



2025 North Dakota
State Aviation System Plan



2025 North Dakota
Aviation Economic Impact Study

Minot International Airport (MOT)

Associated City: Minot



MOT's Airport Economic Impacts

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

Jobs

1,288

Payroll

\$66.33 M

Value Added

\$98.87 M

Output

\$170.97 M

Source of Impact	Jobs		
	Direct	Multiplier	Total
Airport Management	27	43	70
Airport Tenants	258	150	408
Capital Expenditures	23	10	33
GA Visitor Spending	147	43	190
CS Visitor Spending	454	133	587
Total Jobs Impacts	909	379	1,288

Source of Impact	Payroll		
	Direct	Multiplier	Total
Airport Management	\$2.01 M	\$2.58 M	\$4.59 M
Airport Tenants	\$23.66 M	\$9.29 M	\$32.95 M
Capital Expenditures	\$1.34 M	\$698,000	\$2.04 M
GA Visitor Spending	\$4.09 M	\$2.44 M	\$6.54 M
CS Visitor Spending	\$12.66 M	\$7.55 M	\$20.21 M
Total Payroll Impacts	\$43.76 M	\$22.56 M	\$66.33 M

Source of Impact	Value Added		
	Direct	Multiplier	Total
Airport Management	\$7.48 M	\$4.09 M	\$11.57 M
Airport Tenants	\$24.93 M	\$14.98 M	\$39.90 M
Capital Expenditures	\$1.94 M	\$1.20 M	\$3.15 M
GA Visitor Spending	\$6.88 M	\$3.93 M	\$10.81 M
CS Visitor Spending	\$21.27 M	\$12.17 M	\$33.44 M
Total Value Added Impacts	\$62.50 M	\$36.37 M	\$98.87 M

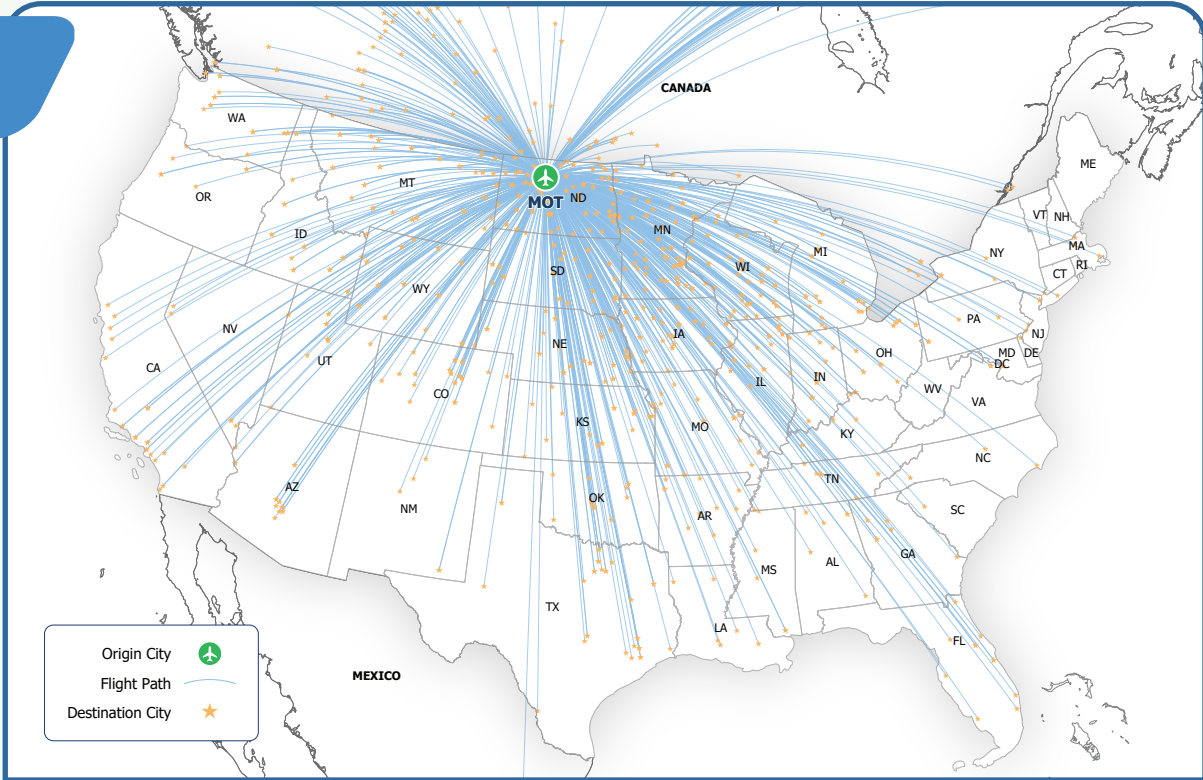
Source of Impact	Output		
	Direct	Multiplier	Total
Airport Management	\$9.72 M	\$7.28 M	\$17.00 M
Airport Tenants	\$35.36 M	\$28.47 M	\$63.83 M
Capital Expenditures	\$3.98 M	\$2.21 M	\$6.19 M
GA Visitor Spending	\$12.88 M	\$7.64 M	\$20.51 M
CS Visitor Spending	\$39.82 M	\$23.61 M	\$63.43 M
Total Output Impacts	\$101.76 M	\$69.21 M	\$170.97 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 MOT 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



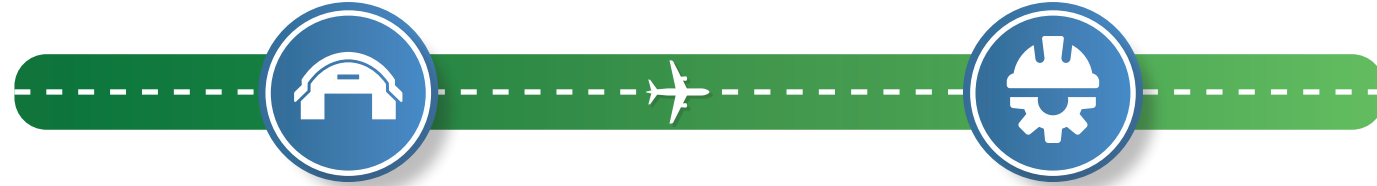
Airport Facts



The airport and the activities it supports generate more than \$34 million annually in federal, state, and local tax revenues, with approximately \$676,000 benefiting local governments.

An estimated 123,907 out-of-state visitors traveled through MOT in 2024 using commercial and general aviation services.

Visitors using MOT spent approximately \$9.0 million on lodging, \$15.3 million on food and beverage, \$9.5 million on local transportation, \$10.5 million on retail, and \$8.4 million on entertainment, supporting local businesses throughout the region.



MOT is home to 18 aviation-related or aviation-reliant businesses, including FBOs, air taxi operators, and aviation museum operations, which support approximately 408 direct airport tenant jobs.

Over the past four years, more than \$16 million has been invested in capital improvements at MOT, averaging approximately \$4 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

Associated City: Minot

County: Ward

NDSASP Classification: Commercial Service

FAA ID: MOT



2025 NDSASP

About Minot International Airport

Minot International Airport (MOT), located in north-central North Dakota, is one of eight commercial service airports in the state and serves as a vital connector for energy, military, education, healthcare, and community life. Positioned as the “Gateway to the Bakken,” Minot is home to global energy leaders like Chevron (formerly known as Hess), Enbridge, and Baker Hughes. MOT enables efficient travel for energy professionals navigating the region’s petroleum, natural gas liquids, and wind power industries, helping businesses operate on tight schedules while supporting economic growth. Beyond its role in commerce, MOT delivers significant community benefits by bringing visitors, new residents, and professionals into Minot. This connectivity strengthens local businesses, tourism, and quality of life, showcasing the region’s opportunities to travelers from across the country. Just ten miles north, Minot Air Force Base (MAFB) houses over 12,000 personnel. A major construction initiative at MAFB is expected to generate thousands of jobs and significantly increase travel demand over the next five years. MOT supports military personnel, contractors, and Department of War logistics, serving as a critical transportation hub during this period and beyond. Healthcare access is another cornerstone of MOT’s mission. Trinity Health’s advanced medical campus and other providers, including CHI St. Alexius and Sanford Health, rely on the airport for transporting patients. As there is no Level 1 trauma center within 100 miles, air connectivity is essential for emergency care and specialized treatment. MOT also supports critical transfers for facilities like the Anne Carlsen Center, ensuring lifesaving services reach rural communities. MOT is often seen as a selling point when recruiting professionals to the area. Supporting aviation services at MOT include Minot Aero Center’s flight school and aircraft maintenance, AvFlight’s aircraft services, Executive Air Taxi’s air ambulance operations, and Pioneer Aviation II’s aerial application services for local agriculture. Together, these assets make MOT more than an airport—it is a cornerstone of regional mobility, healthcare access, and community vitality.



Airport Activities



Scheduled Airline
Service



Flight Instruction



Corporate Activity



Recreational
Gateway



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	13/31	7,700 ft x 150 ft	Concrete	RNAV (GPS) / ILS
Secondary Runway	08/26	6,348 ft x 100 ft	Asphalt	RNAV (GPS) / RNAV (GPS)
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	165,598	242,570	1.93%
Commercial Service Operations	6,599	8,240	1.12%
General Aviation Operations	27,290	31,930	0.79%
Based Aircraft	133	154	0.74%

Note: CAGR = Compound Annual Growth Rate



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Prepared by
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Expect More. Experience Better.