

LAUREL MUNICIPAL AIRPORT – LAUREL

QUALITATIVE BENEFITS

Laurel Municipal Airport provides access and services that promote the well being of the local community. One of the primary activities at Laurel Municipal Airport is flight training. Northern Skies Aviation operates an FAA-certified 141 helicopter and fixed-wing aircraft school. The FAA 141 designation is the highest designation for a school of its type, and allows flight students to gain their licenses faster than at lower designations. This niche flight school attracts students from throughout the country, including Montana, Washington, California, Ohio, and Massachusetts. Many of these students become temporary residents in Laurel while they attain flight certification.



Air charter and corporate flight activity are also common at Laurel Municipal Airport. FAA data reveals air charter flights commonly occur between Laurel and Salt Lake City International. Frequent air charter flights also transport passengers and goods to Billings, Helena, Great Falls, Missoula, and other cities in Montana. Corporate activity at Laurel includes, but is not limited to, banking flights, oil companies, and attorneys. Air charter and corporate activity are currently growing at Laurel Municipal.



Every three years, Laurel Middle School teams with the airport to put on Aviation and Technology Week. The event takes place at the airport and throughout Laurel, and sees approximately 10,000 student visitors. The event is free for both attending schools and vendors who set up booths. Sessions at Aviation and Technology Week provide students with hands-on science, technology, aviation, space exploration education and career information. The airport itself hosts aircraft flyovers of several aircraft, including the B2, B52, C17, and F16, as well as helicopter demonstrations. All aircraft featured are left on display at Billings Logan International Airport throughout the week, just 20 miles northeast of Laurel. The entire city works to ensure the success of the event, and the safety of those attending and hosting. City services such as police, ambulance, fire, and waste disposal are provided for the event.



Many other aviation activities take place at Laurel Municipal Airport. Private recreational flying and air cargo are both daily activities at the airport. Itinerant passengers are allowed to camp on airport property while they are in Laurel. National Geographic Magazine has used the airport as a base of operations for aerial photography in the region. Area construction sites are also photographed by pilots out of Laurel. Medical shipments are common at Laurel Municipal with four flights a week from Salt Lake City transporting cancer related medical supplies. The airport has also been used for emergency medical evacuation to regional hospitals in larger cities such as Billings, Butte, and Salt Lake City. Animal search and rescue flights looking for missing livestock also operate from Laurel Municipal.



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MONTANA
ECONOMIC IMPACT OF AIRPORTS STUDY

LAUREL MUNICIPAL AIRPORT – LAUREL

AIRPORT LOCATION

Laurel Municipal Airport is located two miles north of Laurel, Montana, in Yellowstone County and is nine miles west of Billings. Laurel offers visitors a gateway to many of Montana's outstanding historical and recreational attractions, including Canyon Creek located north of Laurel, Pompeys Pillar and the Little Bighorn Battlefield located to the east, the Yellowstone ecosystem located to the southwest, and numerous mountain ranges and National Forest lands located to the west. Laurel itself has a rich history as a settlement by Volga River Germans and a German Prisoner of War Camp during World War II. Laurel Municipal Airport is conveniently located near Interstate 90, which provides immediate access to Billings, Montana to the east and Bozeman, Montana to the west.

Laurel has a population of approximately 6,420. Major employers in Laurel include Montana Rail Link and Cenex Refinery. Laurel straddles both sides of an intricate pattern of railroad tracks. The largest and busiest rail yard in Montana, it extends for 2 1/2 miles on a wedge-shaped piece of land between East Main Street and Shannon Road.

The 254-acre airport's primary runway, Runway 4/22, measures 5,200 feet in length and 75 feet in width. Two additional runways include Runway 14/32 and a turf runway, Runway 9/27. Runway 14/32 measures 2,723 feet in length and 50 feet in width. Runway 9/27 measures 1,100 feet in length and 60 feet in width. The airport, with 81 based aircraft, experiences approximately 25,350 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 seven aviation-related tenants on the airport, including airport management, who supported over 24 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 \$2.4 million annually. The estimated direct annual payroll of these tenants is \$771,000. Operational data indicated that approximately 12,720 visitors used the airport. Visitor-related spending supported an additional 22 full-time jobs for employees earning over \$429,000 annually. Indirect output from general aviation visitors is estimated at \$1.1 million.

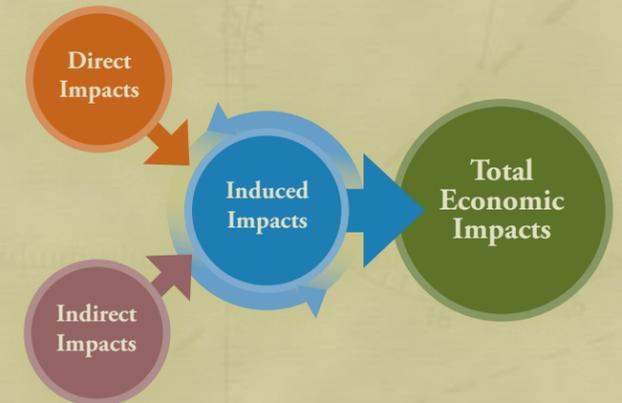
Second-Round Impact

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 Laurel Municipal Airport was approximately \$5.8 million. Total full-time employment related to airport tenants and general aviation visitors, including all second-round impacts, is estimated at approximately 82 persons, with a total annual payroll (first round and second-round) of approximately \$2.1 million associated with these jobs.

METHODOLOGY



AIRPORT SUMMARY TABLE

FIRST-ROUND ECONOMIC IMPACTS

On-Airport	Visitor Spending
<ul style="list-style-type: none"> • FAA, Other Government • Airport Management • Aircraft maintenance • Vendors • Retail & Restaurant • Car Rental • Parking • Other Ground Transportation • Fixed Based Operators 	<ul style="list-style-type: none"> • Hotels • Retail & Restaurants • Travel Agents • Convention Centers • Tourist Destinations
<p>24.0 Jobs \$771,000 in Payroll \$2,415,700 in Economic Output</p>	<p>22.0 Jobs \$429,000 in Payroll \$1,144,800 in Economic Output</p>

SECOND-ROUND ECONOMIC IMPACTS

<ul style="list-style-type: none"> • Suppliers of Materials & Services to Airports • Air Dependent Businesses • Visitor Dependent Businesses • Consumer Product and Service Sales
<p>35.5 Jobs \$911,000 in Payroll \$2,235,600 in Economic Output</p>

TOTAL ECONOMIC IMPACTS

<p>82.0 Jobs \$2,111,000 in Wages \$6,796,100 in Economic Activity</p>
