



Economic Impact Study
Laurel Municipal Airport
2026



MONTANA
Department of Transportation



L.M. Clayton Airport Impact

Laurel Municipal Airport is a public-use general aviation airport located in Laurel, Yellowstone County in south-central Montana, roughly 11 nautical miles southwest of Billings Logan International Airport. The 254-acre airfield features three runways — the primary measuring 5,200 feet paved, a paved crosswind runway at approximately 3,000 feet, and a 1,100-foot turf runway — with both 100LL and Jet A available 24 hours a day via self-service. Laurel 406 Aero operates as the full-service FBO. With roughly 99 based aircraft, Laurel is one of Montana's busiest general aviation airports. Airport activities include recreational flying, flight training, corporate and business aviation, and agricultural operations supporting the surrounding Yellowstone Valley farmland.



Total Economic Impact on Montana



Jobs
40



Economic Impact
\$5.6 Million



Payroll
\$2.0 Million

Qualitative Impacts

In addition to generating substantial economic impacts, this airport supports a variety of harder to quantify “Qualitative Impacts” that support critical statewide safety and enterprise. The 2026 Montana Statewide Economic Impact of Airports Study documents the following non-inclusive list of qualitative impacts associated with the airport:



Recreational Flying
Supports recreational flying and access



Flight Training & Education
Provides Pilot Training and Aviation Education



Agriculture Support
Supports Agriculture through Aerial Application



Corporate/Business Activity
Supports Corporate and Business Activity

Montana Airports Support Our State



Jobs
39,400



Economic Impact
\$6.4 Billion



Payroll
\$2.4 Billion

Montana's airport system functions as a critical component of the state's transportation and economic infrastructure, enabling connectivity across a large and geographically dispersed landscape. Through scheduled commercial service and general aviation activity, airports provide access between Montana communities and regional, national, and international markets, supporting passenger travel, freight movement, and time-sensitive operations that cannot be efficiently served by surface transportation alone.

Beyond mobility, Montana's airports support a broad range of economic activity that contributes to employment, income generation, and business operations throughout the state. Aviation-related enterprises, on-airport and nearby businesses, visitor spending associated with air travel, and ongoing investment in airport facilities collectively generate economic activity at the local, regional, and statewide levels. These effects extend across multiple sectors, including tourism, healthcare, construction, professional services, and natural resource industries.

To document both the economic contributions and broader community functions of the state's aviation system, the Montana Department of Transportation undertook a comprehensive, statewide evaluation of Montana's airports. The **2026 Montana Statewide Economic Impact of Aviation** study examines the full scope of airport-related activity, including aviation and non-aviation businesses, visitor spending, capital investment, and secondary economic effects, while also identifying the specific roles individual airports play in supporting residents, businesses, and critical services across Montana.

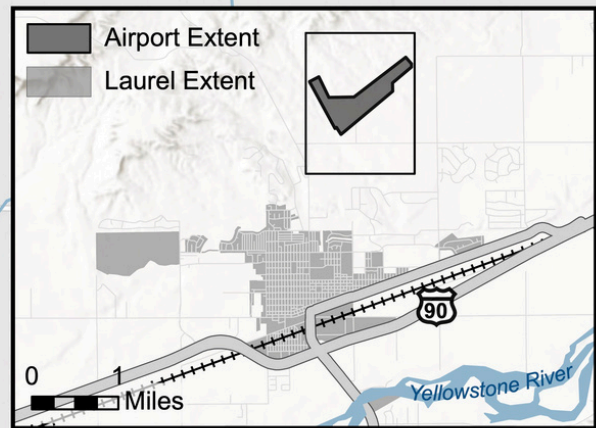
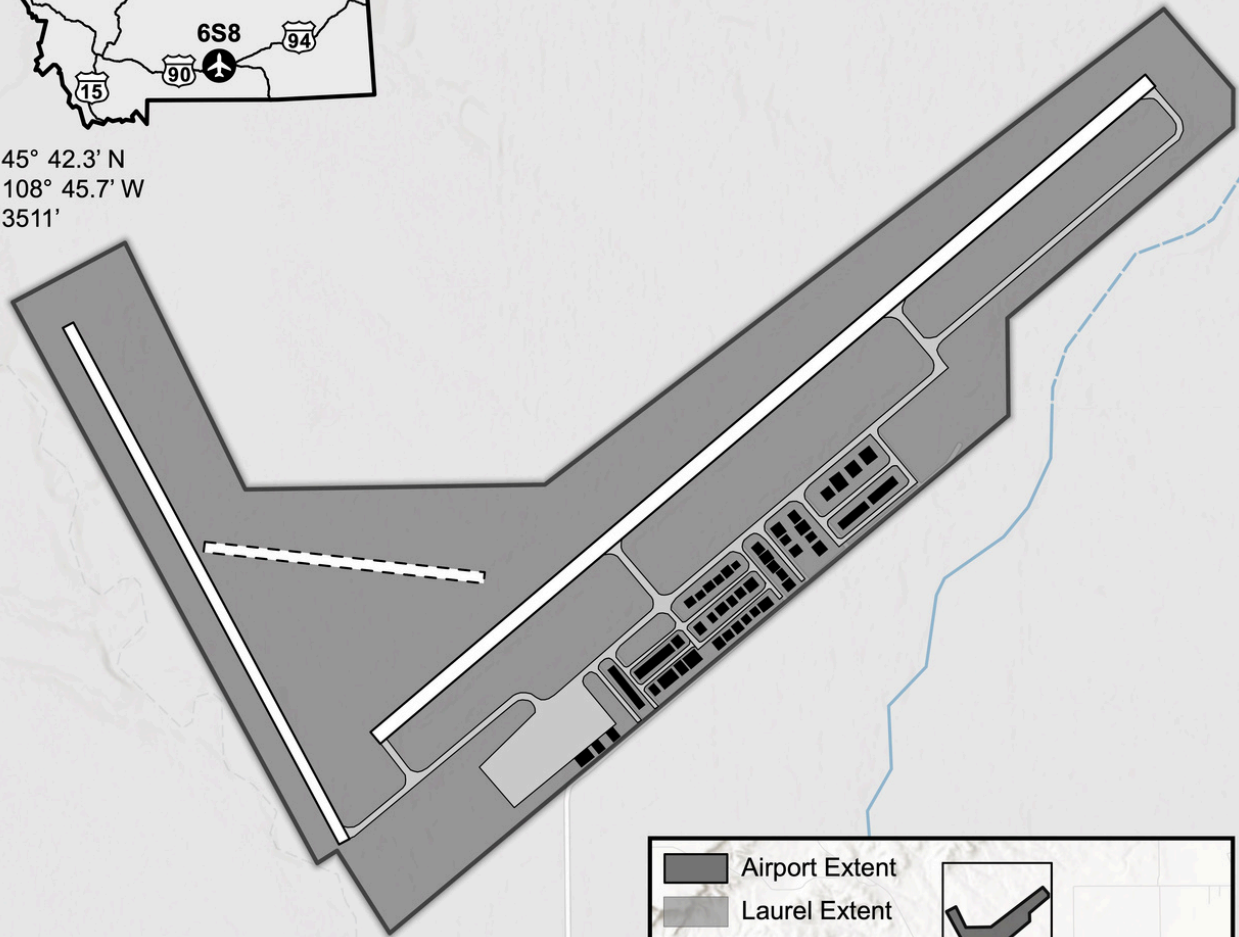


Laurel Airport (6S8)

Laurel, MT



45° 42.3' N
108° 45.7' W
3511'



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