

# CHOTEAU AIRPORT – CHOTEAU

## QUALITATIVE BENEFITS

In addition to the economic benefits described above, Choteau Airport provides access and services that promote the well being of the local community. The airport is frequently used for recreational flying and corporate aviation activity. Other aviation activities that occur on an as needed basis include forest and rangeland firefighting, emergency medical evacuation, medical shipments and patient transfer, law enforcement, and search and rescue operations.

FAA data indicates several air charter companies utilized the airport for general aviation during the past year. The airport typically accommodates nonstop flights in private aircraft from Rocky Mountain States but was visited in 2008 by aircraft from as far away as Arizona and Washington.



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# CHOTEAU AIRPORT CHOTEAU



MONTANA  
ECONOMIC IMPACT OF AIRPORTS STUDY

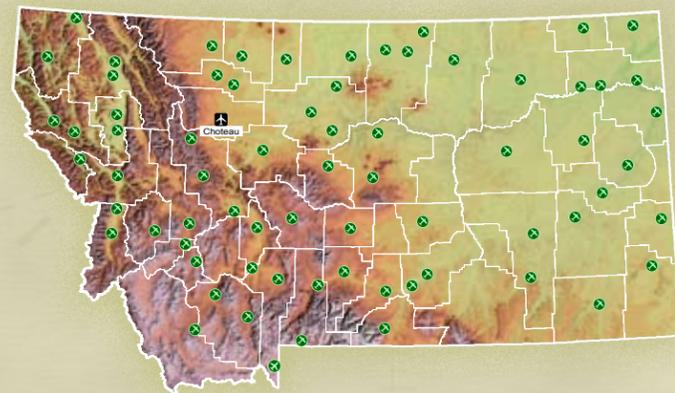
# CHOTEAU AIRPORT – CHOTEAU

## AIRPORT LOCATION

Choteau Airport is located one mile northeast of Choteau, Montana, in Teton County. Choteau offers a tremendous diversity of activities for visitors, ranging from outdoor recreation opportunities in the Lewis and Clark National Forest and Bob Marshall Wilderness to downtown shopping at the charming gift stores, clothing boutiques, and art galleries and dining at the numerous taverns and restaurants. The history of the Choteau area can be explored at the Old Trail Museum as well as Egg Mountain. Egg Mountain is located twelve miles west of Choteau and is the site of dinosaur fossil digs that have yielded a wealth of information about dinosaur biology. Choteau is the county seat of Teton County.

Choteau has a population of approximately 1,710. Major employment sectors in the area include health care and social assistance, educational services, accommodation and food services, and construction.

The 495-acre airport's primary runway, Runway 14/32, measures 5,000 feet in length and 75 feet in width. A second runway, Runway 5/23, measures 3,700 feet in length and 60 feet in width. The airport, with twelve based aircraft, experiences approximately 3,100 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 was one aviation-related tenant located on the airport. This tenant functions as the as the FBO and as airport management for the airport sponsor. In order to preserve tenant confidentiality, total tenant and visitor impacts have been combined. This tenant's direct employment, payroll, and output impacts were derived from survey data. For 2008, the total combined first-round output stemming from all on-airport tenants and general aviation visitors to Choteau Airport was approximately \$1.0 million. Total first-round full-time employment related to airport tenants and general aviation visitors is estimated at the equivalent of one full time position with a total first-round payroll of approximately \$35,800 annually. Survey data indicated that approximately 167 visitors used the airport in 2008.

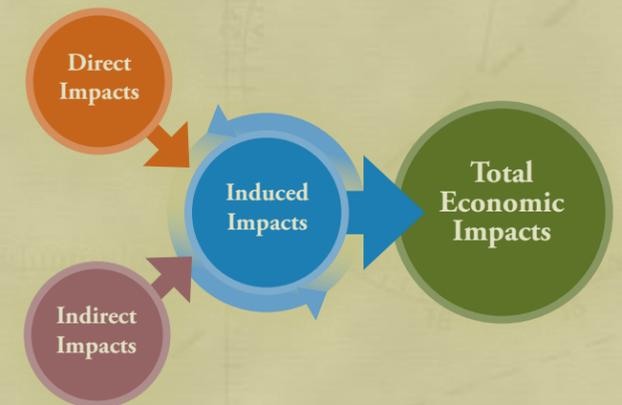
### Second-Round Impact

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 Choteau Airport was approximately \$1.7 million. Total full-time employment related to airport tenants and general aviation visitors, including all second-round impacts, is estimated at approximately two full time equivalent positions, with a total annual payroll (first-round and second-round) of approximately \$66,900 associated with these jobs.

## METHODOLOGY



## AIRPORT SUMMARY TABLE

### FIRST-ROUND ECONOMIC IMPACTS

On-Airport	Visitor Spending
• FAA, Other Government	• Hotels
• Airport Management	• Retail & Restaurants
• Aircraft maintenance	• Travel Agents
• Vendors	• Convention Centers
• Retail & Restaurant	• Tourist Destinations
• Car Rental	
• Parking	
• Other Ground Transportation	
• Fixed Based Operators	

**1.0 Jobs**  
**\$35,800 in Payroll**  
**\$1,017,000 in Economic Output**

### SECOND-ROUND ECONOMIC IMPACTS

- Suppliers of Materials & Services to Airports
- Air Dependent Businesses
- Visitor Dependent Businesses
- Consumer Product and Service Sales

**1.0 Jobs**  
**\$31,100 in Payroll**  
**\$650,300 in Economic Output**

### TOTAL ECONOMIC IMPACTS

**2.0 Jobs**  
**\$66,900 in Wages**  
**\$1,667,300 in Economic Activity**