



2025 North Dakota
State Aviation System Plan



2025 North Dakota
Aviation Economic Impact Study

Pembina Municipal Airport (PMB)

Associated City: Pembina



PMB's Airport Economic Impacts

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

Jobs

10

Payroll

\$642,000

Value Added

\$820,000

Output

\$1.26 M

Source of Impact	Jobs		
	Direct	Multiplier	Total
Airport Management	0	<1	<1
Airport Tenants	5	2	7
Capital Expenditures	1	<1	1
GA Visitor Spending	2	1	3
CS Visitor Spending	N/A	N/A	N/A
Total Jobs Impacts	8	3	10

Source of Impact	Payroll		
	Direct	Multiplier	Total
Airport Management	\$0	\$4,000	\$4,000
Airport Tenants	\$366,000	\$103,000	\$469,000
Capital Expenditures	\$60,000	\$30,000	\$91,000
GA Visitor Spending	\$49,000	\$29,000	\$78,000
CS Visitor Spending	N/A	N/A	N/A
Total Payroll Impacts	\$475,000	\$167,000	\$642,000

Source of Impact	Value Added		
	Direct	Multiplier	Total
Airport Management	\$11,000	\$6,000	\$17,000
Airport Tenants	\$367,000	\$165,000	\$532,000
Capital Expenditures	\$90,000	\$53,000	\$143,000
GA Visitor Spending	\$81,000	\$47,000	\$128,000
CS Visitor Spending	N/A	N/A	N/A
Total Value Added Impacts	\$549,000	\$271,000	\$820,000

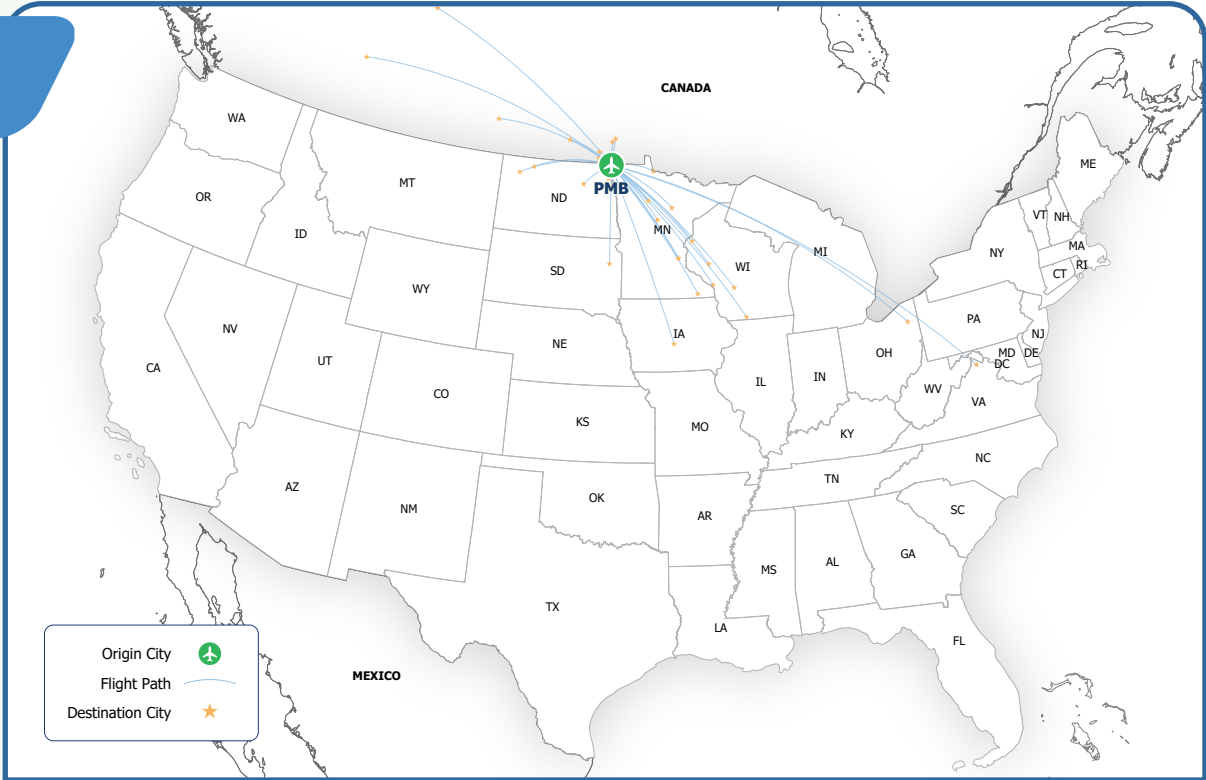
Source of Impact	Output		
	Direct	Multiplier	Total
Airport Management	\$15,000	\$11,000	\$26,000
Airport Tenants	\$421,000	\$294,000	\$715,000
Capital Expenditures	\$172,000	\$96,000	\$268,000
GA Visitor Spending	\$155,000	\$92,000	\$246,000
CS Visitor Spending	N/A	N/A	N/A
Total Output Impacts	\$763,000	\$492,000	\$1.26 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 PMB 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 \$160,000 annually in federal, state, and local tax revenues.

An estimated 1,615 out-of-state visitors traveled through PMB in 2024 via general aviation aircraft.

Visitors using PMB spent approximately \$26,000 on lodging, \$45,000 on food and beverage, \$28,000 on local transportation, \$31,000 on retail, and \$25,000 on entertainment, supporting local businesses throughout the region.

PMB offers 100LL services to based and transient aircraft, allowing the airport to support a variety of critical operations, such as recreational flying, corporate activity, and law enforcement.

Over the past four years, more than \$687,000 has been invested in capital improvements at PMB, averaging approximately \$172,000 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 Pembina Municipal Airport

Pembina Municipal Airport (PMB) is a high-functioning general aviation facility located just one mile south of the historic border city of Pembina, North Dakota. With an asphalt runway, 24-hour fuel service, and major airframe and powerplant capabilities, PMB supports a wide range of operations from general aviation and air taxi to military and cross-border logistics. Located near the U.S.-Canada border, Pembina Municipal Airport benefits from its strategic position by supporting cross-border travel and regional connectivity. While not a customs-designated port of entry, the airport still facilitates efficient movement for general aviation and specialized operations, serving both local needs and broader regional access. The airport is owned by the Pembina Airport Authority and serves a community steeped in history. Pembina is North Dakota’s oldest settlement, known for its Métis heritage, fur trade legacy, and role as a gateway between the U.S. and Canada. Today, the airport continues that tradition, connecting people, goods, and services across borders with reliability and purpose.



Airport Activities



Recreational Flying



Corporate Activity



Law Enforcement



Flight Instruction



Aerial Inspections

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	15/33	3,798 ft x 75 ft	Asphalt	VIS / 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	3,200	3,200	0.00%
Based Aircraft	14	16	0.67%

Note: CAGR = Compound Annual Growth Rate