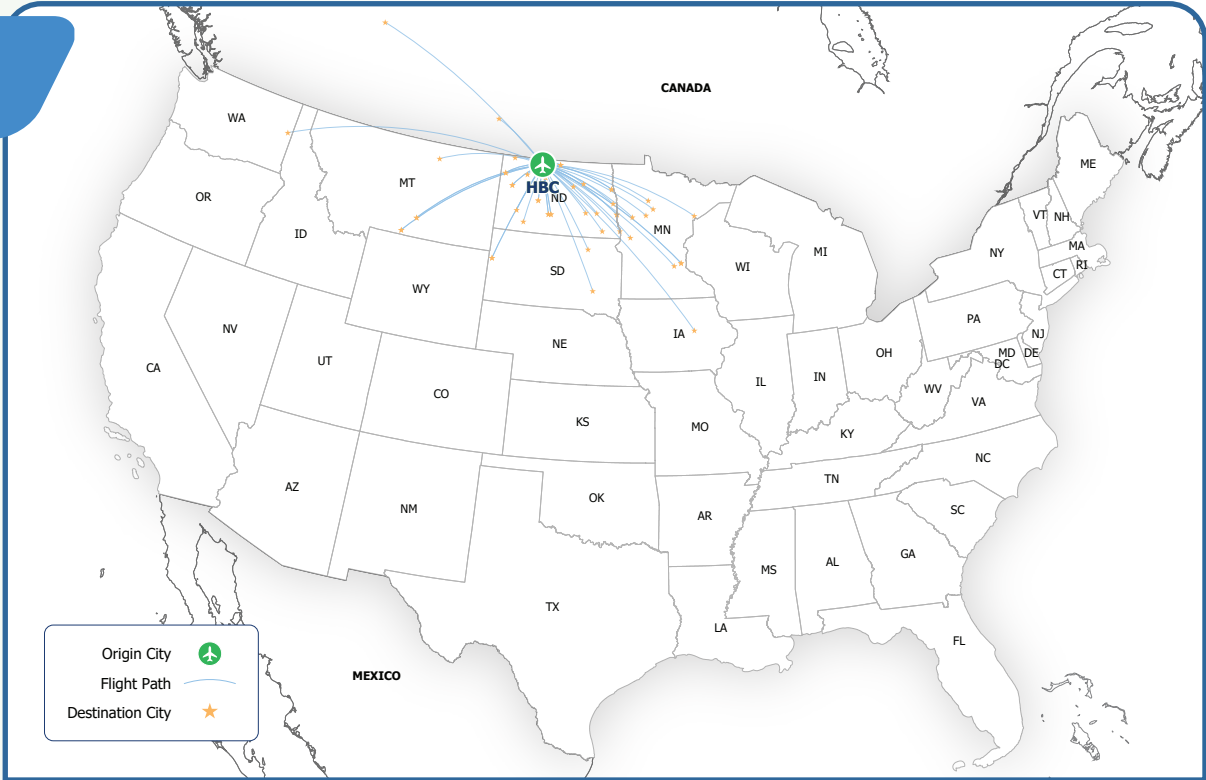
Source of Impact	Output		
	Direct	Multiplier	Total
Airport Management	\$44,000	\$33,000	\$76,000
Airport Tenants	\$603,000	\$363,000	\$966,000
Capital Expenditures	\$288,000	\$160,000	\$448,000
GA Visitor Spending	\$134,000	\$80,000	\$214,000
CS Visitor Spending	N/A	N/A	N/A
Total Output Impacts	\$1.07 M	\$636,000	\$1.70 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 HBC 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 \$229,000 annually in federal, state, and local tax revenues.

An estimated 1,498 out-of-state visitors traveled through HBC in 2024 via general aviation aircraft.

Visitors using HBC spent approximately \$23,000 on lodging, \$39,000 on food and beverage, \$24,000 on local transportation, \$27,000 on retail, and \$21,000 on entertainment, supporting local businesses throughout the region.

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

Over the past four years, more than \$1.2 million has been invested in capital improvements at HBC, averaging approximately \$288,000 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.

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

About Mohall Municipal Airport

Located just one mile west of Mohall, North Dakota, Mohall Municipal Airport (HBC) serves as a vital general aviation facility for Renville County and the surrounding region. With an asphalt runway in excellent condition and medium-intensity runway lighting, the airport accommodates a variety of aircraft operations, including agricultural aviation, flight training, and business travel. The airport offers 24-hour self-service fueling for both 100LL and Jet-A, hangar and aircraft tiedown parking, and a lighted beacon for nighttime visibility. It features precision approach path indicators (PAPIs) on both runway ends and is supported by nearby navigation aids. Owned and operated by the City of Mohall, HBC is a public-use airport with a long history dating back to its activation in 1944. It plays a key role in supporting local agriculture, emergency services, and regional mobility. With its strategic location near Minot and reliable infrastructure, Mohall Municipal Airport continues to be a valuable asset for pilots, businesses, and the broader community.



Airport Activities



Recreational Flying



Flight Instruction



Corporate Activity



Aerial Inspections



Law Enforcement

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	13/31	3,599 ft x 75 ft	Asphalt	RNAV (GPS) / RNAV (GPS)
Secondary Runway	N/A	N/A	N/A	N/A
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	8,620	8,690	0.04%
Based Aircraft	26	30	0.72%

Note: CAGR = Compound Annual Growth Rate