Associated City: Mandan
County: Morton
NDSASP Classification: Local
FAA ID: Y19

About Mandan Regional – Lawler Field

Just minutes from Bismarck, Mandan Regional – Lawler Field (Y19) stands as North Dakota's busiest general aviation airport. Located only 9 miles west of Bismarck Municipal Airport, it serves as a vital aviation gateway for the region, supporting over 70 daily flight operations. With over 100 aircraft based on-site, including jets, helicopters, and multi-engine planes, the airport plays a central role in both local and transient aviation activity. Mandan Regional – Lawler Field's recent infrastructure upgrades, including a concrete runway reconstruction, have elevated its operational capacity and safety standards. As one of only nine airports in the state with a concrete runway, Mandan Regional – Lawler Field is well-equipped to handle its growing traffic, now exceeding 30,000 operations annually. The airport also hosts popular community events, including "Planes and Pancakes" in June and "Props and Hops" in October, drawing aviation enthusiasts and residents together for food, fun, and flight. Its strategic location next to the state capital and its unmatched activity levels make Mandan Regional – Lawler Field a cornerstone of North Dakota's aviation network, serving pilots, businesses, and the community with excellence.

Airport Activities

- Recreational Flying
- Corporate Activity
- Gateway for Recreation
- Flight Instruction
- Physician Transport

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	4,399 ft x 75 ft	Concrete	RNAV (GPS) / RNAV (GPS)
Secondary Runway	04/22	2,921 ft x 140 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	26,100	30,960	0.86%
Based Aircraft	101	124	1.03%

Note: CAGR = Compound Annual Growth Rate

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Bismarck, ND 58502

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Prepared by
Kimley»Horn
Expect More. Experience Better.

2025 North Dakota State Aviation System Plan

2025 North Dakota Aviation Economic Impact Study

Mandan Regional – Lawler Field (Y19)

Associated City: Mandan

Y19's Airport Economic Impacts

The impacts below present the sum of direct and multiplier impacts of all activity associated with Y19. The table below offers a breakdown of the total impacts by direct, multiplier, total, and source of impact.

Jobs	Payroll	Value Added	Output
48	$2.97 M	$4.03 M	$6.54 M

Source of Impact	Jobs		
	Direct	Multiplier	Total
Airport Management	3	1	4
Airport Tenants	21	9	30
Capital Expenditures	5	2	7
GA Visitor Spending	6	2	8
CS Visitor Spending	N/A	N/A	N/A
Total Jobs Impacts	**34**	**14**	**48**

Source of Impact	Payroll		
	Direct	Multiplier	Total
Airport Management	$106,000	$82,000	$188,000
Airport Tenants	$1.53 M	$525,000	$2.05 M
Capital Expenditures	$322,000	$156,000	$477,000
GA Visitor Spending	$161,000	$94,000	$255,000
CS Visitor Spending	N/A	N/A	N/A
Total Payroll Impacts	**$2.12 M**	**$858,000**	**$2.97 M**

Source of Impact	Value Added		
	Direct	Multiplier	Total
Airport Management	$239,000	$130,000	$369,000
Airport Tenants	$1.67 M	$837,000	$2.51 M
Capital Expenditures	$463,000	$269,000	$732,000
GA Visitor Spending	$264,000	$152,000	$416,000
CS Visitor Spending	N/A	N/A	N/A
Total Value Added Impacts	**$2.64 M**	**$1.39 M**	**$4.03 M**

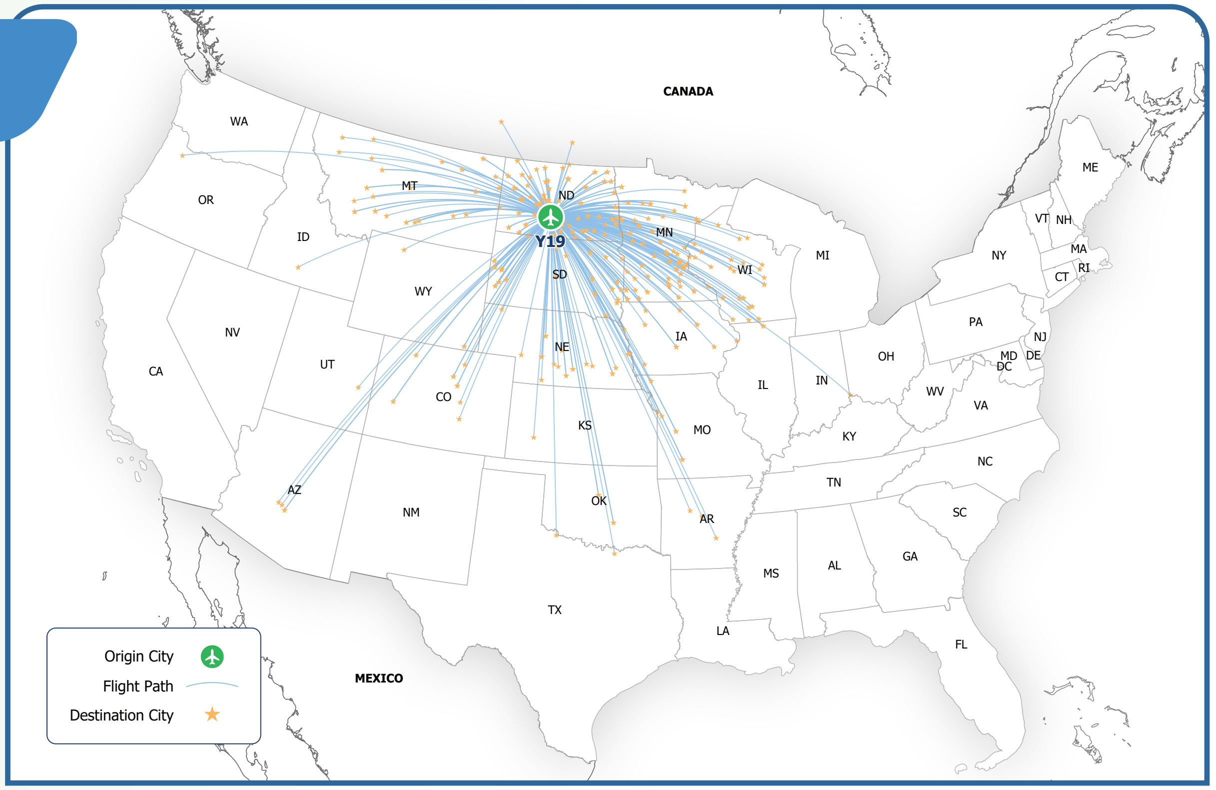
Source of Impact	Output		
	Direct	Multiplier	Total
Airport Management	$310,000	$232,000	$542,000
Airport Tenants	$2.30 M	$1.53 M	$3.83 M
Capital Expenditures	$889,000	$493,000	$1.38 M
GA Visitor Spending	$497,000	$295,000	$792,000
CS Visitor Spending	N/A	N/A	N/A
Total Output Impacts	**$4.00 M**	**$2.55 M**	**$6.54 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 Y19 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 $989,000 annually in federal, state, and local tax revenues.

An estimated 5,227 out-of-state visitors traveled through Y19 in 2024 via general aviation aircraft.

Visitors using Y19 spent approximately $85,000 on lodging, $144,000 on food and beverage, $90,000 on local transportation, $99,000 on retail, and $80,000 on entertainment, supporting local businesses throughout the region.

Y19 offers 100LL and Jet-A services to based and transient aircraft, allowing the airport to support a variety of critical operations, such as recreational flying, corporate activity, and flight instruction.

Over the past four years, more than $3.6 million has been invested in capital improvements at Y19, averaging approximately $889,000 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