

# ROUNDUP AIRPORT – ROUNDUP

## QUALITATIVE BENEFITS

In addition to the economic benefits described above, Roundup Airport provides access and services that promote the well being of the local community. The airport is primarily a base for recreational flying and corporate aviation. Other aviation activities that occur occasionally include agricultural spraying, wildlife control by the U.S. Department of Agriculture, aerial inspections of utilities, flight training by civilian pilots, air ambulance operations, medical shipments and patient transfer, real estate tours, and forest and rangeland firefighting operations utilizing single-engine air attack tankers (SEAT). During hunting season the airport sees an increase in jet aircraft activity. The Roundup Airport has a 24-hour self-serve credit card fuel service, selling both 100LL and Jet A.

FAA data indicates Jacksons Food Stores Inc., Northern Flying Club, and True Drilling LLC utilized the airport for general aviation during the past year. Many businesses flying into the airport utilize the airfield's courtesy car.



Montana Department of Transportation  
2701 Prospect Avenue | PO Box 201001  
Helena, MT 59620-1001  
406.444.6200

Prepared by  
**WilburSmith**  
ASSOCIATES

# ROUNDUP AIRPORT ROUNDUP



**M O N T A N A**  
ECONOMIC IMPACT OF AIRPORTS STUDY

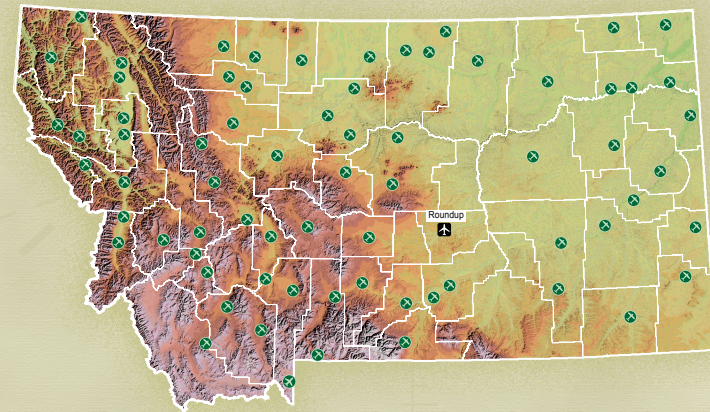
# ROUNDUP AIRPORT – ROUNDUP

## AIRPORT LOCATION

Roundup Airport is located two miles north of Roundup, Montana, in Musselshell County. Located in central Montana near the Musselshell River and Bull Mountains, Roundup offers visitors a chance to participate in a local event that celebrates the origin of the town's unique name. The annual Roundup Cattle Drive is a true western adventure and learning experience that demonstrates farming and ranching operations for participants. The Bull Mountains, C. M Russell National Wildlife Refuge, Lewis and Clark National Forest, and Musselshell River provide beautiful scenery and outstanding recreation opportunities. The history of the Roundup area can be explored at the Musselshell Valley Historical Museum. Roundup is the county seat of Musselshell County.

Roundup has a population of approximately 1,950. The new Signal Peak Energy coal mine is 15 miles South of Roundup and will employ up to 200 workers by 2009. Other major employment sectors in the area include construction, health care and social assistance, education services, and public administration.

The 367-acre airport's primary runway, Runway 6/24, measures 5,100 feet in length and 75 feet in width. A second runway, Runway 15/33, is a turf and dirt runway that measures 2,420 feet in length and 100 feet in width. The airport, with nine based aircraft, experiences approximately 4,700 aircraft operations annually.



## STATEWIDE RESULTS

Economic benefits in the Montana Economic Impact of Airports Study are expressed in terms of jobs, payroll, and annual economic activity or output.

### Jobs/Employment

An estimated 18,800 jobs in Montana are in some way supported by the commercial and general aviation airports. These are jobs that are associated with on-airport businesses, tenants, and other activities that are located on commercial or general aviation airports in the State. In addition, spending by visitors arriving in Montana by air helps to support other jobs. When airport improvements are made, additional jobs are supported by the airports over the duration of these projects.

### Payroll/Earnings

The 18,800 jobs in Montana that are linked to the commercial and general aviation airports account for over \$600 million in annual payroll. Airport related payroll is a key component of the economic benefit cycle that starts at the airport. It was this economic cycle that was measured by this study's induced benefits. When those employed by on-airport businesses use their paycheck to

purchase groceries, new clothes, or household items, their spending helps to support other jobs in the community and the payroll associated with these jobs. The initial benefits that start at the airports continue to multiply once they enter the State's economy.

### Annual Economic Activity/Output

To operate Montana's airports, businesses located on the airports and businesses that support visitors who arrive in Montana via the airports all require the purchase of goods and services. These expenditures are most often in addition to those benefits identified in the payroll and earnings category. Benefits in this category are expressed in this study as total annual economic activity or output. Annual economic output related to the airports is typically assumed to be the sum of annual gross sales and average annual capital expenditures, including capital improvement projects.

**JOBS..... 18,800**

**PAYROLL.....\$600 MILLION**

**OUTPUT.....\$1.56 BILLION**

# MONTANA ECONOMIC IMPACT OF AIRPORTS STUDY

## ECONOMIC IMPACT ANALYSIS

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's first round economic benefits. Additional first round benefits are also linked to visitors who arrive via the State's system of airports (indirect impacts). Spending by these visitors supports additional employment and associated annual payroll. These first round impacts create additional spin-off benefits that ripple through the economy. These second-round or induced benefits were measured with Montana-specific IMPLAN multipliers. When combined, first round and second-round benefits equal the total economic impact associated with each airport.

### First Round Impact

In 2008, there were two government tenants on the airport, including airport management, who supported over three employees. These tenants' direct or first round employment, payroll, and output impacts were derived from survey data. Direct output from all on-airport aviation-related tenants is estimated at \$226,200 annually. The estimated direct annual payroll of these tenants is \$93,200. Operational data indicated that approximately 525 visitors used the airport. Indirect output from general aviation visitors is estimated at \$10,500.

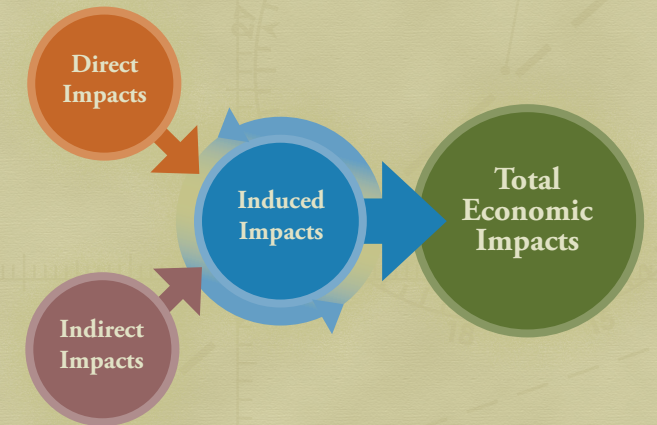
### Second-round Impact

The first round impacts associated with on-airport tenants and general aviation visitors also create second-round impacts throughout the State. Second-round impacts are induced impacts calculated using the Montana specific IMPLAN multipliers. The accompanying table presents the 2008 first round, second-round, and total impacts for output, payroll, and employment as they relate to on-airport tenants and general aviation visitors.

### Total Impact

For 2008, the total output (including first round and second-round impacts) stemming from all on-airport tenants and general aviation visitors to Roundup Airport was approximately \$397,100. Total full-time employment related to airport tenants and general aviation visitors, including all second-round impacts, is estimated at approximately five persons, with a total annual payroll (first round and second-round) of approximately \$153,800 associated with these jobs.

## METHODOLOGY



## AIRPORT SUMMARY TABLE

### FIRST-ROUND ECONOMIC IMPACTS

On-Airport	Visitor Spending
<ul style="list-style-type: none"> <li>• FAA, Other Government</li> <li>• Airport Management</li> <li>• Aircraft maintenance</li> <li>• Vendors</li> <li>• Retail &amp; Restaurant</li> <li>• Car Rental</li> <li>• Parking</li> <li>• Other Ground Transportation</li> <li>• Fixed Based Operators</li> </ul>	<ul style="list-style-type: none"> <li>• Hotels</li> <li>• Retail &amp; Restaurants</li> <li>• Travel Agents</li> <li>• Convention Centers</li> <li>• Tourist Destinations</li> </ul>
<p><b>3.0 Jobs</b>  <b>\$93,200 in Payroll</b>  <b>\$226,200 in Economic Output</b></p>	<p><b>0 Jobs</b>  <b>\$0 in Payroll</b>  <b>\$10,500 in Economic Output</b></p>

### SECOND-ROUND ECONOMIC IMPACTS

<ul style="list-style-type: none"> <li>• Suppliers of Materials &amp; Services to Airports</li> <li>• Air Dependent Businesses</li> <li>• Visitor Dependent Businesses</li> <li>• Consumer Product and Service Sales</li> </ul>
<p><b>2.0 Jobs</b>  <b>\$60,600 in Payroll</b>  <b>\$160,400 in Economic Output</b></p>

### TOTAL ECONOMIC IMPACTS

<p><b>5.0 Jobs</b>  <b>\$153,800 in Wages</b>  <b>\$397,100 in Economic Activity</b></p>
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