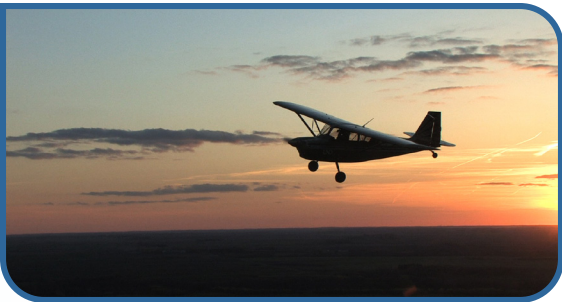


Associated City: Parshall
County: Mountrail
NDSASP Classification: Basic
FAA ID: Y74

About Parshall - Hankins Airport

Located in the heart of North Dakota’s agricultural landscape in the southeast part of the state, Parshall - Hankins Airport (Y74) plays a vital role in supporting the region’s economy and quality of life. Each year, transient aerial applicators operate from the airport, helping local farmers and ranchers boost productivity and protect their investments. Beyond agriculture, the airport is a gateway for recreation and education. Pilots participating in the North Dakota Airport Passport Program frequently land at Parshall - Hankins, practicing approaches and exploring new environments. Businesses and agencies also rely on the airport to improve efficiency and reduce travel time. From oil companies to grain suppliers, and even state offices, the airport supports a wide range of operations. In critical moments, it serves as a lifeline facilitating emergency medical air transport to advanced care facilities. While Parshall - Hankins primarily supports agricultural and business operations, it also welcomes visitors drawn to the region’s outdoor recreation. Just 10 minutes from beautiful Lake Sakakawea, the airport offers easy access to some of the best walleye fishing in the state and abundant hunting opportunities for deer, pheasant, and other game. Several pilots fly in each year to take advantage of these natural resources, making the airport a convenient gateway for both work and leisure. Recent improvements underscore the airport’s commitment to safety and modernization. In 2023, new runway lights were installed, followed by a new light beacon and wind sock in 2024. Looking ahead, the airport is preparing sites for two new hangars, which will be available for private ownership or rental, and are in the planning stages for a major 500-foot runway extension project, which will increase the total runway length to 3,700 feet. These enhancements ensure Parshall - Hankins Airport remains a vital, forward-looking asset for the community and region.



Airport Activities



Recreational Flying



Corporate Activity



Aerial Inspections



Law Enforcement



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	12/30	3,208 ft x 60 ft	Asphalt	VIS / VIS
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	2,160	3,390	2.28%
Based Aircraft	10	12	0.92%

Note: CAGR = Compound Annual Growth Rate



Parshall - Hankins Airport (Y74)

Associated City: Parshall

Y74's Airport Economic Impacts

The impacts below present the sum of direct and multiplier impacts of all activity associated with Y74. The table below offers a breakdown of the total impacts by direct, multiplier, total, and source of impact.

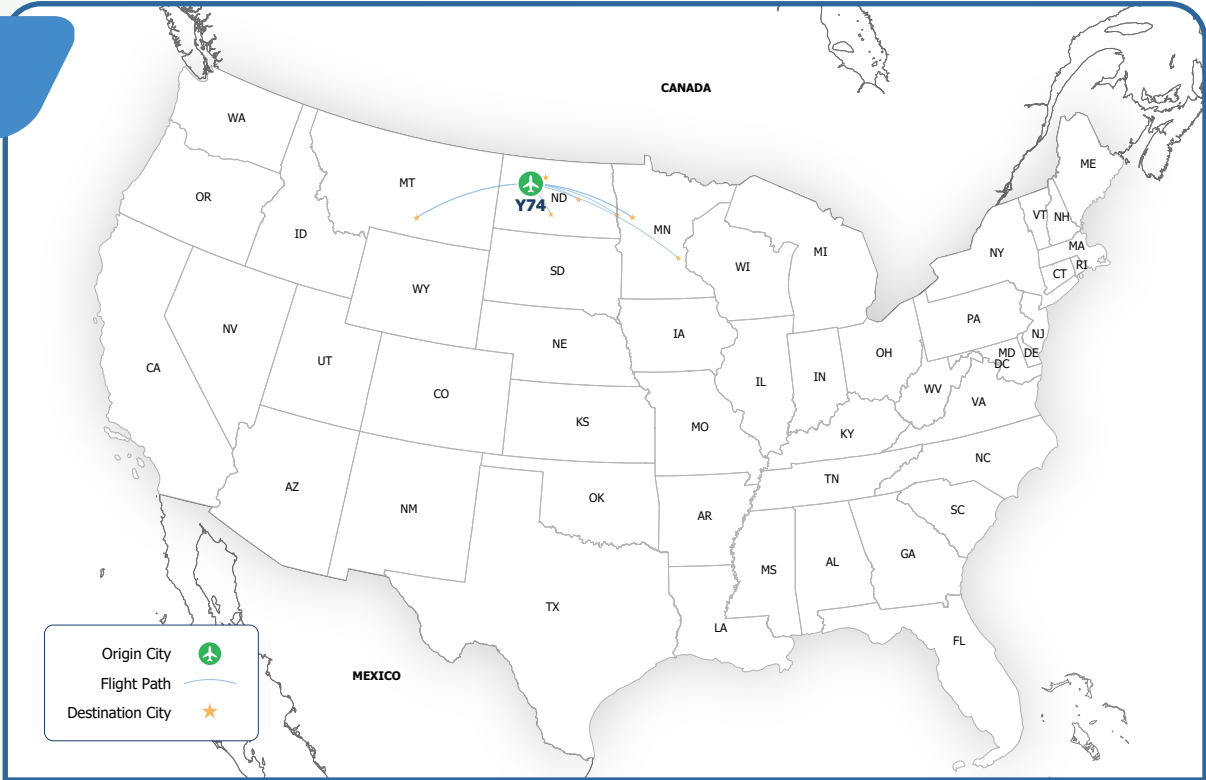
Jobs				Payroll				Value Added				Output			
7				\$287,000				\$435,000				\$821,000			
Source of Impact				Jobs				Source of Impact				Payroll			
				Direct	Multiplier	Total						Direct	Multiplier	Total	
Airport Management				2	<1	2		Airport Management				\$30,000	\$10,000	\$40,000	
Airport Tenants				0	0	0		Airport Tenants				\$0	\$0	\$0	
Capital Expenditures				2	1	3		Capital Expenditures				\$112,000	\$58,000	\$170,000	
GA Visitor Spending				2	1	3		GA Visitor Spending				\$48,000	\$29,000	\$77,000	
CS Visitor Spending				N/A	N/A	N/A		CS Visitor Spending				N/A	N/A	N/A	
Total Jobs Impacts				6	2	7		Total Payroll Impacts				\$190,000	\$97,000	\$287,000	
Source of Impact				Value Added				Source of Impact				Output			
				Direct	Multiplier	Total						Direct	Multiplier	Total	
Airport Management				\$30,000	\$15,000	\$45,000		Airport Management				\$36,000	\$27,000	\$63,000	
Airport Tenants				\$0	\$0	\$0		Airport Tenants				\$0	\$0	\$0	
Capital Expenditures				\$162,000	\$100,000	\$263,000		Capital Expenditures				\$332,000	\$185,000	\$517,000	
GA Visitor Spending				\$81,000	\$46,000	\$127,000		GA Visitor Spending				\$151,000	\$90,000	\$241,000	
CS Visitor Spending				N/A	N/A	N/A		CS Visitor Spending				N/A	N/A	N/A	
Total Value Added Impacts				\$273,000	\$162,000	\$435,000		Total Output Impacts				\$520,000	\$301,000	\$821,000	

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 Y74 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 \$83,000 annually in federal, state, and local tax revenues.

An estimated 1,685 out-of-state visitors traveled through Y74 in 2024 via general aviation aircraft.

Visitors using Y74 spent approximately \$26,000 on lodging, \$44,000 on food and beverage, \$27,000 on local transportation, \$30,000 on retail, and \$24,000 on entertainment, supporting local businesses throughout the region.

Y74 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 aerial inspections.

Over the past four years, more than \$1.3 million has been invested in capital improvements at Y74, averaging approximately \$332,000 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.

