



**2025 North Dakota**  
State Aviation System Plan



**2025 North Dakota**  
Aviation Economic Impact Study

## Robert Odegaard Field (K74)

Associated City: Kindred





K74's Airport Economic Impacts

The impacts below present the sum of direct and multiplier impacts of all activity associated with K74. The table below offers a breakdown of the total impacts by direct, multiplier, total, and source of impact.

Jobs

13

Payroll

\$856,000

Value Added

\$1.14 M

Output

\$1.77 M

| Source of Impact     | Jobs   |            |       |
|----------------------|--------|------------|-------|
|                      | Direct | Multiplier | Total |
| Airport Management   | 0      | <1         | <1    |
| Airport Tenants      | 6      | 2          | 8     |
| Capital Expenditures | 2      | 1          | 4     |
| GA Visitor Spending  | 1      | <1         | 1     |
| CS Visitor Spending  | N/A    | N/A        | N/A   |
| Total Jobs Impacts   | 9      | 4          | 13    |

| Source of Impact      | Payroll   |            |           |
|-----------------------|-----------|------------|-----------|
|                       | Direct    | Multiplier | Total     |
| Airport Management    | \$0       | \$11,000   | \$11,000  |
| Airport Tenants       | \$409,000 | \$125,000  | \$534,000 |
| Capital Expenditures  | \$177,300 | \$83,000   | \$260,000 |
| GA Visitor Spending   | \$34,000  | \$17,000   | \$51,000  |
| CS Visitor Spending   | N/A       | N/A        | N/A       |
| Total Payroll Impacts | \$621,000 | \$235,000  | \$856,000 |

| Source of Impact          | Value Added |            |           |
|---------------------------|-------------|------------|-----------|
|                           | Direct      | Multiplier | Total     |
| Airport Management        | \$28,000    | \$17,000   | \$44,000  |
| Airport Tenants           | \$409,000   | \$197,000  | \$607,000 |
| Capital Expenditures      | \$263,000   | \$143,000  | \$406,000 |
| GA Visitor Spending       | \$52,000    | \$28,000   | \$80,000  |
| CS Visitor Spending       | N/A         | N/A        | N/A       |
| Total Value Added Impacts | \$753,000   | \$385,000  | \$1.14 M  |

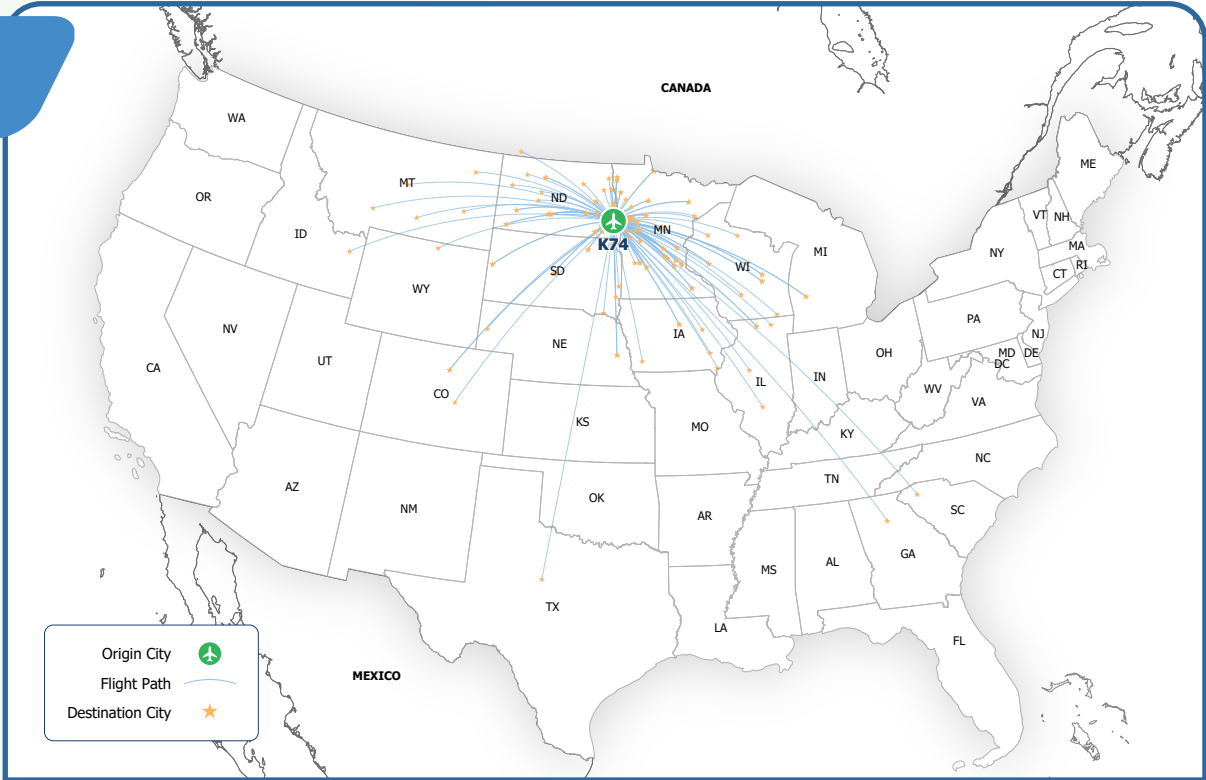
| Source of Impact     | Output    |            |           |
|----------------------|-----------|------------|-----------|
|                      | Direct    | Multiplier | Total     |
| Airport Management   | \$40,000  | \$30,000   | \$69,000  |
| Airport Tenants      | \$470,000 | \$352,000  | \$821,000 |
| Capital Expenditures | \$469,000 | \$261,000  | \$730,000 |
| GA Visitor Spending  | \$91,000  | \$54,000   | \$145,000 |
| CS Visitor Spending  | N/A       | N/A        | N/A       |
| Total Output Impacts | \$1.07 M  | \$697,000  | \$1.77 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 K74 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 \$217,000 annually in federal, state, and local tax revenues.

An estimated 749 out-of-state visitors traveled through K74 in 2024 via general aviation aircraft.

Visitors using K74 spent approximately \$15,000 on lodging, \$26,000 on food and beverage, \$16,000 on local transportation, \$18,000 on retail, and \$15,000 on entertainment, supporting local businesses throughout the region.

K74 offers 100LL services to based and transient aircraft, allowing the airport to support a variety of critical operations, such as recreational flying, flight instruction, and military training.

Over the past four years, more than \$1.9 million has been invested in capital improvements at K74, averaging approximately \$469,000 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 Robert Odegaard Field

Set against the open skies of southeastern North Dakota, Robert Odegaard Field (K74) is a vibrant example of how small airports can make a big impact. Located just east of Kindred, the airport honors the legacy of Bob Odegaard—a legendary pilot, restorer, and aviation innovator—while continuing to serve as a dynamic hub for general aviation, agricultural services, and community outreach. A key feature of the airport is its based agricultural operator, who provides vital services to farmers across the region, reinforcing the airport’s role in supporting local agriculture. Recent improvements, including a new turnaround on Runway 29 and expanded space for hangar development, reflect the airport’s forward momentum. With hangar demand rising, the field is becoming a magnet for private aircraft owners and aviation entrepreneurs. Flight instruction is also thriving, with multiple instructors now based at the airport, helping grow the local pilot community. Beyond infrastructure, Robert Odegaard Field is deeply connected to education. Airport members have partnered with the local high school to launch an aviation program, and a spring career day gives students hands-on exposure to aircraft and aviation professionals, planting seeds for future careers in the skies. The airport also hosts at least one annual Fly-In along with other community-focused events involving city leaders, reinforcing its role as a gathering place for aviation and local collaboration. Additionally, the airport’s FBO, Odegaard Wings, specializes in warbird restorations and have completed notable P-51 Mustang and F4U Corsair restorations. From crop dusters to student pilots, and aircraft restoration, Robert Odegaard Field is where aviation meets community, innovation, and opportunity.



Airport Activities



Recreational Flying



Flight Instruction



Military Training



Corporate Activity



Gateway for Recreation

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    | 11/29       | 3,300 ft x 60 ft | Concrete | 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     | 5,950            | 7,920              | 1.44%          |
| Based Aircraft                  | 28               | 33                 | 0.82%          |

Note: CAGR = Compound Annual Growth Rate