

Associated City: Cooperstown
County: Griggs
NDSASP Classification: Local
FAA ID: S32

About Cooperstown Municipal Airport

Located in central North Dakota, Cooperstown Municipal Airport (S32) is a key general aviation facility that supports agriculture, healthcare, aviation training, and business travel. The airport plays an important role in agricultural operations, with multiple aerial applicators utilizing the airfield to provide crop spraying and pasture treatment services. These activities help improve efficiency and productivity across the region's farms and ranches. Healthcare access is strengthened through the airport's support of patient transport and visiting medical professionals, helping rural residents connect with advanced care when time is critical. The airport also serves as a training ground for student pilots, offering a low-traffic, unobstructed environment ideal for early flight instruction and touch-and-go practice. In addition, the airport enhances business efficiency by providing flexible travel options for professionals and service providers, often reducing multi-day trips to single-day visits. Through its support of essential services and regional mobility, Cooperstown Municipal Airport contributes meaningfully to the resilience and economic vitality of central North Dakota.



Airport Activities



Recreational Flying



Medevac



Physician Transport



Corporate Activity



Agricultural Spraying

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	3,500 ft x 60 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	3,300	3,310	0.01%
Based Aircraft	17	20	0.82%

Note: CAGR = Compound Annual Growth Rate



Cooperstown Municipal Airport (S32)

Associated City: Cooperstown

S32's Airport Economic Impacts

The impacts below present the sum of direct and multiplier impacts of all activity associated with S32. The table below offers a breakdown of the total impacts by direct, multiplier, total, and source of impact.

Jobs

8

Payroll

\$398,000

Value Added

\$518,000

Output

\$754,000

Source of Impact	Jobs		
	Direct	Multiplier	Total
Airport Management	0	<1	<1
Airport Tenants	5	1	6
Capital Expenditures	<1	<1	<1
GA Visitor Spending	1	<1	1
CS Visitor Spending	N/A	N/A	N/A
Total Jobs Impacts	6	2	8

Source of Impact	Payroll		
	Direct	Multiplier	Total
Airport Management	\$0	\$11,000	\$11,000
Airport Tenants	\$270,000	\$70,000	\$340,000
Capital Expenditures	\$4,000	\$2,000	\$7,000
GA Visitor Spending	\$25,000	\$15,000	\$40,000
CS Visitor Spending	N/A	N/A	N/A
Total Payroll Impacts	\$300,000	\$98,000	\$398,000

Source of Impact	Value Added		
	Direct	Multiplier	Total
Airport Management	\$33,000	\$18,000	\$51,000
Airport Tenants	\$279,000	\$114,000	\$393,000
Capital Expenditures	\$6,000	\$4,000	\$10,000
GA Visitor Spending	\$41,000	\$24,000	\$65,000
CS Visitor Spending	N/A	N/A	N/A
Total Value Added Impacts	\$359,000	\$159,000	\$518,000

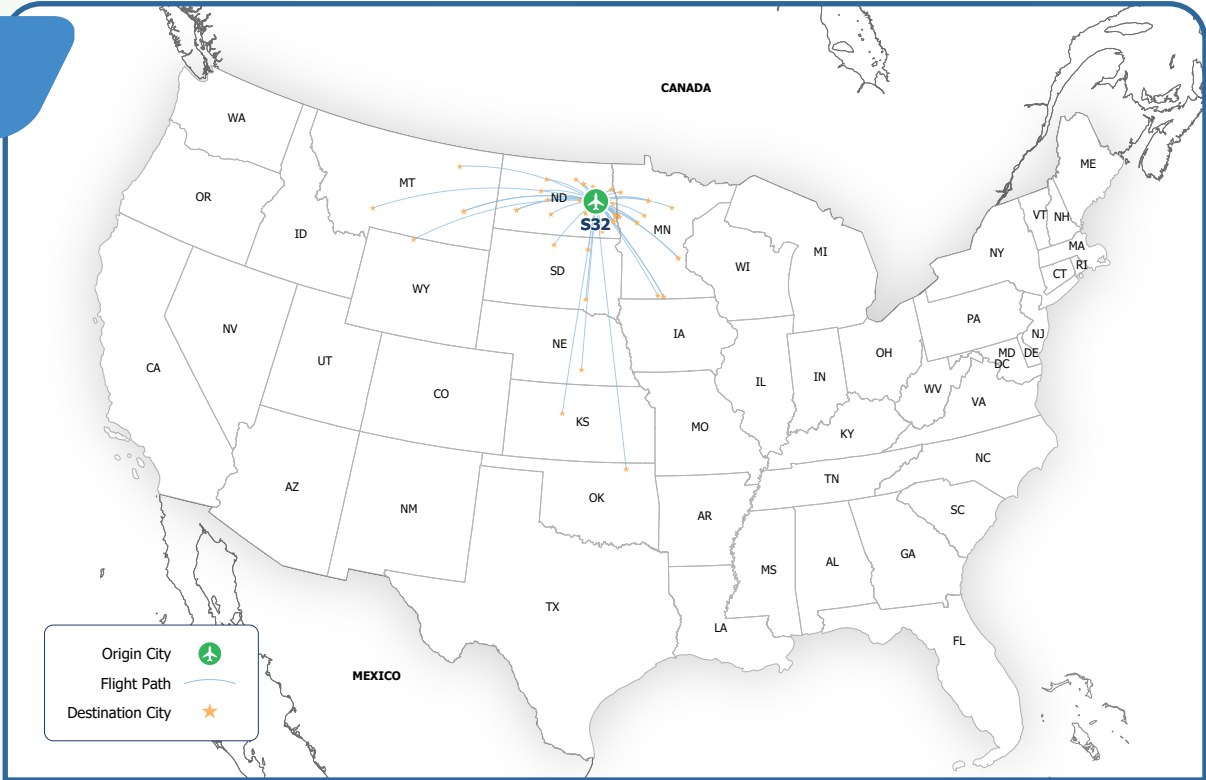
Source of Impact	Output		
	Direct	Multiplier	Total
Airport Management	\$42,000	\$31,000	\$73,000
Airport Tenants	\$334,000	\$201,000	\$535,000
Capital Expenditures	\$13,000	\$7,000	\$19,000
GA Visitor Spending	\$79,000	\$47,000	\$126,000
CS Visitor Spending	N/A	N/A	N/A
Total Output Impacts	\$467,000	\$286,000	\$754,000

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 S32 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 \$110,000 annually in federal, state, and local tax revenues.

An estimated 881 out-of-state visitors traveled through S32 in 2024 via general aviation aircraft.

Visitors using S32 spent approximately \$13,000 on lodging, \$23,000 on food and beverage, \$14,000 on local transportation, \$16,000 on retail, and \$13,000 on entertainment, supporting local businesses throughout the region.

S32 offers 100LL services to based and transient aircraft, allowing the airport to support a variety of critical operations, such as recreational flying, medevac, and physician transport.

Over the past four years, more than \$50,000 has been invested in capital improvements at S32, averaging approximately \$13,000 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