2025 North Dakota
State Aviation System Plan

2025 North Dakota
Aviation Economic Impact Study

Crosby Municipal Airport (D50)

Associated City: Crosby

D50's Airport Economic Impacts

The impacts below present the sum of direct and multiplier impacts of all activity associated with D50. The table below offers a breakdown of the total impacts by direct, multiplier, total, and source of impact.

Jobs 10 | **Payroll** $779,000 | **Value Added** $1.26 M | **Output** $2.13 M

Source of Impact	Jobs		
	Direct	Multiplier	Total
Airport Management	0	<1	<1
Airport Tenants	0	0	0
Capital Expenditures	5	3	8
GA Visitor Spending	1	<1	1
CS Visitor Spending	N/A	N/A	N/A
Total Jobs Impacts	**6**	**4**	**10**

Source of Impact	Payroll		
	Direct	Multiplier	Total
Airport Management	$0	$9,000	$9,000
Airport Tenants	$0	$0	$0
Capital Expenditures	$500,000	$215,000	$715,000
GA Visitor Spending	$35,000	$19,000	$54,000
CS Visitor Spending	N/A	N/A	N/A
Total Payroll Impacts	**$535,000**	**$243,000**	**$779,000**

Source of Impact	Value Added		
	Direct	Multiplier	Total
Airport Management	$27,000	$15,000	$42,000
Airport Tenants	$0	$0	$0
Capital Expenditures	$761,000	$370,000	$1.13 M
GA Visitor Spending	$60,000	$31,000	$91,000
CS Visitor Spending	N/A	N/A	N/A
Total Value Added Impacts	**$848,000**	**$416,000**	**$1.26 M**

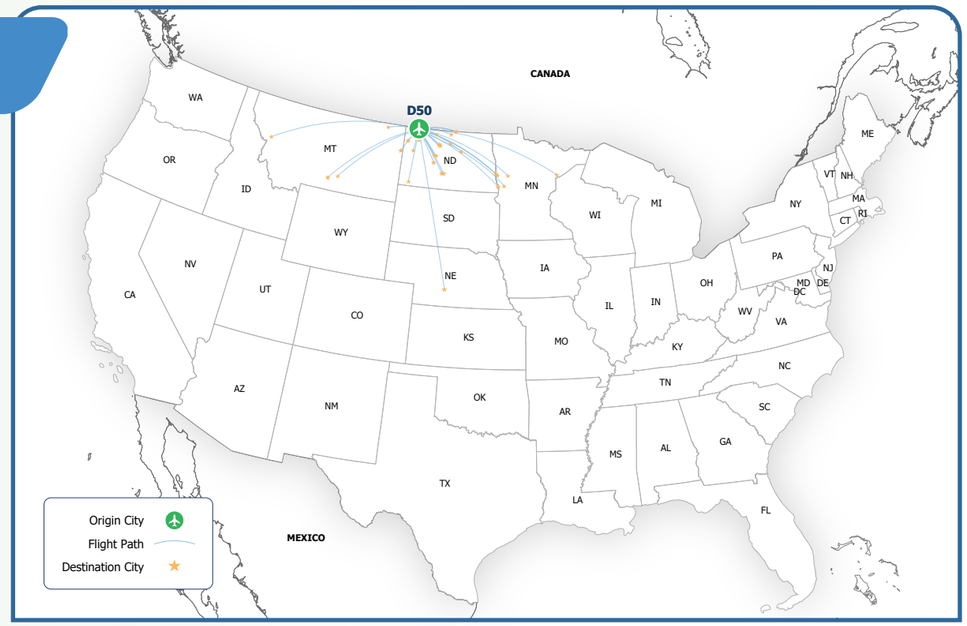
Source of Impact	Output		
	Direct	Multiplier	Total
Airport Management	$35,000	$26,000	$61,000
Airport Tenants	$0	$0	$0
Capital Expenditures	$1.22 M	$679,000	$1.90 M
GA Visitor Spending	$103,000	$61,000	$164,000
CS Visitor Spending	N/A	N/A	N/A
Total Output Impacts	**$1.36 M**	**$766,000**	**$2.13 M**

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 D50 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 $216,000 annually in federal, state, and local tax revenues.

An estimated 932 out-of-state visitors traveled through D50 in 2024 via general aviation aircraft.

Visitors using D50 spent approximately $17,000 on lodging, $30,000 on food and beverage, $18,000 on local transportation, $21,000 on retail, and $16,000 on entertainment, supporting local businesses throughout the region.

D50 offers 100LL services to based and transient aircraft, allowing the airport to support a variety of critical operations, such as aerial inspections, medevac, and flight instruction.

Over the past four years, more than $4.9 million has been invested in capital improvements at D50, averaging approximately $1.2 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: Crosby
County: Divide
NDSASP Classification: Local
FAA ID: D50

About Crosby Municipal Airport

Located in northwestern North Dakota, Crosby Municipal Airport (D50) supports a wide range of activities, including medical, business, health, safety, environmental, and agricultural operations. The airport contributes to national security through its support of U.S. Customs and Border Protection and plays a vital role in North Dakota's energy sector. It facilitates the transport of critically ill patients to advanced healthcare facilities and provides critical assistance during disaster relief and search and rescue missions. The North Dakota Game and Fish Department utilizes the airport for wildlife surveys, aerial telemetry, and various investigations. Additionally, local agriculture is supported by transient aerial applicators operating from the airport, who treat millions of acres each year, thereby enhancing productivity for farmers and ranchers. The airport also hosts annual fly-in events that bring together pilots, aviation enthusiasts, and community members, reinforcing its role as a hub for engagement and connectivity in the region. Even smaller airports such as Crosby are essential in meeting the needs of the state's residents, businesses, and visitors.

Airport Activities

- Aerial Inspections
- Medevac
- Flight Instruction
- 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	3,800 ft x 60 ft	Asphalt	RNAV (GPS)-A / RNAV (GPS)
Secondary Runway	03/21	2,680 ft x 100 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	3,800	4,500	0.85%
Based Aircraft	18	21	0.77%

Note: CAGR = Compound Annual Growth Rate