

# L.M. CLAYTON AIRPORT – WOLF POINT

## QUALITATIVE BENEFITS

In addition to the economic benefits described above, L. M. Clayton Airport provides access and services that promote the well-being of the local community. The airport primarily serves to link the remote community with Billings and other larger cities in the region. In that capacity, the airport operates as a base for corporate aviation, air cargo, medical evacuation, and physician transport. The airport regularly accommodates visitors arriving on business with the Fort Peck Indian Nation. The airport is also used extensively for agricultural spraying, as a gateway for seasonal hunting and tourism, and as a base for recreational flying by local enthusiasts. Several times per year the airport accommodates aerial utility inspections, flight training, and law enforcement activities such as training and prisoner transport. UPS and FedEx contract carriers operating at the airport provide express package delivery to the city and surrounding areas.

According to airport management data, the major airport users include several agricultural sprayers, engineers and lawyers involved in local energy projects, and major air cargo feeder aircraft. FAA data indicates Dallas Aero and Sales, Gary-Williams Energy, Northern Skies Aviation, and True Drilling were among companies that utilized the airport frequently for general aviation during the past year.



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# L.M. CLAYTON AIRPORT WOLF POINT



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

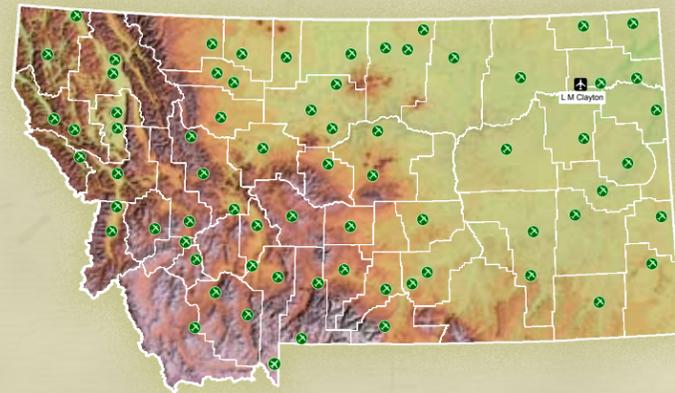
# L.M. CLAYTON AIRPORT – WOLF POINT

## AIRPORT LOCATION

L. M. Clayton Airport is located three miles northeast of Wolf Point, Montana, in Roosevelt County. Wolf Point is located at the convergence of the Missouri River and Wolf Creek in northeastern Montana. The Wolf Point area has a rich frontier and Native American history that visitors can explore at the Wolf Point Museum and Fort Peck Indian Reservation, home of the Sioux and Assiniboine tribes. Fantastic fishing, wildlife viewing, and hunting opportunities along the Missouri River and at nearby Fort Peck Lake and C. M. Russell National Wildlife Refuge await outdoor enthusiasts. Wolf Point is the county seat of Roosevelt County.

Wolf Point has a population of approximately 2,610. Major employers in the area include Albertson's, Northeast Montana Health Services, Farmer's Union Oil, Roosevelt County, Montana Highway Department, City of Wolf Point, and Wolf Point Public Schools.

The 290-acre airport's primary runway, Runway 11/29, measures 5,089 feet in length and 100 feet in width. The airport, with 11 based aircraft, experiences approximately 5,210 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 six aviation-related tenants on the airport who supported 21 employees. These tenants' first-round or direct employment, payroll, and output impacts were derived from survey data. First-round impacts also include airport sponsor activity and airport related construction. Direct output from all on-airport aviation-related tenants and airport management is estimated at \$2.0 million annually. The estimated direct annual payroll of these tenants and airport management is \$829,400. Visitors also create economic impacts. Survey data indicated that approximately 1,274 visitors arrived via L M Clayton Airport in 2008 on commercial airlines and general aviation aircraft. This visitor-related output (spending) supported an additional seven full-time jobs for employees earning \$136,600 annually. Output from commercial airline and general aviation visitors is estimated at \$366,100.

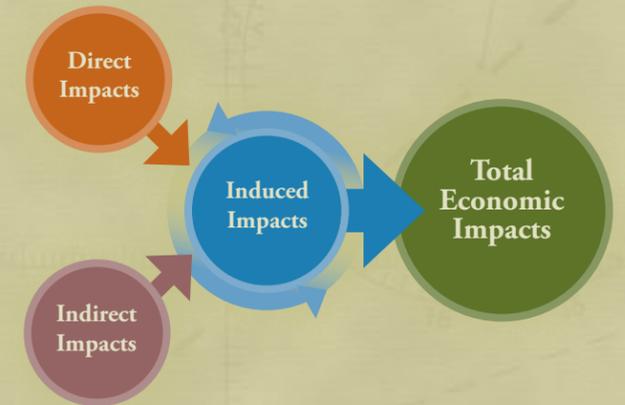
### Second-Round Impact

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 all commercial airline and general aviation visitors to L M Clayton Airport was approximately \$4.1 million. Total full-time employment related to airport tenants and general aviation visitors, including all second-round impacts, is estimated at approximately 47 persons, with a total annual payroll (first-round and second-round) of approximately \$1.7 million 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>
<b>21.0 Jobs</b> <b>\$829,400 in Payroll</b> <b>\$1,992,000 in Economic Output</b>	<b>7.0 Jobs</b> <b>\$136,600 in Payroll</b> <b>\$366,100 in Economic Output</b>

### 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>
<b>19.0 Jobs</b> <b>\$737,800 in Payroll</b> <b>\$1,716,700 in Economic Output</b>

### TOTAL ECONOMIC IMPACTS

<b>47.0 Jobs</b> <b>\$1,703,800 in Wages</b> <b>\$4,074,800 in Economic Activity</b>
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