

BUFFALO MUNICIPAL AIRPORT

ECONOMIC & COMMUNITY BENEFITS

TOTAL ANNUAL ECONOMIC IMPACTS FOR BUFFALO MUNICIPAL AIRPORT

In 2019, the Minnesota Department of Transportation's Office of Aeronautics conducted a study of the annual economic impacts generated by Minnesota's public airports.* These annual economic impacts are related to activities associated with management of the airport, business tenants at the airport, average annual capital investment in the airport, and spending by visitors who arrive via the airport.



VISITORS **3,005**



SPENDING **\$3.4 MILLION**



AREA EMPLOYMENT **59**



ECONOMIC ACTIVITY **\$5.3 MILLION**



PAYROLL **\$2.0 MILLION**



STATE & LOCAL TAX REVENUES **\$208,030**

Note: Annual Economic Activity is the sum of the Annual Payroll and Annual Spending.

ANNUAL ECONOMIC IMPACT FOR BUFFALO MUNICIPAL AIRPORT

	AREA EMPLOYMENT	PAYROLL	SPENDING	ECONOMIC ACTIVITY
Airport Management and Business Tenants	36	\$1,270,240	\$2,290,940	\$3,561,180
Capital Investment	2	\$69,920	\$194,750	\$264,670
General Aviation Visitor Spending	21	\$655,000	\$868,000	\$1,523,000
TOTAL	59	\$1,995,160	\$3,353,690	\$5,348,850

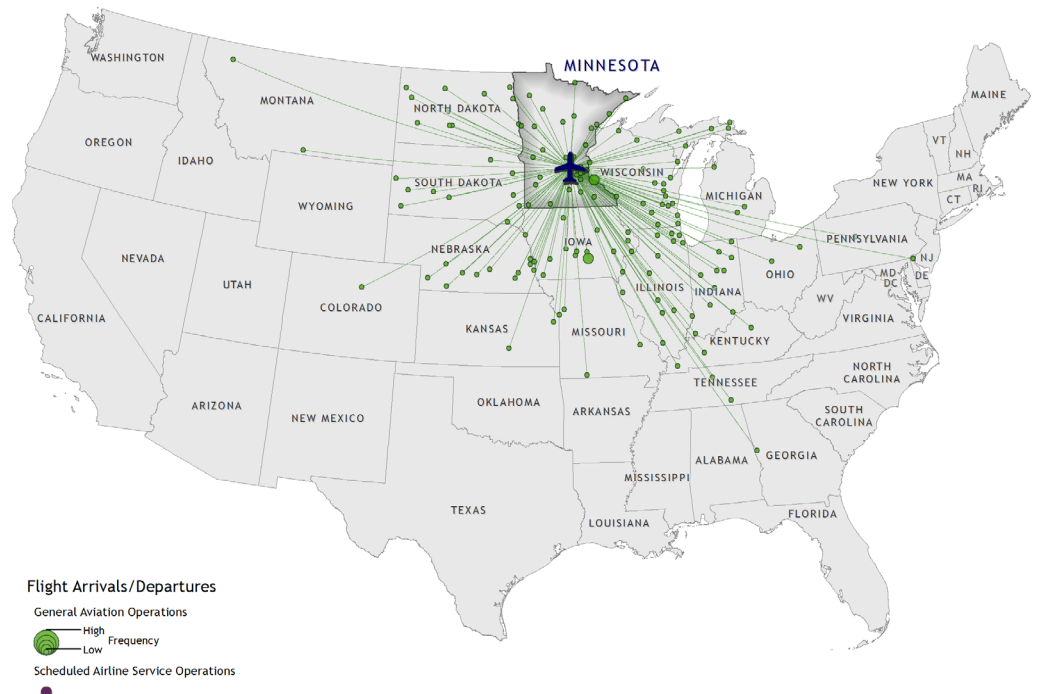
Note: More detail on the airport's economic impact estimates can be found in the Technical Report at: [MnDOT.gov/aero](https://mnDOT.gov/aero).



BUFFALO MUNICIPAL AIRPORT SUPPORTS NON-STOP DAILY CONNECTIVITY TO MANY DESTINATIONS THROUGHOUT THE LOWER 48 STATES.

A flight from this airport can take you almost anywhere. This connectivity is particularly important for the many businesses that rely on Minnesota's airports to deliver and receive products, reach their customers, and remain competitive.

Flight data from the FAA shown on this map displays just some of the destinations flown to and from this airport.



EXAMPLES OF HOW BUFFALO MUNICIPAL AIRPORT SUPPORTS THE COMMUNITY

The airport supports many uses and users that help sustain vital services and business needs.



Business Use

The airport supports area business users, such as Dan and Jerry's Greenhouse. The company's corporate offices are located nearby, and they have multiple locations in Minnesota, as well as one in South Dakota. The company ships to suppliers in Minnesota, North Dakota, South Dakota, Wisconsin, Iowa, Nebraska, and Illinois. Aviation is the ideal business tool to tie together its operations, meet with customers, expand its market area, and transport staff to maximize efficiencies. Trueman-Welters is another local business that relies on the airport. They provide sales, service, and repair for watersports vehicles, ATVs, lawn and garden equipment, and snowmobiles. Because Trueman-Welters is in the repair business, just-in-time air shipment of parts is essential to their operation. The airport benefits the local economy by supporting these and other non-aviation companies.



Law Enforcement

Various law enforcement agencies commonly use aircraft for traffic control, ground support, search and rescue, high-speed car pursuits, observation, and other routine law enforcement activities. According to study research, the Minnesota Highway Patrol and the Wright County Sheriff both rely on the airport. The airport is also an integral part of an area's resiliency plans when natural disasters occur. The airport contributes to public safety by supporting various law enforcement activities.

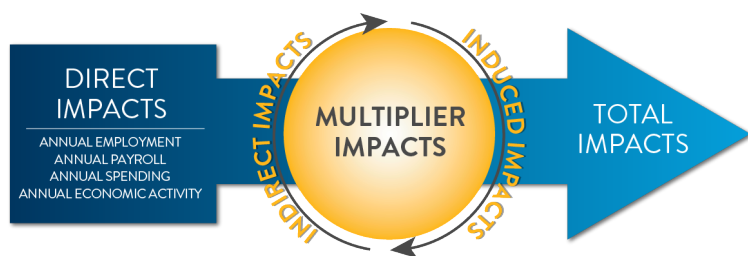


Aerial Inspections

Eagle Sky Patrol uses the airport to conduct aerial inspections of pipelines. Aerial patrols are the most effective way to carry out pipeline inspections. Pipelines carrying oil and gas from North Dakota and Canada travel through Minnesota. Protecting against Spills and leaks is critical to capital investments, human and animal health, and the environment. Routine pipeline inspections are required by USDOT, and covering hundreds of miles from the air proves much more efficient and cost-effective than ground surveys. Planned pipelines require aerial inspection to document their development, often through detailed aerial imaging. Leaks, which can be detected through evidence of dead vegetation, or bubbling, are best identified from the air. Aerial inspectors can safely check lines at low altitudes. Eagle Sky Patrol uses the airport to conduct important pipeline patrols.

STUDY PROCESS

First, direct economic impacts were collected. Direct impacts are the start of the economic impact cycle. Next, an econometric input/output model was used to estimate **indirect/induced** impacts, also sometimes referred to as multiplier impacts. Combined, direct and indirect/induced impacts equal **total impacts**. For this study, direct, indirect/induced, and total impacts were estimated for **annual employment, payroll, annual spending, and annual economic activity**.



ECONOMIC IMPACT CATEGORIES

Direct, indirect/induced, and total impacts were measured for each category shown below. These impacts were estimated for each airport.

	CATEGORY	DESCRIPTION
	AIRPORT MANAGEMENT	Activities associated with the daily operation of each airport
	BUSINESS TENANTS	On-airport aviation-related businesses that generate revenue and have employment
	CAPITAL INVESTMENT	Five-year average annual state, federal, airport, and private investment for airport improvements
	COMMERCIAL VISITOR SPENDING	Spending by visitors to Minnesota who arrive on a scheduled commercial airline flight
	GENERAL AVIATION VISITOR SPENDING	Spending by visitors to Minnesota who arrive on general aviation airplanes
	STATE & LOCAL TAX REVENUES	Airport-supported sales and state income taxes

TOTAL ANNUAL STATEWIDE ECONOMIC IMPACTS FOR ALL MINNESOTA PUBLIC AIRPORTS

Airport visits, interviews, surveys, and research supported development of the total annual statewide economic impact estimate for all Minnesota public airports.*

 94,037 STATEWIDE EMPLOYMENT	 \$4.4 Billion STATEWIDE PAYROLL	 \$13.8 Billion STATEWIDE SPENDING	 \$18.2 Billion STATEWIDE ANNUAL ECONOMIC ACTIVITY	 \$66.3 Million STATEWIDE & LOCAL TAX REVENUES FOR 126 STUDY AIRPORTS	 \$557.1 Million STATEWIDE & LOCAL TAX REVENUES FOR THE SEVEN MAC AIRPORTS
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*Note: Total Annual Statewide Economic Impacts reflect those associated with all 133 Minnesota system airports. Economic impacts for the seven airports operated by the Metropolitan Airports Commission (MAC) were obtained from separate economic impact studies conducted by the MAC. For more information on the MAC studies, visit mspairport.com or metroairports.org.

For more information on the economic impact study, visit MnDOT.gov/aero.