Associated City: Hettinger
County: Adams
NDSASP Classification: Local
FAA ID: HEI

About Hettinger – JB Lindquist Regional Airport

Located just one mile northwest of Hettinger in southwestern North Dakota, Hettinger – JB Lindquist Regional Airport (HEI) is a vital general aviation facility serving Adams County and the surrounding region. With two runways, the airport accommodates a wide range of operations, from agricultural spraying and flight instruction to business aviation and emergency services. The airport supports the region's strong agricultural economy, including crop dusting services that help local producers manage thousands of acres of farmland efficiently. Businesses such as Air Dakota Flite offer aircraft rental, pilot instruction, and maintenance services, contributing to aviation accessibility and workforce development. The airport's unobstructed airspace and low traffic volume make it an ideal training ground for student pilots and aerial applicators. In addition to economic and educational benefits, HEI plays a critical role in healthcare access. It enables emergency medical transfers, connecting rural residents to advanced care facilities when time is crucial. Owned by the Adams County Airport Authority, the airport is staffed six days a week and offers 24-hour self-service fueling for both 100LL and Jet-A. The airport has hosted an annual Fly-In for many years, welcoming pilots and community members for a day that celebrates aviation and local connections. The airport also hosts elementary school orientation rides and has been doing so for the past 35 years. Hettinger – JB Lindquist Regional Airport is a cornerstone of rural connectivity, supporting agriculture, business, healthcare, and aviation education in southwestern North Dakota.

Airport Activities

- Flight Instruction
- Recreational Flying
- Agricultural Spraying
- Environmental Patrol
- 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	12/30	4,652 ft x 75 ft	Asphalt	RNAV (GPS) / RNAV (GPS)
Secondary Runway	17/35	2,020 ft x 110 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	4,900	4,900	0.00%
Based Aircraft	33	38	0.71%

Note: CAGR = Compound Annual Growth Rate

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2025 North Dakota State Aviation System Plan

2025 North Dakota Aviation Economic Impact Study

Hettinger – JB Lindquist Regional Airport (HEI)

Associated City: Hettinger

HEI's Airport Economic Impacts

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

Jobs 15 | **Payroll** $1.25 M | **Value Added** $1.57 M | **Output** $2.30 M

Source of Impact	Jobs		
	Direct	Multiplier	Total
Airport Management	0	<1	<1
Airport Tenants	6	3	9
Capital Expenditures	2	1	3
GA Visitor Spending	2	1	3
CS Visitor Spending	N/A	N/A	N/A
Total Jobs Impacts	**10**	**5**	**15**

Source of Impact	Payroll		
	Direct	Multiplier	Total
Airport Management	$0	$5,000	$5,000
Airport Tenants	$713,000	$202,000	$915,000
Capital Expenditures	$162,000	$73,000	$234,000
GA Visitor Spending	$60,000	$35,000	$94,000
CS Visitor Spending	N/A	N/A	N/A
Total Payroll Impacts	**$935,000**	**$315,000**	**$1.25 M**

Source of Impact	Value Added		
	Direct	Multiplier	Total
Airport Management	$17,000	$9,000	$26,000
Airport Tenants	$713,000	$320,000	$1.03 M
Capital Expenditures	$234,000	$125,000	$359,000
GA Visitor Spending	$100,000	$56,000	$156,000
CS Visitor Spending	N/A	N/A	N/A
Total Value Added Impacts	**$1.06 M**	**$510,000**	**$1.57 M**

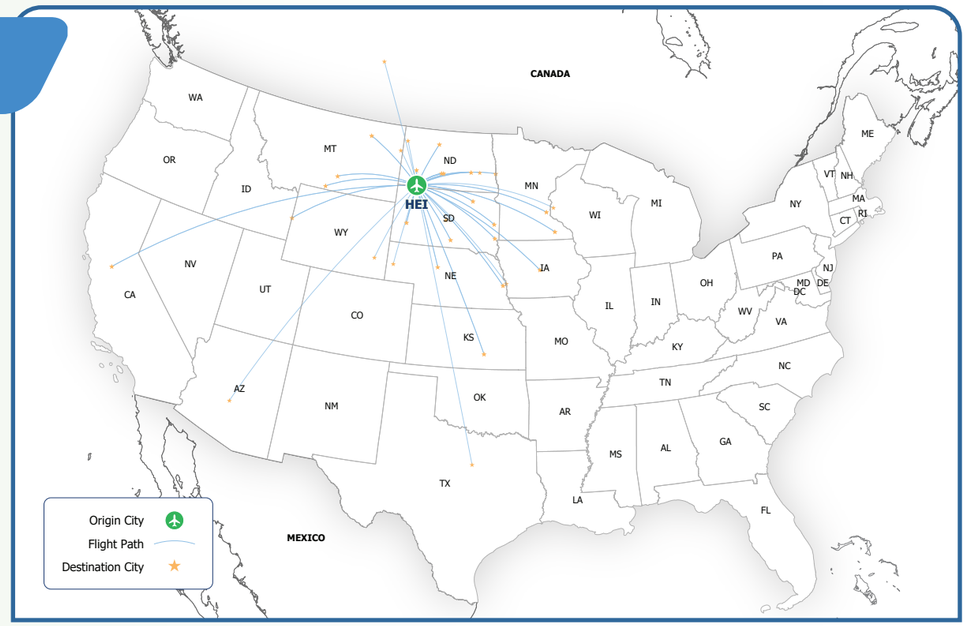
Source of Impact	Output		
	Direct	Multiplier	Total
Airport Management	$21,000	$16,000	$36,000
Airport Tenants	$761,000	$569,000	$1.33 M
Capital Expenditures	$415,000	$230,000	$645,000
GA Visitor Spending	$183,000	$109,000	$292,000
CS Visitor Spending	N/A	N/A	N/A
Total Output Impacts	**$1.38 M**	**$923,000**	**$2.30 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 HEI 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 $290,000 annually in federal, state, and local tax revenues.

An estimated 1,872 out-of-state visitors traveled through HEI in 2024 via general aviation aircraft.

Visitors using HEI spent approximately $31,000 on lodging, $53,000 on food and beverage, $33,000 on local transportation, $37,000 on retail, and $29,000 on entertainment, supporting local businesses throughout the region.

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

Over the past four years, more than $1.7 million has been invested in capital improvements at HEI, averaging approximately $415,000 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