

# TECHNICAL REPORT



## MONTANA ECONOMIC IMPACT OF AIRPORTS STUDY

# Montana 2007-2008 State Aviation System Plan- Economic Impacts of Airports in Montana

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## Table of Contents

Introduction .....	1
Study Approach .....	4
Economic Modeling Process .....	4
Data Required for the Economic Modeling Process.....	7
Surveys and Data Collection Methods .....	7
Data Collection.....	8
Airport Tenants.....	8
Primary Commercial Service Commercial Essential Air Service Visitors.....	9
General Aviation Visitors .....	10
Montana General Aviation Visitor Spending Analysis.....	11
On-Airport Construction .....	13
Study Multiplier Impacts .....	14
Employment, Payroll, and Output Impacts for Study Airports .....	15
Employment Impacts.....	15
Employment from On-Airport Activity .....	15
Employment from Commercial Service Visitor Spending .....	16
Employment from General Aviation Visitor Spending.....	17
Total Employment.....	17
Payroll Impacts.....	18
Payroll from On-Airport Activity .....	18
Payroll from Commercial Service Visitor Spending .....	19
Payroll from General Aviation Visitor Spending.....	19
Total Annual Payroll.....	20
Output Impacts.....	20
Output from On-Airport Activity and Businesses .....	20
Output from Commercial Service Visitor Spending .....	21
Output from General Aviation Visitor Spending.....	21
Total Annual Output.....	22
Capital Improvement-Related Construction Spending Impacts.....	22
Employment Impacts .....	22
Payroll Impacts.....	23
Output Impacts .....	23
Hospitals Survey Analysis .....	24
Wild Land Firefighting Analysis .....	26
Business Usage of Montana Airports .....	27
Business Location Factors .....	30
Activity Matrix Summary.....	31
Appendix A – Economic Impacts by Airport (Tables A1-A18).....	A1
Appendix B - Construction Impacts by Airport (Tables B1-B3) .....	B1

## INTRODUCTION

Airports in Montana provide the state's residents and businesses a direct, efficient link to the national and global economy. Montana's system of public-use airports generate over a billion dollars of economic activity and support thousands of quality jobs. In addition, Montana residents increasingly depend on aviation to support their health, welfare and safety. When all factors are combined, the 120 airports included in this study:

- q Support nearly 18,750 jobs
- q Generate nearly \$600 million in payroll
- q Produce \$1.56 billion in economic activity
- q Serve as vital business links and support critical services such as medical care, agriculture support, wildland fire fighting, recreation, and emergency access

Montana's public-use airports are a major catalyst to the state's growing economy. In 2008, the economic value of aviation in the state was estimated at \$1.56 billion. This includes expenditures by hundreds of on-airport businesses and thousands of visitors using aviation services, as well as the multiplier, or spin off, effect associated with this spending. In total, nearly 18,750 jobs, with an annual payroll of nearly \$600 million, are attributable to aviation in Montana. Other study findings include:

- q These airports's total economic impact comprises 4.5 percent of the estimated Gross State Product.
- q Nearly 18,750 Montana residents owe their jobs, directly or indirectly, to aviation. These employees represent 4 percent of all the jobs in the state.

This study measured the economic impact of all 121 public use airports in Montana<sup>1</sup>. Seven of these airports are Primary Commercial Service Airports, while eight are Commercial Essential Air Service (EAS) Airports. 106 general aviation airports were also included in the analysis. The general aviation airports were broken into three categories: High Volume General Aviation, other Select General Aviation, and Rural Community Airports.

## STUDY PROCESS

There are many ways in which airports support economic impacts. On-airport businesses and government agencies including airlines, flight schools, airport sponsors, and the Federal Aviation Administration are responsible for tens of thousands of jobs and extensive capital projects at airports throughout the state. Visitors arriving on commercial airlines and private/corporate aircraft spend money for hotels, restaurants, retail, and entertainment, creating additional jobs and economic benefits.

The benefits provided by Montana's airports were calculated using an FAA-approved methodology that has been successfully applied throughout the United States. Through extensive survey efforts, direct economic benefits related to tenants and indirect benefits stemming from visitors were measured. As these first-round benefits are released into the statewide economy, additional multiplier benefits are created. For example, when an airport employee buys groceries, this spending helps support additional economic activity. This second-round of spending re-circulates or

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<sup>1</sup> The study includes 70 National Plan of Integrated Airport System (NPIAS) Airports which may be eligible for federal funding assistance and 51 additional non-NPIAS airports.

multiplies until the benefits ultimately leak outside the region. Second-round benefits were calculated using IMPLAN multipliers that are specific to Montana. The total economic impact is the sum of the direct, indirect, and multiplier benefits.

The quantitative benefits of Montana's airport system are expressed as jobs, payroll, and output. Output can be thought of as a measure of annual economic activity or spending. The table below summarizes the statewide impacts.

Table 1  
 Montana Economic Impact of Airports Summary

	First-Round	Second-Round	Total
<b>Employment</b>			
Primary CS Airports On-Airport Employment	4,533.5	3,661.0	8,194.5
Commercial EAS Airports On-Airport Employment	354.5	275.0	629.5
High Volume General Aviation Airports On-Airport Employment	336.0	295.0	631.0
Other Select General Aviation Airports On-Airport Employment	171.0	146.5	317.5
Commercial Service Visitor Impacts	5,762.5	1,909.0	7,671.5
General Aviation Visitor Impacts	976.5	323.0	1,299.5
<b>Total Employment</b>	<b>12,134.0</b>	<b>6,609.5</b>	<b>18,743.5</b>
<b>Payroll</b>			
Primary CS Airports On-Airport Payroll	\$198,737,100	\$143,808,600	\$342,545,700
Commercial EAS Airports On-Airport Payroll	\$13,462,200	\$9,631,500	\$23,093,700
High Volume General Aviation Airports On-Airport Payroll	\$11,576,700	\$8,464,100	\$20,040,800
Other Select General Aviation Airports On-Airport Payroll	\$5,216,100	\$3,773,400	\$8,989,500
Commercial Service Visitor Impacts	\$112,096,800	\$62,383,800	\$174,480,600
General Aviation Visitor Impacts	\$19,003,100	\$10,568,000	\$29,571,100
<b>Total Payroll</b>	<b>\$360,234,400</b>	<b>\$238,753,400</b>	<b>\$598,987,800</b>
<b>Output</b>			
Primary CS Airports On-Airport Output	\$489,073,600	\$339,772,700	\$828,846,300
Commercial EAS Airports On-Airport Output	\$38,405,200	\$26,748,300	\$65,153,500
High Volume General Aviation Airports On-Airport Output	\$31,884,100	\$21,019,900	\$52,904,000
Other Select General Aviation Airports On-Airport Output	\$26,834,200	\$17,556,000	\$44,390,200
Commercial Service Visitor Impacts	\$303,502,100	\$178,502,700	\$482,004,800
General Aviation Visitor Impacts	\$51,721,800	\$30,345,500	\$82,067,300
<b>Total Output</b>	<b>\$941,705,900</b>	<b>\$614,127,100</b>	<b>\$1,555,833,000</b>

Source: Wilbur Smith Associates.

### *Commercial Service Airports*

Montana's network of seven Primary Commercial Service airports and eight Commercial EAS Airports provides residents with access to intrastate air service as well as connectivity to regional, national, and international air service system. In 2007, nearly 1.48 million passengers used Montana's commercial service airports. In addition, the seven Primary Commercial Service airports and eight Commercial EAS Airports were home to a wide variety of businesses and government entities. On-airport activities range from the airlines that transport passengers and cargo, to the airport operator who manages and maintains the facilities, to concessions such as restaurants, rental cars, and retail shops. Other activities that are not often considered include a wide variety of government agencies

such as the Federal Aviation Administration, U.S. Customs, state and local police, and forest and rangeland fire-fighting agencies.

In the state, there were over 4,880 full-time equivalent jobs located on the seven Primary Commercial Service airports and eight Commercial EAS Airports. Examples of on-airport jobs include pilots, ticket agents, air traffic controllers, maintenance crews, retail staff, baggage handlers, airport management staff, and corporate flight departments. These employees receive over \$212 million in payroll. These businesses and agencies invest in capital improvements and purchase a variety of goods and services. The annual combined direct impacts of all the tenant-related activity at Montana's commercial service airports is estimated at \$527 million.

### ***General Aviation Airports***

General aviation refers to all segments of aircraft activity that is not related to commercial airlines or military aviation activity. The 106 general aviation airports (as well as commercial airports) included in this study support a wide variety of general aviation functions ranging from corporate aviation to pilot training to agricultural spraying to police and fire protection. Like commercial service airports, the economic impacts stem from the provision of aviation services and expenditures by visitors arriving by general aviation aircraft. Aviation services include fixed base operators, flight instruction, fueling, aircraft repair and maintenance, air taxi/charter, and corporate flight departments. On-airport capital projects also serve as a source of economic activity for the state.

The 106 general aviation airports serve as the base for over 500 direct jobs with a payroll of over \$16.9 million. Direct economic activity associated with on-airport businesses and government is approximately \$59.0 million.

### ***Commercial Service Visitors***

In 2007, nearly 787,000 of the passengers using the commercial service airports in Montana were visitors arriving for a variety of business, recreational, and personal reasons. Visitors arriving at the commercial service airports annually spend approximately \$303.5 million. This spending supports over 5,760 direct jobs with a payroll of \$112.1 million.

### ***General Aviation Visitors***

In addition, general aviation aircraft bring 292,500 visitors to communities throughout Montana. Impacts directly associated with the \$51.7 million in spending by visitors using general aviation support more than 975 jobs with over \$19.0 million in payroll.

### ***Impact Summary***

When all on-airport business and visitor impacts are combined with the multiplier impact, airports pump over \$1.56 billion into Montana's economy. Nearly 18,750 jobs with a payroll of nearly \$599 million are attributable to Montana airports.

### ***Business Dependence***

Many non-aviation businesses in the state depend on the airport system to efficiently move personnel, equipment, and products. Some businesses own or charter general aviation aircraft, many have employees who travel regularly via commercial airlines, others have customers or suppliers who use the airport system to reach them, and many rely on express and air cargo

services. A statewide survey of businesses indicates that there are numerous additional jobs that are reliant on the system of public-use airports. These businesses use aviation to visit customers, suppliers and vendors, fly to conventions and seminars, as well as ship air cargo. Survey data indicates there are more than 166,800 jobs in Montana, or about 37 percent of the workforce, that in some way benefit from the daily operation of commercial air service in the state. When major businesses were asked to rank the top reasons why they choose to locate where they do, convenient access to a commercial service airport was ranked fifth while access to a general aviation airport was ranked eighth.

Exhibit 1 shows the location of seven primary commercial service, eight essential air service commercial airports, and 57 high volume and other select general aviation airports.

## STUDY APPROACH

The total economic impact of each airport in this analysis is quantified in terms of employment, payroll, and output. Output represents total economic activity or spending. It represents the total value of aviation-related activities supported by the airports included in this analysis. This section presents the economic impact of the airports in terms of three aviation-dependent groups:

- Airport operations and on-airport activities
- Visitors traveling to Montana via commercial and EAS airlines
- Visitors traveling to/within Montana via general aviation aircraft

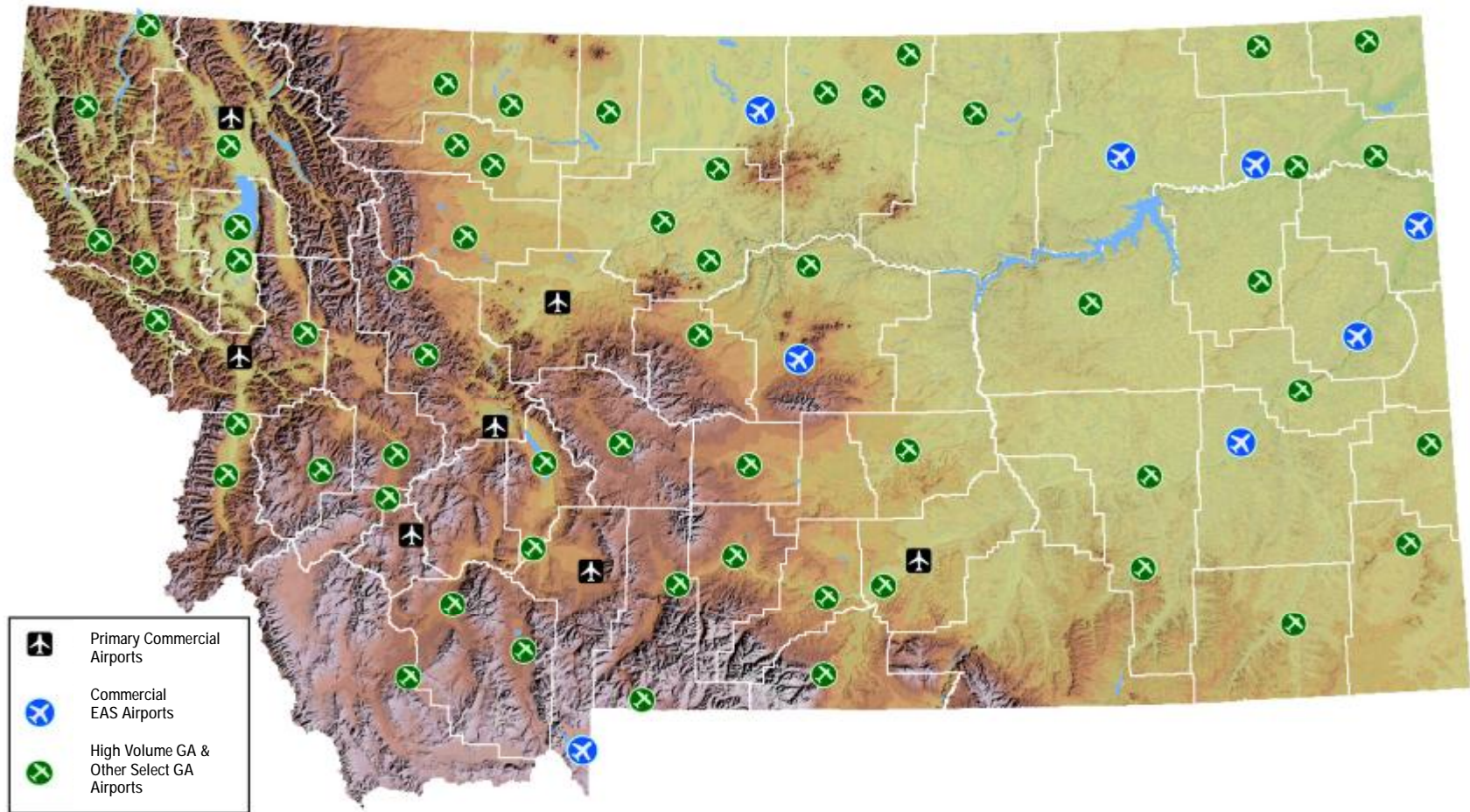
Airport operations and on-airport activities, as well as Montana visitors, are responsible for a significant percentage of the economic activity or benefit associated with the airports. Through a separate non-aviation business survey, this analysis also identified the importance of aviation to non-aviation employers throughout the state. In addition, taxes contributed by airports are also estimated in this study.

### *The Economic Modeling Process*

All economic impacts or benefits of the Montana airport system were calculated using an input-output model. The input-output model used in this study uses three impact categories to assess the economic benefits associated with on-airport tenants, commercial service visitors, and general aviation visitors. These three categories are:

First-round Impacts – First-round benefits include both direct and indirect impacts. Direct impacts are defined as those benefits that are associated with companies or businesses located on the airport. These businesses are directly related to the provision of aviation services. Direct impacts include the employment, payroll, and output related to businesses such as airlines, concessionaires, rental car operators, food and beverage providers, government employees, flight schools, fixed base operators (FBOs), and others. Direct impacts also include jobs, payroll and output as a result of on-airport construction activity.

Exhibit 1  
Montana Primary Commercial Service, Commercial Essential Air Service and High Volume and Other Select General Aviation Airports Included In Economic Impact Analysis





Indirect impacts generally occur off-airport. These impacts are usually attributed to the spending of visitors who arrive in the state via a Montana airport. Spending by visitors support jobs and payroll in service-related industries such as hotels/motels, restaurants, transportation, retail, and entertainment. For this analysis, visitor spending is classified as economic activity or output. It is notable that visitor spending on the aviation-related goods/services are not included in the visitor expenses, but are accounted for in the appropriate tenant's gross sales.

All first-round impacts associated with individual airports in this study were identified through survey efforts; this study's specific survey efforts are discussed in a subsequent section of this report.

**Second-round Impacts** – Second-round impacts primarily consist of induced impacts. Induced impacts are those benefits that are the result of the recirculation of direct and indirect impacts within the economy. Recirculation of direct and indirect impacts within an economy is frequently referred to as the multiplier effect. For example, as an airport employee spends his or her salary for housing, food, or services, that spending circulates through the economy and leads to increases in associated spending, payroll, and employment throughout Montana.

For each wave of spending beyond the first-round, a portion of the re-spending takes place outside the economic region being modeled (in this case, the State of Montana). Employment, payroll, and spending that take place outside Montana is considered economic leakage, and is, therefore, not reflected within the statewide multiplier.

**Total Impacts** – Total impacts or benefits are the sum of all first-round and second-round economic activities at an airport or the airport system.

As noted, first-round and second-round impacts are combined to provide an estimate of total economic impact. Because second-round impacts are not as easily measured as first-round impacts, a reliable method of estimating second-round impacts must be employed. A leading method used to estimate second-round impacts is the input-output model.

The Impact Analysis for Planning (IMPLAN) input/output model was used to measure the multiplier effect and quantify second-round impacts in this study. An input-output model, in its most basic form, is a linear model that estimates purchases and sales between the various sectors of the economy. This modeling process is considered to be one of the leading methods currently available for estimating the total economic impact of an industry (in this case, an airport). The IMPLAN system was initially developed by the U.S. Forest Service in cooperation with several other government agencies. It is now considered one of the standard methods for evaluating the economic contribution of public facilities and has been used to estimate economic impacts for individual airports and systems of airports throughout the country.

The IMPLAN model contains a large economic database that is used to generate input-output tables. It includes data from sources such as Dunn and Bradstreet, the U.S. Department of Commerce, and the U.S. Census Bureau. IMPLAN multipliers and data tables specific to Montana industrial sectors were obtained and used in this analysis. The IMPLAN input-output model used for this analysis requires direct impact estimates for three separate components of the economy. These categories are:

- **Employment:** Employment is based on the total of full-time jobs plus part-time jobs. In this analysis, two part-time positions are the equivalent of one full-time position.
- **Payroll:** Payroll represents the annual wages and benefits paid to all workers

- Economic Activity/Output (Spending): Output for on-airport activities is typically assumed to be the sum of annual gross sales and average annual capital expenditures. While this assumption works well for profit-oriented tenants, it must be modified for government tenants, airlines, and visitor impacts as it relates to output. Government entities typically do not generate sales. While airlines do generate sales, ticket revenue is usually transferred outside the area being modeled. In order to estimate the impact of these important tenant-related activities, government and airline output is equated to the sum of payroll, operating expenditures, and average annual capital improvement outlays. For visitors using an airport, output is assumed to equal visitor spending.

It is important to note that payroll and output should not be combined because elements of economic benefit related to payroll are also contained, to some extent, in the output estimate. Each of the three impact components (employment, payroll, and output) stands alone as a measure of an airport's total economic impact.

### ***Data Requirements for the Economic Modeling Process***

A number of data collection efforts were undertaken to gather information related to economic activity occurring at the airports considered in this analysis. These data were inputs to the modeling process to identify total economic impact. The following groups were considered to obtain data to estimate on-airport and off-airport impacts:

- Airport Operations: This group includes airport tenants or businesses with employees, such as airlines, fixed-base operators (FBOs), flight schools, concessionaires, airport restaurants, and government agencies. Government agencies include public airport sponsors, Federal Aviation Administration (FAA), Transportation Security Administration, (TSA), as well as various other state and Federal agencies.
- Commercial Service Visitors: This group includes estimated non-local passengers (visitors) arriving via commercial and EAS airlines. Average visitor spending for this group was estimated from passenger surveys conducted for this analysis.
- General Aviation Visitors: Impacts from general aviation visitors are produced by non-local passengers arriving via private or business aircraft. General aviation visitors are associated with that portion of each airport's itinerant general aviation operations that are transient (or visiting) in nature. Itinerant operations are those that leave the airport's local airspace. Some itinerant operations at an airport are attributable to residents of the airport's market area who fly their planes to more distant locations. The remaining itinerant operations are attributed to visitors. Itinerant operations performed by visitors are considered transient operations. Impacts for this group were identified from survey data from airports across Montana.
- Construction Impacts: Each year, nearly all airports undertake capital improvement projects (CIP), such as runway rehabilitation or terminal improvements. In addition, businesses and other agencies undertake capital improvement projects. These projects employ persons in jobs such as construction, architecture, engineering, and consulting. For this analysis, construction impacts are included in the first-round impact category. The methodology to estimate construction impacts in a subsequent section.

## **SURVEYS AND DATA COLLECTION METHODS**

Direct and indirect impacts for airport operations, on-airport government agencies, commercial service visitors, and general aviation visitors were identified primarily through survey efforts. Airport

managers were surveyed to gather data related to airport operations and construction projects undertaken by each airport in recent years.

The methods used to collect information from each group considered in this analysis are discussed in the following sections.

### ***Data Collection***

First-round impacts for each type of aviation user, including tenants, commercial service visitors, and non-aviation businesses were identified through survey efforts. This aspect of the analysis is important to ensure that final economic impact estimates are valid, since estimates of second-round impacts are driven by estimates of first-round impacts. The methods used to collect information related to each group sampled in this analysis are discussed in the following sections.

### ***Airport Tenants***

All airport tenants having employees during 2007 were contacted to collect information regarding their economic activity. Airport staff provided names, mailing addresses, and telephone numbers for each airport tenant. Surveys were then sent to each tenant and follow-up calls, emails, and visits were made where necessary to obtain responses and verify information. Airport business tenants were grouped into several categories to aid in applying study multipliers. These categories include:

- Government (airport management, federal employees, etc.)
- Military
- Airlines and Aviation-Related Support (ground handling, skycaps, etc.)
- Concessions
- Terminal Services (custodians, maintenance, grounds keeping, etc.)
- Automobile Rental
- Ground Transport (taxis, limousines, shuttle buses)
- Parking
- Cargo (air cargo, ground cargo, and freight forwarders)
- Construction

Surveys sent to each airport tenant requested the following data:

- Type of activity conducted by the business tenant
- Number of full-time and part-time on-airport employees
- Total annual wages paid to on-airport employees
- Property taxes paid
- Total capital improvement expenditures on the airport for 2004 through 2007
- Total operating expenses (excluding payroll and capital improvements previously identified)
- Total gross sales (where applicable)

A 100 percent response rate was desired for the tenant survey. However, some businesses were unwilling to participate and others only provided partial information. Several rounds of follow-up telephone calls, emails, and visits were made to non-responding tenants to obtain a 100 percent response rate for on-airport tenant employment. Estimates were developed for each tenant not willing to supply complete information on payroll and output based on ratios of payroll output per employee developed from those tenants that did respond to the survey.

Each tenant was grouped by their North American Industry Classification System (NAICS) code based on the primary service or good they provide. This was done to facilitate IMPLAN modeling in Phase II of the study. The NAICS is a sector-specific list used to describe industry types. For this analysis, airlines, aircraft maintenance, FBOs, air cargo, and corporate flight departments were combined in the air transportation NAICS code. Construction impacts were divided among various construction-related NAICS codes. Concessions were distributed among retail, food and beverage, and auto rental NAICS codes.

### **Primary Commercial Service and Commercial Essential Air Service Visitors**

Airline flights to and from Montana primary commercial and commercial EAS airports provide access for thousands of business- and pleasure-related visitors. Visitors using commercial airline service as a gateway to Montana contribute to the economy through expenditures for food, lodging, entertainment, transportation, retail sales, and other goods and services. The spending patterns of commercial service visitors to Montana were estimated based on the results of departing passenger surveys conducted at Montana primary commercial service and commercial EAS airports.

During the passenger surveys at the seven commercial service airports, departing passengers were approached at boarding area and asked several questions. These passengers were first asked to indicate whether they were a resident of Montana, a connecting passenger, or a visitor. Those passengers that indicated that they were visitors were then asked several questions to determine the following:

- The purpose of their trip to the area (business, personal/pleasure, other)
- Duration of their stay
- Total expenditures during their stay in each of the following categories: lodging, food and beverage, ground transportation, entertainment, retail, and other
- The total number of people that accounted for the expenditure estimates

The following methodology was used to estimate commercial service visitor impacts:

- Enplanement data for 2007 was obtained for primary commercial service and commercial EAS airports. The breakdown of local, visitor, and connecting passengers was then applied to the annual enplanement data to determine the number of annual visitors using the airports.
- Average length of stay and average daily expenditure for visitors to the state was also determined from the survey results. These estimates were applied to the estimate of annual commercial service visitors. This produced an estimate of the total annual economic activity (or output) generated by commercial service visitors using the airports.
- In order to estimate the employment associated with those commercial service visitor expenditures, Montana-specific ratios of employment per million dollars of visitor output were developed using the IMPLAN model. Approximately 19.2 jobs in Montana result from every \$1 million in commercial service visitor spending.
- In order to estimate the payroll impacts associated with employment generated by commercial service visitors, average state wages for appropriate industry sectors were applied to the estimated number of employees. Most of the direct visitor expenditures take place in the hotel/motel, food/beverage, entertainment, retail, and transportation sectors.

Based on data obtained from the U.S. Bureau of Labor Statistics, an average payroll of \$19,500 per employee in Montana was assumed for these job categories.

### **General Aviation Visitors**

The economic activity generated by general aviation (GA) visitors at all study airports was identified through a transient pilot survey effort. Surveys were left with FBOs and airport management representatives at airports throughout the state. The surveys were then distributed to arriving transient pilots and visitors. The survey requested information related to the following:

- Number of travelers in the aircraft
- Type of aircraft operated
- Purpose of the trip
- Length of stay in the airport area
- Estimated expenditures during trip
- The total number of people that accounted for the expenditures

This transient pilot survey effort, which lasted approximately eight months, was used to estimate general aviation visitors and their associated economic activity. By definition, true transient operations are business or pleasure flights conducted by aircraft not based locally and are equated with that portion of each airport's general aviation activity that brings in visitors. Itinerant operations, on the other hand, are defined as non-training flights or aircraft that enter or leave an airport's airspace. The proportion of true transient operations at each airport was estimated in a similar fashion to the commercial airline visitors above, by analyzing the population, hotel, and visitor attraction levels in each community. The true transient or visiting proportion ranged from 17 percent in small, lightly-visited communities to 66 percent at busy GA airports in high-tourist areas.

An example of how overall general aviation visitor impacts were calculated at Billings International Airport is as follows:

- The number of itinerant general aviation arrivals was estimated using data obtained from FAA tower counts and FAA 5010 forms. Billings International Airport's FAA Tower estimates that 33,080 itinerant general aviation operations occurred at the airport in 2007. Half of these operations are arrivals, which yields 16,540 itinerant arrivals.
- Based on the airport's market size it is estimated that approximately 50 percent of itinerant general aviation arrivals at Billings International are true transient. Multiplying the figures shown above by 50 percent yields 8,270 true transient arrivals at the airport.
- The findings from the transient pilot survey regarding average number of aircraft occupants and average trip length were then applied to estimates of true transient arrivals to determine total general aviation visitor days at each airport. The average number of aircraft occupants at Billings International Airport and was determined to be four, including the pilot. The average trip length was 1.9 days. (It is important to note that while some visitors will stay in the airport area for several days, many visitors using general aviation may stay for only a few hours.)
- To calculate the impact these visitors have on the economy, it was necessary to estimate average expenditures per visitor, per day. The typical visitor expenditure per day (\$100 per day for Billings) was then applied to the estimated number of visitor days to produce direct general aviation visitor expenditures (output). The resulting calculation for visitor spending at

Billings International Airport is shown in Table 2 below. This final general aviation visitor expenditure figure equates to direct visitor output.

Table 2  
 General Aviation Visitor Spending

True Transient Arrivals	Estimated GA Visitors	Total Annual Number of Days Stayed	Annual GA Visitor Expenditures
8,270	33,080	62,852	\$6,285,200

Source: Wilbur Smith Associates

- The determination of direct payroll and employment impacts employed a calculation using ratios obtained from the IMPLAN model. These ratios express the relationship between jobs per \$1 million of output. In Montana, every \$1 million of direct general aviation visitor output supports approximately 19.2 full-time positions in service/retail (visitor) industries. Thus, for example, visitors using general aviation at Billings International Airport support approximately 120 full-time-equivalent positions. Applying the average salary for service/retail industries (\$19,500) in Montana to the estimate of employment yields direct estimated annual payroll impacts associated with general aviation visitors.

**Montana General Aviation Visitor Spending Analysis**

Previous sections of this report focused on the method used to collect information on general aviation visitor spending in Montana. Specifically, a survey was distributed to visiting pilots by FBOs at Montana’s general aviation airports to ascertain the daily spending on food, lodging, entertainment, ground transportation, and aircraft services made by each plane’s occupants. These surveys then provide a way to estimate the average spending of each Montana visitor that arrives in the state via general aviation aircraft.

However, not all cities in Montana offer the same opportunities for visitor spending. Visitors arriving at Missoula or Bozeman have a wider variety of options for lodging and entertainment than does a visitor arriving at Baker or Forsyth, for example. As a result, a tiered approach to estimating GA visitor spending was applied to Montana’s airports. These tiers allow for differentiation among spending opportunities (and thus, average spending levels) in each community.

To determine the spending level that was appropriate for each city and town, data was collected for each community regarding a number of parameters. These parameters included information on the number of hotels, restaurants, nearby attractions, and population in each location. Each town was classified in one of four groups based on this data. The visiting pilot surveys received from airports in each group were analyzed to determine appropriate aircraft occupancy, length of stay, and spending level. These survey results were adjusted as necessary to eliminate outliers. During the course of the analysis, it was determined that Bozeman and Kalispell, with their extensive offerings of “resort” accommodations, required a higher spending and length of stay figure. Table 3 on the next page shows the results of this analysis.

Table 3  
General Aviation Visitor Spending Classes

Spending Class	Average Aircraft Occupancy	Average Length of Stay (Days)	Spending per Person per Day
Class A	4	1.85	\$100
Class B	4	1.27	\$75
Class C	2	1	\$25
Class D	2	1	\$12
Bozeman and Kalispell	4	2.5	\$150

Source: Wilbur Smith Associates.

Table 4 on the next page shows the Montana's airports sorted by the GA visitor spending class assigned to each. As expected, the largest cities in Montana, which generally have considerably more opportunities for spending than the state's smaller communities, appear in the highest spending a length-of-stay categories.

Table 4  
Airports within General Aviation Visitor Spending Classes

Class A		Class C (cont.)	
Billings	Billings Logan International Airport	Malta	Malta Airport
Butte	Bert Mooney Airport	Philipsburg	Riddick Field Airport
Great Falls	Great Falls International Airport	Ronan	Ronan Airport
Helena	Helena Regional Airport	Roundup	Roundup Airport
Missoula	Missoula International Airport	Superior	Mineral County Airport
West Yellowstone	Yellowstone Airport	Thompson Falls	Thompson Falls Airport
Class B		Three Forks	Three Forks Airport
Anaconda	Bowman Field Airport	Townsend	Townsend Airport
Baker	Baker Municipal Airport	Twin Bridges	Twin Bridges Airport
Big Timber	Big Timber Airport	Valier	Valier Airport
Colstrip	Colstrip Airport	Class D	
Columbus	Columbus Airport	Benchmark	Benchmark Airport
Deer Lodge	Deer Lodge City-County Airport	Big Sandy	Big Sandy Airport
Dillon	Dillon Airport	Chester	Liberty County Airport
Gardiner	Gardiner Airport	Chinook	Edgar G. Obie Airport
Glasgow	Wokal Field/Glasgow Intl. Airport	Choteau	Choteau Airport
Glendive	Dawson Community Airport	Circle	Circle Town County Airport
Hamilton	Ravalli County Airport	Culbertson	Big Sky Field Airport
Havre	Havre City-County Airport	Ekalaka	Ekalaka Airport
Laurel	Laurel Municipal Airport	Forsyth	Tillitt Field Airport
Lewistown	Lewistown Municipal Airport	Geraldine	Geraldine Airport
Libby	Libby Airport	Harlem	Harlem Airport
Livingston	Mission Field Airport	Harlowton	Wheatland Co. Airport
Miles City	Frank Wiley Field Airport	Lincoln	Lincoln Airport
Polson	Polson Airport	Plains	Plains Airport
Red Lodge	Red Lodge Airport	Plentywood	Sher-Wood Airport
Seeley	Seeley Lake Airport	Poplar	Poplar Airport
Sidney	Sidney-Richland Municipal Airport	Scobey	Scobey Airport
Stevensville	Stevensville Airport	Shelby	Shelby Airport
Wolf Point	L M Clayton Airport	Stanford	Stanford Airport
Class C		Terry	Terry Airport
Broadus	Broadus Airport	Turner	Turner Airport
Conrad	Conrad Airport	White Sulphur Springs	White Sulphur Springs Airport
Cut Bank	Cut Bank Intl. Airport	Winifred	Winifred Airport
Ennis	Ennis - Big Sky Airport	Bozeman/Kalispell	
Eureka	Eureka Airport	Bozeman	Gallatin Field Airport
Fort Benton	Fort Benton Airport	Kalispell	Glacier Park Intl. Airport
Jordan	Jordan Airport	Kalispell	Kalispell City Airport

Source: Wilbur Smith Associates.

### On-Airport Construction

Each year, many Montana airports embark upon a program of capital improvement projects (CIP), such as runway rehabilitation, hangar construction, terminal improvements, etc. In addition, businesses and other government agencies (such as the Air National Guard) on the airports undertake additional capital improvement projects. These projects employ persons in jobs such as construction workers, architects, engineers, and consultants.



The following methodology was used to estimate construction impacts:

- CIP data for 2004-2007 was gathered from each airport sponsor in the study as well as each business tenant and government agency in the study. The CIP data for the four-year period was averaged to avoid showing peaks or troughs in construction activity.
- The IMPLAN Input/Output model indicates that \$1.0 million spent in construction activity supports 13.4 construction-related jobs in Montana. These jobs are comprised of those people who are engaged directly in these projects – construction workers, equipment operators, foremen, engineers, management, etc.
- For example, CIP spending at Billings International Airport averaged \$10.96 million between 2004 and 2007, and annually supports 148 first-round full-time equivalent jobs generating approximately \$5.22 million in payroll. The average annual payroll for construction worker in 2007 in Montana is \$35,400.

### ***Study Multiplier Impacts***

Employment, payroll, and output impacts derived from airport businesses/tenants and on-airport activities, as well as visitors, comprise each airport's direct and indirect economic impacts. As these impacts enter the economy, they circulate among other sectors, creating successive waves of additional spending. This phenomenon is referred to as the multiplier or spin-off effect. Multiplier effects are also referred to by economists as induced impacts.

Multiplier effects arise from various interdependencies within an economic system. For example, the operation of an airport requires inputs in the form of supplies, equipment, and maintenance. These inputs generate a boost in sales for those firms or businesses providing these services and products. Moreover, the goods and services themselves require inputs for their production. The process continues as a large number of impacts re-circulate through the economy. The total requirement for goods and services is the multiple of the initial needs of the airports considered in this analysis; hence it is referred to using the term "multiplier."

Multipliers for estimating second-round impacts were derived from the IMPLAN model. The multipliers used in this analysis were developed specifically to measure economic impacts related to airports in Montana. Individual multipliers for each sector of the economy being modeled were used. Individual IMPLAN multipliers were obtained for various Industry Classifications. The Industry Classifications used for modeling on-airport impacts and visitor impacts in this analysis are depicted in Table 5 below.

Table 5  
 Montana IMPLAN Multipliers by Category

<b>Industry Classification</b>	<b>Total Employment Multiplier</b>	<b>Total Payroll Multiplier</b>	<b>Total Output Multiplier</b>
Commercial Service Tenants	1.9314	1.8936	1.8034
General Aviation Tenants	2.1985	1.8697	1.6388
Government Agency Tenants	1.6494	1.6503	1.6812
Visitor Industries	1.3324	1.5606	1.6039

Source: IMPLAN, Wilbur Smith Associates. November 2008.

These Industry Classifications are based on groups of multipliers related to aviation and the visitor industry. For example, aviation-related business and government expenditures at study airports are based on multipliers related to air transportation, aircraft manufacturing, and aircraft parts among others. Visitor expenditures are derived from multipliers related to retail sales, auto rental, hotel/motel, and food/beverage industries.

The multipliers presented in Table 5 were used to estimate induced impacts in this analysis. For example, \$100 in direct expenditures (output) in the Commercial Service Tenants supports a total output impact equivalent to \$183. In this example, induced impacts would be \$83 (\$183 minus \$100).

Although actual survey data for tenants were used for estimating first-round output, it is not possible to obtain actual first-round payroll and employment figures resulting from visitor activities. The IMPLAN model, however, provides multipliers that calculate these important employment impacts based on estimates of visitor output or spending. The IMPLAN model develops ratios for each NAICS code, which indicate first-round employment impacts anticipated with every \$1 million generated in output or spending. For example, every \$1 million spent by commercial service visitors to Montana supports approximately 19.2 full-time employees. Average annual salary data can then be applied to the estimate of employment to produce annual first-round payroll impacts associated with visitors who arrive by air.

The methodology discussed in this section was applied to each of the study airports. By following this methodology, estimates of total employment, annual payroll, and annual output/spending associated with each airport were developed.

## **EMPLOYMENT, PAYROLL, AND OUTPUT IMPACTS FOR STUDY AIRPORTS**

The airports in this analysis help to accommodate the travel needs of business and leisure visitors to Montana. The airports themselves are also generators of economic activity. The airports help to support jobs, payroll, and output for Montana's economy. The following sections discuss economic impacts associated with employment, annual payroll, and total annual economic activity (output) as measured by this analysis. The combined impact of all of Montana's 121 airports is shown in each section. Detailed tables showing the impacts of each individual airport are contained in Appendix A.

### ***Employment Impacts***

The findings of this analysis indicate that airports in Montana are an important source of jobs. Employment, as defined in this analysis, is based on estimates where two part-time jobs are treated as one full-time job. Employment impacts are calculated for on-airport businesses/tenants and visitors. On-airport activity includes private businesses and government agencies. For on-airport military units, their employment was also considered. Spending for CIP and other improvement and construction projects also contributes to on-airport employment.

### ***Employment from On-Airport Activity***

Table 6 on the next page identifies the total number of jobs supported by on-airport aviation-related tenants and businesses at Montana airports. These first-round jobs comprise those people who are engaged in the provision of aviation-related services on the airport. In the case of on-airport military units at public airports, the full and part-time military personnel and the military-related civilian employees were also included. In addition, construction workers supported by airport CIP were included in this analysis.

In total, there are 5,395 first-round jobs supported by the operation of Montana's airports. It is important to note that this employment estimate does not include jobs associated with non-aviation businesses which, for various reasons, are located on an airport. For instance, some airports have on-site businesses that are not related to the airport or aviation in any way. Employment related to these businesses is not included in the employment estimate shown in Table 6 below.

Table 6  
 Montana On-Airport Employment

	First-Round Employment	Second-Round Employment	Total Employment
Primary CS Airports On-Airport Employment	4,533.5	3,661.0	8,194.5
Commercial EAS Airports On-Airport Employment	354.5	275.0	629.5
High Volume General Aviation Airports On-Airport Employment	336.0	295.0	631.0
Other Select General Aviation Airports On-Airport Employment	171.0	146.5	317.5
<b>Total On-Airport Employment</b>	<b>5,395.0</b>	<b>4,377.5</b>	<b>9,772.5</b>

Source: Wilbur Smith Associates and IMPLAN multipliers

Second-round impacts are those jobs that are created by multiplier effects stemming from first-round jobs associated with tenants and businesses at Montana's airports. For example, an employee of a local fuel distributor may owe a portion of his job to an airport since the distributor sells fuel to the airport's FBO. As a result of on-airport tenant activity, additional second-round employment is created. Second-round impacts associated with the day-to-day operation of Montana's airports add over 4,377 positions to the economy. When first-round and second-round employment is considered, Montana's airport tenants contributed nearly 9,772 jobs to Montana's employment base. Of this total, 8,194 jobs are associated with the primary commercial service airports, nearly 630 jobs are associated with the commercial EAS airports, and 948 jobs are associated with the general aviation airports.

**Employment from Commercial Service Visitor Spending**

Visitors arriving via commercial airlines spend money, thereby supporting additional employment. Table 7 below identifies the number of employees in Montana whose jobs are supported by the spending of visitors arriving on commercial airlines via Montana's 15 airports with commercial airline service and EAS service.

Table 7  
 Montana Employment from Commercial Service Visitor Spending

	First-Round Employment	Second-Round Employment	Total Employment
Primary CS Airports Airline Visitor Employment*	5,675.5	1,880.0	7,555.5
Commercial EAS Airports Airline Visitor Employment	87.0	29.0	116.0
<b>Total Commercial Airline Visitor Employment</b>	<b>5,762.5</b>	<b>1,909.0</b>	<b>7,671.5</b>

Sources: Wilbur Smith Associates and IMPLAN multipliers, November 2008 \*Includes independent estimate of visitor impacts from Glacier Park International Airport Master Plan

As previously discussed, it is possible to calculate visitor spending, and subsequently, the number of jobs supported by visitors. First-round jobs supported by visitor spending are attributed to a variety of

sectors; however, most of the jobs are concentrated in the hotel/motel, restaurant, entertainment/recreation, and retail sectors.

There are 5,762 first-round jobs supported by commercial service visitor spending. Second-round impacts include those jobs that exist due to the multiplier effect. Second-round impacts result in 1,909 additional positions supported by the spending of commercial service visitors. When first-round and second-round visitor-related employment impacts are combined, approximately 7,672 jobs are supported by spending from visitors to Montana who arrive via the commercial and EAS airlines.

**Employment from General Aviation Visitor Spending**

Similar to visitors using commercial airline service, intra-state and inter-state visitors using general aviation aircraft typically spend money while visiting, thereby helping to support additional employment. Table 8 below identifies the number of Montana jobs supported by spending from visitors using general aviation aircraft to travel to the state.

Table 8  
 Montana Employment from General Aviation Visitor Spending

	First-Round Employment	Second- Round Employment	Total Employment
Primary CS Airports GA Visitor Employment	656.0	217.5	873.5
Commercial EAS Airports GA Visitor Employment	87.0	29.0	116.0
High Volume General Aviation Airports GA Visitor Employment	209.5	68.5	278.0
Other Select General Aviation Airports GA Visitor Employment	24.0	8.0	32.0
<b>Total On-Airport Employment</b>	<b>976.5</b>	<b>323.0</b>	<b>1,299.5</b>

Source: Wilbur Smith Associates and IMPLAN multipliers

As previously discussed, it is possible to calculate annual general aviation spending; and subsequently, the number of jobs supported by this spending. First-round jobs associated with general aviation visitor spending are attributed to a variety of sectors; however, most of these jobs are concentrated in the hotel/motel, restaurant, recreational and entertainment, and retail sectors. As a result of general aviation visitor expenditures, there are 977 first-round jobs supported in Montana.

Second-round employment includes those jobs that exist due to continued circulation (multiplier impact) of general aviation visitor expenditures. Second-round impacts result in 323 additional jobs. When first-round and second-round general aviation visitor-related employment impacts are combined, approximately 1,300 jobs are supported by the spending of visitors using general aviation aircraft in Montana.

**Total Employment**

Table 9 on the next page identifies the total number of jobs supported by activities at study airports. As a result of on-airport activities and spending by visitors using the study airports, there are 12,134 first-round jobs. The multiplier effect (second-round impact) adds 6,610 additional jobs. In total, about 18,744 jobs are supported in Montana by aviation-related businesses, and visitors at the study airports.

Table 9  
Montana Total Airport Employment

	First-Round Employment	Second- Round Employment	Total Employment
Primary CS Airports Total Employment	10,865.0	5,758.5	16,623.5
Commercial EAS Airports Total Employment	528.5	333.0	861.5
High Volume General Aviation Airports Total Employment	492.0	328.5	820.5
Other Select General Aviation Airports Total Employment	112.5	98.5	211.0
<b>Total On-Airport Employment</b>	<b>12,134.0</b>	<b>6,609.5</b>	<b>18,743.5</b>

Source: Wilbur Smith Associates and IMPLAN multipliers

### *Payroll Impacts*

Employment linked to study airports results in a significant annual payroll benefit to Montana. Payroll impacts relate to the previously identified employment benefits associated with on-airport businesses and their activities, commercial service visitors, and general aviation visitors.

### Payroll from On-Airport Activity

Table 10 below identifies annual payroll benefits associated with on-airport activity at each of the study airports.

As previously noted, this payroll includes on-airport businesses. Payroll supported by airport construction projects, and on-airport payroll from military units, as applicable is also included.

This study shows first-round annual payroll impacts are over \$229 million. These first-round payroll impact ripples throughout the Montana economy, creating second-round payroll impacts that can be measured through the use of the IMPLAN multipliers. The second-round annual payroll impact related to on-airport tenants and businesses at the study airports, estimated through the multipliers, is almost \$166 million. Total payroll impacts produced by airports, which include first-round and second-round annual payroll, are over \$394.9 million annually.

Table 10  
Montana On-Airport Activity Payroll

	First-Round Payroll	Second- Round Payroll	Total Payroll
Primary CS Airports On-Airport Payroll	\$198,737,100	\$143,808,600	\$342,545,700
Commercial EAS Airports On-Airport Payroll	\$13,462,200	\$9,631,500	\$23,093,700
High Volume General Aviation Airports On-Airport Payroll	\$11,576,700	\$8,464,100	\$20,040,800
Other Select General Aviation Airports On-Airport Payroll	\$5,216,100	\$3,773,400	\$8,989,500
<b>Total On-Airport Payroll</b>	<b>\$229,134,500</b>	<b>\$165,801,400</b>	<b>\$394,935,900</b>

Source: Wilbur Smith Associates and IMPLAN multipliers

**Payroll from Commercial Service Visitor Spending**

Table 11 below identifies the annual payroll impact attributed to employees whose jobs are supported by spending by commercial service visitors using the study airports.

Table 11  
Montana Annual Payroll from Commercial Service Visitor Spending

	First-Round Payroll	Second-Round Payroll	Total Payroll
Commercial Service Airports Airline Visitor Payroll*	\$110,400,100	\$61,432,600	\$171,832,700
Essential Air Service Airports Airline Visitor Payroll	\$1,696,700	\$951,200	\$2,647,900
<b>Total Commercial Airline Visitor Payroll</b>	<b>\$112,096,800</b>	<b>\$62,383,800</b>	<b>\$174,480,600</b>

Sources: Wilbur Smith Associates and IMPLAN multipliers, November 2008 \*Includes independent estimate of visitor impacts from Glacier Park International Airport Master Plan

First-round payroll consists of wages and benefits paid to employees working at restaurants, hotels/motels, retail businesses, and other service industries that are used by commercial service visitors. First-round annual payroll attributable to spending by commercial service visitors is estimated at over \$112 million.

As employees in the service industries spend their payroll, the money continues to circulate in Montana, generating additional employment and subsequent payroll. Annual second-round payroll impacts associated with commercial service visitor-supported employment are estimated at more than \$62.3 million. When first-round and second-round annual payroll impacts stemming from commercial service visitor spending in Montana are combined, a total annual payroll impact in excess of \$174.4 million is produced.

**Payroll from General Aviation Visitor Spending**

Table 12 below identifies the payroll impacts attributed to spending by visitors using general aviation to reach Montana.

Table 12  
Montana Annual Payroll from General Aviation Visitor Spending

	First-Round Payroll	Second-Round Payroll	Total Payroll
Primary CS Airports GA Visitor Payroll	\$12,752,400	\$7,064,000	\$19,816,400
Commercial EAS Airports GA Visitor Payroll	\$1,696,700	\$951,100	\$2,647,800
High Volume General Aviation Airports GA Visitor Payroll	\$4,085,700	\$2,290,400	\$6,376,100
Other Select General Aviation Airports GA Visitor Payroll	\$468,300	\$262,500	\$730,800
<b>Total On-Airport Payroll</b>	<b>\$19,003,100</b>	<b>\$10,568,000</b>	<b>\$29,571,100</b>

Source: Wilbur Smith Associates and IMPLAN multipliers

First-round payroll includes salaries paid to employees working in visitor-related businesses and other service industries that are utilized by general aviation visitors. First-round annual payroll attributable to spending by general aviation visitors is estimated at over \$19.0 million.

As employees in the visitor-related industries spend their payroll, this spending continues to circulate, generating additional employment and subsequent payroll. The second-round annual payroll impact associated with general aviation visitor spending is estimated at approximately \$10.6 million. When first-round and second-round payroll impacts stemming from general aviation visitor spending are combined, a total payroll impact of nearly \$29.6 million is produced.

**Total Annual Payroll**

The total benefit of combined airport businesses/tenants, on-airport activities, commercial service visitor, and general aviation visitor-related payroll in Montana is identified in Table 13 below. The collective first-round annual payroll impact supported by the study airports is \$360.2 million. With over \$238.7 million in second-round annual payroll benefits, nearly \$599 million in total annual payroll is realized in Montana as a result of visitor spending and on-airport activity associated with the study airports.

Table 13  
 Montana Airports Total Annual Payroll

	First-Round Payroll	Second-Round Payroll	Total Payroll
Primary CS Airports Total Payroll	\$321,889,600	\$212,305,200	\$534,194,800
Commercial EAS Airports Total Payroll	\$16,855,600	\$11,533,800	\$28,389,400
High Volume General Aviation Airports Total Payroll	\$13,768,500	\$9,523,500	\$23,292,000
Other Select General Aviation Airports Total Payroll	\$2,905,500	\$2,229,300	\$5,134,800
<b>Total On-Airport Payroll</b>	<b>\$360,234,400</b>	<b>\$238,753,400</b>	<b>\$598,987,800</b>

Source: Wilbur Smith Associates and IMPLAN multipliers

**Output Impacts**

Output or economic activity is defined as annual gross sales and average annual capital expenditures for on-airport businesses and activities. The exceptions are organizations such as corporate flight departments and government agencies that do not generate revenue and airlines located on the airports. Output for these types of entities is defined as the sum of average annual capital expenditures, payroll, and operating expenses. Output related to commercial service and general aviation visitors is defined as expenditures made during their visits. Annual economic output benefiting Montana’s economy is discussed in this section.

**Output from On-Airport Activity and Businesses**

Table 14 on the next page identifies first-round, second-round, and total annual output for all on-airport activities. As aviation-related businesses and government entities located on each study airport spend money, these expenditures ripple through Montana’s economy. For example, if an airport were to improve or expand its terminal to provide additional services, money would be spent on construction materials, labor, and other services.

Total first-round annual output from on-airport businesses and activities is estimated at more than \$586.4 million. Second-round airport related output or spending impacts are estimated using IMPLAN multipliers. Using the IMPLAN model, second-round annual output is estimated at nearly \$406 million. When first-round and second-round impacts are combined, the total annual output for the study airports attributed to the airports is over \$991.7 million.

Table 14  
Montana On-Airport Activity Output

	First-Round Output	Second-Round Output	Total Output
Primary CS Airports On-Airport Output	\$489,073,600	\$339,772,700	\$828,846,300
Commercial EAS Airports On-Airport Output	\$38,405,200	\$26,748,300	\$65,153,500
High Volume General Aviation Airports On-Airport Output	\$31,884,100	\$21,019,900	\$52,904,000
Other Select General Aviation Airports On-Airport Output	\$26,834,200	\$17,556,000	\$44,390,200
<b>Total On-Airport Output</b>	<b>\$586,482,000</b>	<b>\$405,278,900</b>	<b>\$991,760,900</b>

Source: Wilbur Smith Associates and IMPLAN multipliers

**Output from Commercial Service Visitor Spending**

Table 15 below identifies the output attributed to commercial visitor spending.

Table 15  
Montana Output from Commercial Service Visitor Spending

	First-Round Output	Second-Round Output	Total Output
Primary CS Airports Airline Visitor Output*	\$298,991,500	\$175,778,800	\$474,770,300
Commercial EAS Airports Airline Visitor Output	\$4,510,600	\$2,723,900	\$7,234,500
<b>Total Commercial Airline Visitor Output</b>	<b>\$303,502,100</b>	<b>\$178,502,700</b>	<b>\$482,004,800</b>

Sources: Wilbur Smith Associates and IMPLAN multipliers, November 2008 \*Includes independent estimate of visitor impacts from Glacier Park International Airport Master Plan

First-round output is comparable to total annual visitor expenditures. First-round output from commercial service visitor spending is estimated at more than \$303.5 million. As the service industries re-spend this output, the spending continues to circulate resulting in second-round impacts. Second-round annual impacts related to commercial service visitor output or spending are estimated at more than \$178.5 million. In total, the combined annual output from commercial service visitor spending is more than \$482 million.

**Output from General Aviation Visitor Spending**

Table 16 below identifies the output attributed to general aviation visitors using airports in Montana. First-round annual output is comparable to all general aviation visitor expenditures at these airports. Total first-round annual output from general aviation visitor spending is estimated at over \$51.7 million.

Table 16  
Montana Output from General Aviation Visitor Spending

	First-Round Output	Second-Round Output	Total Output
Primary CS Airports GA Visitor Output	\$34,806,400	\$20,130,400	\$54,936,800
Commercial EAS Airports GA Visitor Output	\$4,537,900	\$2,740,400	\$7,278,300
High Volume General Aviation Airports GA Visitor Output	\$10,973,000	\$6,626,400	\$17,599,400
Other Select General Aviation Airports GA Visitor Output	\$1,401,200	\$846,300	\$2,247,500
<b>Total On-Airport Output</b>	<b>\$51,721,800</b>	<b>\$30,345,500</b>	<b>\$82,067,300</b>

Source: Wilbur Smith Associates and IMPLAN multipliers



As the service industries re-spend first-round output, money continues to circulate, resulting in second-round impacts. The second-round impacts related to general aviation visitor output are estimated at over \$30.3 million each year. The total annual output from spending by visitors arriving via general aviation visitors at Montana’s airports exceeds \$82.0 million.

**Total Annual Output**

The total combined annual output related to on-airport businesses/activities and commercial service and general aviation visitor spending is presented in Table 17 below. First-round annual output measures over \$941.7 million. Second-round output impacts are estimated at more than \$614.1 million annually. Combined first- and second-round output from airport activities, visitors, and the multiplier effect produce a total annual output estimate of nearly \$1.56 billion. Thus airports and aviation-related industries comprises 4.5 percent of Montana’s estimated gross domestic product of \$34.25 billion.

Table 17  
 Montana Airports Total Annual Output

	First-Round Output	Second-Round Output	Total Output
Primary CS Airports Total Output	\$822,871,500	\$535,681,900	\$1,358,553,400
Commercial EAS Airports Total Output	\$47,453,700	\$32,212,600	\$79,666,300
High Volume General Aviation Airports Total Output	\$38,859,800	\$24,923,500	\$63,783,300
Other Select General Aviation Airports Total Output	\$22,474,400	\$14,478,100	\$36,952,500
<b>Total On-Airport Output</b>	<b>\$941,705,900</b>	<b>\$614,127,100</b>	<b>\$1,555,833,000</b>

Source: Wilbur Smith Associates and IMPLAN multipliers

**Capital Improvement-Related Construction Spending Impacts**

As mentioned in the methodology section, each year, many of Montana’s airports undertake capital improvement projects, such as runway rehabilitation, hangar construction, land acquisition, etc. These projects employ many persons not otherwise related to the airport, such as jobs in construction and engineering. For this analysis, airport related construction jobs at Primary Commercial Service Airports and Commercial Essential Air Service Airports are presented in each airport’s total economic impact. Construction impacts related to the 106 general aviation airport are presented separately since nearly all general aviation airport construction activity is transient in nature and relies on construction workers and engineers from outside the airport’s market area.

**Employment Impacts**

This study’s findings support the conclusion that on-airport construction projects are a significant source of jobs in Montana. Direct employment from construction activities at Montana’s airports account for approximately 788 jobs, of which 83% are related to Primary Commercial Service Airports and Commercial Essential Air Service Airports. These jobs are comprised of those people who are engaged directly in these projects – construction workers, equipment operators, foremen, management, etc. Second-round employment due to on-airport construction jobs accounts for another 512 jobs. These jobs are created by the multiplier effects stemming from direct construction jobs. For example, an employee of an equipment supplier may owe part of his job to a construction company that provides the runway pavement maintenance.

In total, 1,299 jobs are associated with airport construction projects in Montana annually. These employment figures include the direct and multiplier impacts. Approximately 218 of these jobs, or 16%, are related to General Aviation Airports.

### **Payroll Impacts**

The payroll impacts attributable to construction spending at Montana's airports are important to the state's economy as well. The findings of this study show that nearly \$27.9 million are paid in wages to construction service workers directly employed in capital improvement projects at the state's airports. Approximately 83% are related to Primary Commercial Service Airports and Commercial Essential Air Service Airports. Construction activity at general aviation airport contributes \$4.7 million in annual payroll.

A total of approximately \$46.0 million in wages are paid each year to employees involved in on-airport capital improvement-related construction and the multiplier impact. Approximately \$7.7 million of this payroll is related to General Aviation Airports.

### **Output Impacts**

Output is synonymous with economic activity, and includes annual gross sales and capital expenditures of firms involved in on-airport construction. Direct output by companies involved in construction services at Montana's airports equals about \$58.5 million. Another \$39.8 million comes from second-round output impacts, such as those stemming from the equipment supplier company in the example above. Approximately \$9.8 million is related to construction projects at General Aviation Airports.

In all, about \$98.4 million in output is generated each year by capital improvement-related construction spending at Montana's airports. Approximately \$16.4 million of this total output is related to General Aviation Airports.

Total economic impacts for capital improvement-related construction spending at all of Montana's airports are shown in Table 18 on the next page. Each Commercial Service airport's construction-related impacts are presented in Appendix B, while General Aviation Airports are presented in aggregate.

Table 18  
Construction-Related Impacts

	First-Round	Second-Round	Total
<b>Employment</b>			
Primary CS Airports	598.0	388.5	986.5
Commercial EAS	57.5	37.0	94.5
High Volume General Aviation Airports	53.5	35.0	88.5
Other Select General Aviation Airports	78.5	51.0	129.5
<b>Total Construction Employment</b>	<b>787.5</b>	<b>511.5</b>	<b>1,299.0</b>
<b>Payroll</b>			
Primary CS Airports	\$21,169,200	\$13,765,900	\$34,935,100
Commercial EAS	\$2,035,500	\$1,323,700	\$3,359,200
High Volume General Aviation Airports	\$1,893,900	\$1,231,200	\$3,125,100
Other Select General Aviation Airports	\$2,778,900	\$1,806,600	\$4,585,500
<b>Total Construction Payroll</b>	<b>\$27,877,500</b>	<b>\$18,127,400</b>	<b>\$46,004,900</b>
<b>Output</b>			
Primary CS Airports	\$44,481,700	\$30,299,800	\$74,781,500
Commercial EAS	\$4,268,000	\$2,907,200	\$7,175,200
High Volume General Aviation Airports	\$3,997,300	\$2,722,800	\$6,720,100
Other Select General Aviation Airports	\$5,761,000	\$3,924,200	\$9,685,200
<b>Total Construction Output</b>	<b>\$58,508,000</b>	<b>\$39,854,000</b>	<b>\$98,362,000</b>

Sources: Wilbur Smith Associates and IMPLAN multipliers

## HOSPITAL SURVEY ANALYSIS

One of the more important functions of Montana's airports is to support the state's network of hospitals and medical facilities in the care of critically ill patients, and in the transport of physicians to the state's remote communities. Given the significant distances between many of Montana's communities and the state's centers of advanced medicine, it is important to all Montanans that the state's system of airports provide adequate facilities for the transport patients and doctors to all areas of the state. The value of lifesaving benefits provided by fast, reliable air medical evacuation cannot be measured in traditional economic or monetary terms.

To that end, the Montana Department of Transportation sponsored a survey effort to collect information from the state's hospitals to determine usage patterns by hospitals and physicians of its airports. This survey was mailed to the administrators of 64 hospitals across the state, critical access care centers, and Native American health centers with questions regarding their use of airports and aviation in transporting patients, physicians, and supplies. Of the 64 surveys mailed, 35 were completed and returned, for an excellent response rate in excess of 54 percent. These 35 hospitals accounted for 1,807 of the state's 3,650 beds, or approximately 49.6 percent of the state's hospital patient capacity.

The questions that appeared on the survey, along with a summary of responses, appear below.

1. *Does your facility host specialty clinics (i.e. cardiology, oncology)? If yes, please indicate the average number of monthly clinics held at your facility, and the average number of doctors that participate in each.*

Of the 35 responding facilities, 25 (71 percent) reported hosting specialty clinics. These facilities reported hosting approximately six clinics per month, with an average of two physicians at each clinic. (The Montana State Hospital in Warm Springs was a statistical outlier, hosting 270 clinics each month. These clinics were not included in the calculations above.)

2. *If you offer specialty clinics, do specialists travel to your facility on aircraft? If yes, please list the cities where these specialists base their practice. If specialists utilize aircraft, which nearby airport do they use?*

Ten facilities, or 40 percent of those reporting hosting clinics, indicated doctors flew to their facilities. The most common "home" city for these physicians was Billings, followed by Kalispell and Missoula. Doctors were reported as visiting for clinics from as far away as Salt Lake City, Seattle, and Las Vegas. If an airport was known to have air ambulance activity it is noted in this narrative.

3. *Does your facility have a helipad? If so, how many times per month is it used?*

Of the 35 responding facilities, 22 indicated the presence of a helipad. These helipads were used on average 11 times per month, or once every three days. Not surprisingly Missoula's hospitals reported helipad use considerably more frequently, at more than a daily rate.

4. *Are patients transferred to or from your facility via air ambulance? If so, please indicate the aviation facility/facilities used, and to which three cities are trauma patients most frequently transferred?*

Thirty-one of the 35 responding facilities reported the use of air ambulance for transporting patients. All 22 of the helipad-equipped facilities reported using them for patient transfer. In addition, 24 hospitals indicated using local airports for patient transfer via air ambulance. On average, these 24 facilities used their local airports five times each month for air ambulance transfers. Billings was the most common destination for these passengers, along with Missoula, Great Falls, Spokane, Bismarck, Salt Lake City, and Seattle.

5. *Please indicate if your facility uses air cargo/express (e.g. FedEx) services for diagnostics, equipment, supplies, drug shipments, document shipments, etc.?*

Twenty-three percent of responding hospitals use air cargo or express shipments for Diagnostics or Testing. Thirty-one percent use such services for supplies or drug shipments, while 28 percent use them for document shipments. Twenty-three percent use these services for equipment shipments.

In all, it is clear that the availability of reliable, fast air transportation is critical to Montana's residents health and well-being. In the absence of the state's network of airports, health care in Montana would be impinged. Seriously ill or injured patients would not be able to seek emergency

care without long ambulance rides, and small towns would largely be left without advanced specialized medical care.

From information volunteered by hospital administrators, it is evident that over 88 percent of Montana’s hospitals rely on air ambulance services to transport critically ill patients, sometimes to cities as far away as Salt Lake City and Seattle. Forty percent of hospitals reported flying doctors in to local hospitals for attendance and clinics; these hospitals would otherwise be forced to do without the services of specialists. More than a quarter of hospitals require the services of air cargo express companies to carry out daily business.

## WILD LAND FIREFIGHTING ANALYSIS

Designated aviation assets provide significant protection from forest and rangeland fires throughout Montana. When these wildland fires occur in urban areas they are identified as Wild Land Urban Interface Fires (WUI)<sup>2</sup>. Analysis of Montana Department of Natural Resources data and interviews of DNR Aviation staff provided insight into the reliance on aviation and airports in Montana to fight Wild Land Urban Interface Fires.

- 10 percent of all fires initially reported by aircraft while 5 percent are reported by agency lookout towers.
- 5 percent of all wildland urban interface fire incidents rely on fixed wing tanker aircraft
- 23 percent of all wildland urban interface fire incidents rely on helicopters
- 60 percent of all wildland urban interface acres on fire rely on fixed wing tanker aircraft<sup>3</sup>
- 93 percent of all wildland urban interface acres on fire rely on helicopters
- Tanker aircraft support 60 percent of all acres burned in the state

Helicopters are the preferred aircraft to fight WUI fires in Montana. Table 19 indicates helicopters are used on 40 percent of fires between a quarter to 10 acres whereas fixed wing aircraft are used only 5 percent of the time on similar size fires. Fixed wing aircraft are prevalent on fires over 100 acres in size. Further analysis indicates 30 percent of costs for a large wildland fire are related to aircraft operations. For every aircraft utilized to fight wildland fires 18 ground crew fire fighters on average are on the fire line.

Table 19  
 Wild Land Urban Interface Fires  
 Aircraft Reliance

Type of Fire	Acres	Fixed Wing	Helicopters
Class A	<.25	0%	15%
Class B	.26 to 9.9	5%	40%
Class C	10 to 99.9	20%	50%
Class D	100 to 299.9	50%	50%
Class E	300 to 999.9	40%	50%
Class F	1,000 to 4,999.9	60%	75%
Class G	>5000	50%	70%

Source: Wilbur Smith Associates analysis of MT DNR data

<sup>2</sup> The Wild Land Urban Interface community exists where humans and their development meet or intermix with wildland fuels. These fires are generally in lower elevations, near human habitation, and can be costly in terms of destruction of property and life threatening.

<sup>3</sup> Wild land urban interface fire incidents are the number of fires that take place in a season. If there were 100 WUI incidents in a season 23 of these incidents relied on helicopters for aerial firefighting. Wild land urban interface data also account for total acres burned. If 100,000 acres burned in a season 60,000 acres relied on fixed wing aerial firefighting.

A number of Montana airports support wildland fire fighting through either permanent US Forest Service (USFS) or Bureau of Land Management (BLM) facilities located on an airport or temporary facilities when the USFS determines an alternative airport is suitable for wildland firefighting. Table 20 identifies airports in Montana that are used on a regular basis for wildland firefighting. Utilization of these airport ranges from smokejumpers based at an airport, which includes training facilities, to Air Tanker Bases. Some airports have small Single Engine Attack Tankers based on the premises with a small staff to manage the facility. Other airports are used on a seasonal basis. In all, there are 16 airports in Montana that are utilized consistently by state and federal agencies.

Table 20  
 Wildland Fire Fighting Airport Reliance

City	Airport Name	Type of Facility
Billings	Billings Logan International Airport	BLM Air Tanker Base
Bozeman	Gallatin Field Airport	USFS SEAT, Helitack, Lead Aircraft
Dillon	Dillon Airport	BLM Air Tanker Base
Hamilton	Ravalli County Airport	USFS SEAT, Helitack, Lead Aircraft
Helena	Helena Regional Airport	USFS Air Tanker Base, MT DNR
Jordan	Jordan Airport	USFS SEAT, Helitack, Lead Aircraft
Kalispell	Glacier Park International Airport	USFS Air Tanker Base
Kalispell	Kalispell City Airport	USFS SEAT, Helitack, Lead Aircraft
Lewistown	Lewistown Municipal Airport	USFS SEAT, Helitack, Lead Aircraft
Livingston	Mission Field Airport	Seasonal Helitack
Miles City	Frank Wiley Field Airport	BLM SEAT & Cache
Missoula	Missoula International Airport	Smoke Jumper Base
Plains	Plains Airport	USFS SEAT, Helitack, Lead Aircraft
Seeley Lake	Seeley Lake Airport	Seasonal Helitack
Stevensville	Stevensville Airport	Seasonal Helitack
West Yellowstone	Yellowstone Airport	Smoke Jumper Base

Source: Wilbur Smith Associates

## BUSINESS USAGE OF MONTANA AIRPORTS

Building upon a business survey which was administered by the consultant as part of a 2007 Montana Department of Transportation, Research Programs and utilizing new data collected during this study provides a better understanding of the economic benefits to Montana's businesses and industries which utilize airports and commercial air service.

In 2007, a business survey questionnaire was developed and mailed to 1,521 businesses, government institutions, and industries in Montana. Surveys were only sent to organizations with 50 or more employees in certain industries that are more dependent on commercial air service including manufacturing, healthcare, and tourism. Of the total mail-out, over 300 surveys were filled out and returned. This resulted in a response rate of 21 percent, which is considered excellent for a survey of this nature. Survey respondents were located throughout the state, however as would be expected, the largest numbers of respondents were located in Montana's larger cities.

Businesses responding to the business usage survey covered a wide range of employment types and included manufacturers, construction, service industries, banking and finance, government, retail sales, agriculture, and wholesale trade. Table 21 on the next page summarizes the types of Montana businesses that responded to the survey by North American Industry Classification System (NAICS) codes. Businesses in the Health Care and Social Assistance, and Manufacturing categories

represented the largest numbers of respondents, while businesses in the Mining and Educational Services were the least represented.

Table 21  
 Survey Respondents by 2002 NAICS Code

NAICS Code	Total	Percent of Total	GDP*	Total Employees	Average Annual Salary
62 Health Care and Social Assistance	51	16.30%	\$2,852	54,266	\$34,393
44-45 Retail Trade	39	12.50%	\$2,252	58,386	\$23,116
31-33 Manufacturing	34	10.90%	\$1,385	20,430	\$39,735
72 Accommodation and Food Services	29	9.30%	\$1,059	46,739	\$12,675
52 Finance and Insurance	24	7.70%	\$1,667	15,556	\$46,800
54 Professional, Scientific, and Technical Svcs	22	7.00%	\$1,560	19,004	\$45,459
42 Wholesale Trade	18	5.80%	\$1,659	16,937	\$43,228
51 Information	17	5.40%	\$970	78,268	\$38,481
71 Arts, Entertainment, and Recreation	16	5.10%	\$427	11,401	\$16,226
23 Construction	15	4.80%	\$2,096	32,289	\$38,126
48-49 Transportation and Warehousing	13	4.20%	\$1,543	11,018	\$33,543
92 Public Administration	12	3.80%	\$5,118	9,021	\$58,104
56 Administrative and Support and Waste Mgt	7	2.20%	\$690	20,262	\$23,556
11 Agriculture, Forestry, Fishing, and Hunting	3	1.00%	\$1,082	4,533	\$28,027
53 Real Estate and Rental and Leasing	3	1.00%	\$3,633	6,028	\$27,882
81 Other Services	3	1.00%	\$793	15,978	\$22,189
21 Mining	2	0.60%	\$1,812	7,474	\$67,816
61 Educational Services	1	0.30%	\$122	25,614	\$38,774
<b>Total</b>			<b>\$30,720</b>	<b>453,204</b>	

Source: Wilbur Smith Associates, US Bureau of Labor Statistics \*in millions

Many of the responding firms support Montana's tourism industry, including 27 lodging establishments. An additional 20 firms or organizations are related to Montana tourism including outfitters, parks, retail shops, ski resorts, and golf courses. Also, 42 of the respondents were healthcare related firms, operating hospitals, long-term care facilities, or doctor's offices.

Respondents were asked to indicate the number of full-time and part-time people their business employs. Of the 303 businesses that answered this question, a total of 22,229 full-time and 7,026 part-time employees were represented in the survey results. On average, the employees at responding businesses took 55 commercial airline trips per year per business which is approximately .65 enplanements per employee annually. There are over 453,200 employees in all the Montana industries surveyed. Applying the ratio of enplanement per employee generates nearly 295,000 passenger enplanements in Montana that are for business purposes. There were 691,300 enplanements at all Montana commercial airports by residents in 2006 with 43 percent of these related to local business travel. The Information Technology sector averages 139 passenger enplanements per day in Montana. Table 22 on the next page identifies the estimated resident business traveler per day by industry sector.

Table 22  
Statewide Resident Business Traveler Estimate

NAICS Sector	Industry Employees	Estimated Enplanements by Sector	Enplanements Per Day
62 Health Care and Social Assistance	54,266	35,300	97
44-45 Retail Trade	58,386	38,000	104
31-33 Manufacturing	20,430	13,300	36
72 Accommodation and Food Services	46,739	30,400	83
52 Finance and Insurance	15,556	10,100	28
54 Professional, Scientific, and Technical Svcs	19,004	12,400	34
42 Wholesale Trade	16,937	11,000	30
51 Information	78,268	50,900	139
71 Arts, Entertainment, and Recreation	11,401	7,400	20
23 Construction	32,289	21,000	58
48-49 Transportation and Warehousing	11,018	7,200	20
92 Public Administration	9,021	5,900	16
56 Administrative and Support and Waste Mgt	20,262	13,200	36
11 Agriculture, Forestry, Fishing, and Hunting	4,533	2,900	8
53 Real Estate and Rental and Leasing	6,028	3,900	11
81 Other Services	15,978	10,400	28
21 Mining	7,474	4,900	13
61 Educational Services	25,614	16,600	45
<b>Total</b>	<b>453,204</b>	<b>294,600</b>	<b>807</b>

Source: Wilbur Smith Associates

Table 23 on the next page categorizes respondents by NAICS code, and shows each business category's dependence on the availability of commercial service airports. Businesses in the Mining category had the highest average percentage. However, several businesses related to tourism in the Accommodation and Food Services category reported that 80% - 100% of their business relied on the availability of Commercial Service Airports in Montana. When applying the percent dependent to the annual Gross Product generated by these industries in Montana the overall revenue reliance of these industries emerges. Based upon this analysis, it is estimated that nearly \$11.8 billion, or 38 percent, in the State's Gross Domestic Product is reliant on the availability of commercial service airlines. This translates into approximately 166,800 jobs in the state depending on the availability of commercial aviation.

Two additional points are noteworthy as they related to these value-added business impacts. First, the estimated 166,800 jobs associated with non-aviation businesses that depend on the commercial service are in addition to the 12,175 jobs supported by airport activities, on-airport businesses, and visitor spending. Second, these value-added business benefits noted in this section do not included additional induced impacts associated with a multiplier affect. If the value-added business benefits included induced impacts, these economic benefits would be higher.



Table 23  
Percent of Business Activity Dependent  
on Montana Commercial Service Airports

NAICS Code	Annual GSP	Percent Dependent	Annual GDP
			Dependent on Comm. Aviation
62 Health Care and Social Assistance	\$2,852,000,000	19%	\$541,880,000
44-45 Retail Trade	\$2,252,000,000	34%	\$765,680,000
31-33 Manufacturing	\$1,385,000,000	39%	\$540,150,000
72 Accommodation and Food Services	\$1,059,000,000	38%	\$402,420,000
52 Finance and Insurance	\$1,667,000,000	25%	\$416,750,000
54 Professional, Scientific, and Technical Svcs	\$1,560,000,000	54%	\$842,400,000
42 Wholesale Trade	\$1,659,000,000	47%	\$779,730,000
51 Information	\$970,000,000	58%	\$562,600,000
71 Arts, Entertainment, and Recreation	\$427,000,000	37%	\$157,990,000
23 Construction	\$2,096,000,000	37%	\$775,520,000
48-49 Transportation and Warehousing	\$1,543,000,000	15%	\$231,450,000
92 Public Administration	\$5,118,000,000	29%	\$1,484,220,000
56 Administrative, Support and Waste Mgt	\$690,000,000	13%	\$89,700,000
11 Agriculture, Forestry, Fishing, and Hunting	\$1,082,000,000	15%	\$162,300,000
53 Real Estate and Rental and Leasing	\$3,633,000,000	65%	\$2,361,450,000
81 Other Services	\$793,000,000	14%	\$111,020,000
21 Mining	\$1,812,000,000	85%	\$1,540,200,000
61 Educational Services	\$122,000,000	28%	\$34,160,000
	<b>\$30,720,000,000</b>	<b>38%</b>	<b>\$11,799,620,000</b>

Source: Wilbur Smith Associates, US Bureau of Economic Analysis

A second survey was developed as part of this study in 2007 to gather data from Montana employers to identify additional value-added benefits. This Business Survey provides additional information from businesses on topics such as reliance on general aviation, commercial airline service and air cargo. The survey also collected information on factors important to businesses when they consider expanding or relocating.

The survey sampled private sector industries in the state that have a high propensity to rely on aviation services. While it is impossible to make exact estimates of all the additional benefits that businesses in Montana derive from their use of airports, it is possible to make some broad assumptions as to how the airports benefit private sector businesses and industries in the state.

### ***Business Location Factors***

The survey confirmed that many businesses depend on the state's airports for the transport of employees, clients, and suppliers, as well as goods. Without access to commercial and general aviation airports, some companies would be forced to cut employment or possibly locate outside the state. The business survey contained specific questions regarding the importance of various factors considered when a business contemplates relocation or expansion. The top 13 factors that influence business location, ranked in the relative order of importance by Montana businesses, are as follows:

- Highway access
- Trained workforce

- Tax incentives
- Cost of living
- Commercial service airport
- Proximity to suppliers
- Universities, academic and R&D centers
- General aviation airport
- Urban
- Rail transport
- Historic location
- Raw materials
- Water transport

Approximately 12 percent of all survey respondents indicated that a commercial service airport was "Very Important" to their decision on business location. An additional 43 percent of the respondents indicated the presence of a commercial service airport was "Important." In all, 55 percent of respondents indicated that a commercial service airport was important to their decision to locate in Montana.

## ACTIVITY MATRIX SUMMARY

While previous sections of this study focused on the quantitative benefits resulting from aviation in Montana, there are also a number of qualitative benefits that must be discussed when the total value of an airport or an airport system is analyzed. Qualitative benefits are those factors for which dollar values cannot be readily assigned. Qualitative benefits are those activities which take place at an airport on a regular basis that add to the quality of life of residents in the airport's market area. Qualitative benefits are generally considered benefits regarding health, welfare, or safety. While it may be difficult to place a dollar value on such impacts, these benefits improve the quality of life of Montana's residents in a variety of ways. Among these benefits are activities such as medical flights, police patrol, forest fire fighting, agricultural spraying, news reporting, educational opportunities, high profile visitors and government official arrival, and recreational benefits.

A key focus of the airport management surveys conducted as part of the inventory phase of the study was to identify specific examples of qualitative benefits provided by each Montana airport. While the demographics of individual market areas and available facilities greatly influence each airport's ability to provide such benefits, each airport provides important qualitative benefits. Table 24 on the next page presents the specific benefits identified for each airport. While this matrix is not all-encompassing, it does provide an important overview of the diversity of benefits that airports provide to Montana, beyond the creation of jobs, payroll, and output. It should be noted that the levels of activity indicated are based on airport management estimates. These activities should be viewed as predominate aviation activities at the respective airport and does not mean other aviation activities do not take place at the facility.

Table 24

		ON-AIRPORT ACTIVITIES																							
Associated City	Airport Name	Recreational Flying	Agricultural Spraying	Corporate Use	Aerial Inspections	Air Cargo	Flight Training	Resort Gateway	Comm. Event Staging	Law Enforcement	Prisoner Transport	Military Training	Career Training	Search and Rescue	Environmental Patrol	Air Ambulance	Med. Shipment/Patient Trans.	Firefighting	Aerial Photography	Real Estate Tours	Banner Towing	Traffic and News	Air Shows		
<b>Primary Commercial Service Airports</b>																									
Billings	Billings Logan International Airport	H		H	L	H	H	M	L	H	L	L	M		H	M	M	M	L				L		
Bozeman	Gallatin Field Airport	H	H	H	H	H	H	H	H	L	L	L	L	M	L	H	H	H	M	M	L			L	
Butte	Bert Mooney Airport	H	L	H	H	H	H	M	L		M	M	H	H		H	H	S			L				
Great Falls	Great Falls International Airport	H	L	H	L	H	H			H	L	H		M	L	H		L	L	L					
Helena	Helena Regional Airport	H	M	H	M	H	H	H	M	H	L	H	H	L	L	H	H	H	H	H	L	L	L	L	L
Kalispell	Glacier Park International Airport	H		H		H	H	H				L		L	L	H	L	H	L						
Missoula	Missoula International Airport	H	L	H		H	H	H	L	H	M		H	L	L	H	H	H	M	M	L			L	
<b>Commercial Essential Air Service Airports</b>																									
Glasgow	Wokal Field/Glasgow International Airport	H	H	H	L	H	M	H	L	M	L	L			M	H	H	L	M						
Glendive	Dawson Community Airport	H		H	M	M	L	H	L	L		L			M	M	L	L							
Havre	Havre City-County Airport	H	M	H		H	M	H		M		L			M	H	H	M							L
Lewistown	Lewistown Municipal Airport	H	H	H			M		M			H		M	H	L		H							
Miles City	Frank Wiley Field Airport	H	L	M		H										M	M	H	L						
Sidney	Sidney-Richland Municipal Airport	H	H	H	L	H	H									H	H	L	L						
West Yellowstone	Yellowstone Airport	M		H	M			H	L	L					M	M	M	H	M						L
Wolf Point	L M Clayton Airport	M	H	H	L	H	L	M		L	L	L			L	H	M	M	L						
<b>High Volume General Aviation Airports</b>																									
Baker	Baker Municipal Airport	H	H	H	H	L	M	M	L	L	L	L	L	L	H	M	M	M	M	L					L
Big Timber	Big Timber Airport	M	L					L						L	M	L		L							
Chinook	Edgar G. Obie Airport	H	H	H										L		L	L	L							
Choteau	Choteau Airport	H		H						L						L	L	L							
Columbus	Columbus Airport	H		H		H	H		L							L	L	L	L	L					
Cut Bank	Cut Bank International Airport	H	H	H	M	H	M	H	L	H		M				H	H	H	H						
Dillon	Dillon Airport	H	H	H											L	L	L	L							
Forsyth	Tillitt Field Airport	H	H	M	L	L	M	H	L	L		L			M	M	L		L	L					
Hamilton	Ravalli County Airport	H		H	M	M	H	H	L	M		L	L	L	M	M	L	H	L	M	L				
Jordan	Jordan Airport	M	S				S									L		S							
Kalispell	Kalispell City Airport	H	L	H	L		H	H		H				L	M	L	L	H	L	L	L				
Laurel	Laurel Municipal Airport	H		H		H	H						H				H	L	L						
Livingston	Mission Field Airport	H	H	H			H	M								M		H							
Polson	Polson Airport	H		M	L		M		L	L						L	L	L							
Ronan	Ronan Airport	H	L	M		H			L							L	L	L							
Seeley Lake	Seeley Lake Airport	H		H						L					L	L	L	S							
Shelby	Shelby Airport	H		H						L					L	L	L	L							
Stevensville	Stevensville Airport	H	H	H					L	L					L	L	L	S							
Three Forks	Three Forks Airport	H	L	L		H		L				M													L
Twin Bridges	Twin Bridges Airport	L		H		H	H						H	M				L	L	M	L				
<b>Other Select General Aviation Airports</b>																									
Anaconda	Bowman Field Airport	H	L	M	L		L			L				L		M	M	L	L	L					
Benchmark	Benchmark Airport	H					H											S							
Big Sandy	Big Sandy Airport	H		H						L					L	L	L	L							
Broadus	Powder River County Airport	H	M	L														L	L	L					
Chester	Liberty County Airport	M	H	L						L								L							
Circle	Circle Town County Airport	M	M	M	L																				
Colstrip	Colstrip Airport	H		H						L					L	L	L	L							
Conrad	Conrad Airport	H		H						L					L	L	L	L							
Culbertson	Big Sky Field Airport	M	L	L	L		L						L					M	M	L					
Deer Lodge	Deer Lodge City-County Airport	H	H	M	L	L	M	M		M		M				M	M	L	L	L					
Ekalaka	Ekalaka Airport	M	L	M					L			L				M	M	L	L						
Ennis	Ennis - Big Sky Airport	H	L	M			M	M							M	M	L				L				
Eureka	Eureka Airport	H		M			M	L		M															L
Fort Benton	Fort Benton Airport	H		H						L					L	L	L	L	L						
Gardiner	Gardiner Airport	L	L	L	L		L	L		L					L	L	L	L	L						

Table 24 (continued)

ON-AIRPORT ACTIVITIES																								
Associated City	Airport Name	Recreational Flying	Agricultural Spraying	Corporate Use	Aerial Inspections	Air Cargo	Flight Training	Resort Gateway	Comm. Event Staging	Law Enforcement	Prisoner Transport	Military Training	Career Training	Search and Rescue	Environmental Patrol	Air Ambulance	Med. Shipment/Patient Trans.	Firefighting	Aerial Photography	Real Estate Tours	Banner Towing	Traffic and News	Air Shows	
Geraldine	Geraldine Airport	M	L	L	L																			
Harlem	Harlem Airport	H	H	L			L									M	M							
Harlowton	Wheatland County Airport at Harlowton	H	L	M	M		H	L	L	L	L	L	L	L	M	M	M	L	L	L				
Libby	Libby Airport	H	H	H						L						L	L	L						
Lincoln	Lincoln Airport	H	H	H						L						L	L	L						
Malta	Malta Airport	H	H	H						L						H	L	L						
Philipsburg	Riddick Field Airport	H	H	H						L						L	L	L						
Plains	Plains Airport	H	H	M	M	L	L	M	L	L			L			M		H	L	L				
Plentywood	Sher-Wood Airport	H	H	M	M																			
Poplar	Poplar Airport	H	H	H	L	L				L	L	L				H	H		M					
Red Lodge	Red Lodge Airport	H	H	M	H		H	H	L						L				L	L	L			
Roundup	Roundup Airport	M	L	M	L											L	L	L	L					
Scobey	Scobey Airport	H	H	H			H			H					H		H	H	H					
Stanford	Stanford Airport	H	H	M	M		L					M		L		L		L	L	L				
Superior	Mineral County Airport	H																						
Terry	Terry Airport	H	H	H						L						L	L	L						
Thompson Falls	Thompson Falls Airport	H	H	H						L						L	L	L						
Townsend	Townsend Airport	H	L	M		L	H	H	H			M		L		L		L		L				
Turner	Turner Airport	H	S				L		L				L	L	L				L					
Valier	Valier Airport	M	L	L	M	L						L		L										
White Sulphur Springs	White Sulphur Springs Airport	H	L	M								M					L	L		L				
Winifred	Winifred Airport	H	L	M	M			L				L		L					L					

Source: Airport management data, USFS interviews, airport manager interviews and hospital survey data.  
H = Daily; M = Weekly; L = Monthly; S = Seasonally; Blank = Not reported

Appendix A - Airport-Specific Data

Table A-1  
Government Tenant Employment  
2008

Associated City	Airport Name	Government Tenant Employment		
		First-Round	Second-Round	Total
<b>Primary Commercial Service Airports</b>				
Billings	Billings Logan International Airport	175.0	113.5	288.5
Bozeman	Gallatin Field	126.0	82.0	208.0
Butte	Bert Mooney Airport	25.0	16.0	41.0
Great Falls	Great Falls International Airport	915.0	594.0	1509.0
Helena	Helena Regional Airport	511.5	332.0	843.5
Kalispell	Glacier Park International Airport	84.0	54.5	138.5
Missoula	Missoula International Airport	307.0	199.5	506.5
<b>Primary Commercial Service Subtotal</b>		<b>2,143.5</b>	<b>1,391.5</b>	<b>3,535.0</b>
<b>Commercial Essential Air Service Airports</b>				
Glasgow	Wokal Field/Glasgow International Airport	26.0	17.0	43.0
Glendive	Dawson Community Airport	8.0	5.0	13.0
Havre	Havre City-County Airport	3.0	2.0	5.0
Lewistown	Lewistown Municipal Airport	65.5	42.5	108.0
Miles City	Frank Wiley Field	15.5	10.0	25.5
Sidney	Sidney-Richland Municipal Airport	4.5	3.0	7.5
West Yellowstone	Yellowstone Airport	58.5	38.0	96.5
Wolf Point	L M Clayton Airport	3.5	2.5	6.0
<b>Commercial Essential Air Service Subtotal</b>		<b>184.5</b>	<b>120.0</b>	<b>304.5</b>
<b>High Volume General Aviation Airports</b>				
Baker	Baker Municipal Airport	Confidential		
Big Timber	Big Timber Airport	Confidential		
Chinook	Edgar G. Obie Airport	Confidential		
Choteau	Choteau Airport	Confidential		
Columbus	Columbus Airport	Confidential		
Cut Bank	Cut Bank International Airport	2.0	1.5	3.5
Dillon	Dillon Airport	6.5	4.0	10.5
Forsyth	Tillitt Field	Confidential		
Hamilton	Ravalli County Airport	31.0	20.0	51.0
Jordan	Jordan Airport	0.0	0.0	0.0
Kalispell City	Kalispell City Airport	78.5	51.0	129.5
Laurel	Laurel Municipal Airport	0.5	0.5	1.0
Livingston	Mission Field	Confidential		
Polson	Polson Airport	0.0	0.0	0.0
Ronan	Ronan Airport	2.0	1.5	3.5
Seeley Lake	Seeley Lake Airport	6.5	4.0	10.5
Shelby	Shelby Airport	0.0	0.0	0.0
Stevensville	Stevensville Airport	0.0	0.0	0.0
Three Forks	Three Forks Airport	Confidential		
Twin Bridges	Twin Bridges Airport	Confidential		
<b>High Volume General Aviation Airports Subtotal</b>		<b>141.5</b>	<b>91.5</b>	<b>233.0</b>
<b>Other Select General Aviation Airports</b>				
Anaconda	Bowman Field	0.5	0.5	1.0
Benchmark	Benchmark Airport	0.0	0.0	0.0
Big Sandy	Big Sandy Airport	0.0	0.0	0.0
Broadus	Broadus Airport	0.5	0.5	1.0

Appendix A - Airport-Specific Data

Table A-1 (continued)  
Government Tenant Employment  
2008

Associated City	Airport Name	Government Tenant Employment		
		First-Round	Second-Round	Total
Chester	Liberty County Airport	0.0	0.0	0.0
Circle	Circle Town County Airport	Confidential		
Colstrip	Colstrip Airport	0.0	0.0	0.0
Conrad	Conrad Airport	Confidential		
Culbertson	Big Sky Field	0.5	0.5	1.0
Deer Lodge	Deer Lodge City-County Airport	0.5	0.5	1.0
Ekalaka	Ekalaka Airport	0.0	0.0	0.0
Ennis	Ennis - Big Sky Airport	1.0	0.5	1.5
Eureka	Eureka Airport	Confidential		
Fort Benton	Fort Benton Airport	0.0	0.0	0.0
Gardiner	Gardiner Airport	Confidential		
Geraldine	Geraldine Airport	0.0	0.0	0.0
Harlem	Harlem Airport	Confidential		
Harlowton	Wheatland County Airport at Harlowton	0.5	0.5	1.0
Libby	Libby Airport	0.0	0.0	0.0
Lincoln	Lincoln Airport	0.0	0.0	0.0
Malta	Malta Airport	Confidential		
Philipsburg	Riddick Field	0.5	0.5	1.0
Plains	Plains Airport	11.0	7.0	18.0
Plentywood	Sher-Wood Airport	Confidential		
Poplar	Poplar Airport	Confidential		
Red Lodge	Red Lodge Airport	0.0	0.0	0.0
Roundup	Roundup Airport	3.0	2.0	5.0
Scobey	Scobey Airport	1.5	1.0	2.5
Stanford	Stanford Airport	Confidential		
Superior	Mineral County Airport	0.0	0.0	0.0
Terry	Terry Airport	0.0	0.0	0.0
Thompson Falls	Thompson Falls Airport	0.5	0.5	1.0
Townsend	Townsend City-County Airport	0.5	0.5	1.0
Turner	Turner Airport	0.0	0.0	0.0
Valier	Valier Airport	0.0	0.0	0.0
White Sulphur Springs	White Sulphur Springs Airport	0.0	0.0	0.0
Winifred	Winifred Airport	0.0	0.0	0.0
	<b>Other Select General Aviation Airports Subtotal</b>	<b>31.5</b>	<b>22.0</b>	<b>53.5</b>
48 Rural Communities	Other Rural Airports	0.0	0.0	0.0
	<b>All General Aviation Airports Subtotal</b>	<b>173.0</b>	<b>113.5</b>	<b>286.5</b>
	<b>All Airports Total</b>	<b>2,501.0</b>	<b>1,625.0</b>	<b>4,126.0</b>

Source: Wilbur Smith Associates

Appendix A - Airport-Specific Data

Table A-2  
Commercial Service Tenant Employment  
2008

Associated City	Airport Name	Commercial Service Tenant Employment		
		First-Round	Second-Round	Total
<b>Primary Commercial Service Airports</b>				
Billings	Billings Logan International Airport	256.0	238.5	494.5
Bozeman	Gallatin Field	208.0	193.5	401.5
Butte	Bert Mooney Airport	29.5	27.5	57.0
Great Falls	Great Falls International Airport	178.5	166.0	344.5
Helena	Helena Regional Airport	51.0	47.5	98.5
Kalispell	Glacier Park International Airport	90.0	84.0	174.0
Missoula	Missoula International Airport	183.0	170.5	353.5
<b>Primary Commercial Service Subtotal</b>		<b>996.0</b>	<b>927.5</b>	<b>1,923.5</b>
<b>Commercial Essential Air Service Airports</b>				
Glasgow	Wokal Field/Glasgow International Airport	4.0	3.5	7.5
Glendive	Dawson Community Airport	5.0	4.5	9.5
Havre	Havre City-County Airport	5.0	4.5	9.5
Lewistown	Lewistown Municipal Airport	4.0	3.5	7.5
Miles City	Frank Wiley Field	5.5	5.0	10.5
Sidney	Sidney-Richland Municipal Airport	3.0	3.0	6.0
West Yellowstone	Yellowstone Airport	21.5	20.0	41.5
Wolf Point	L M Clayton Airport	12.0	11.0	23.0
<b>Commercial Essential Air Service Subtotal</b>		<b>60.0</b>	<b>55.0</b>	<b>115.0</b>
<b>All Airports Total</b>		<b>1,056.0</b>	<b>982.5</b>	<b>2,038.5</b>

Source: Wilbur Smith Associates

Appendix A - Airport-Specific Data

Table A-3  
General Aviation Tenant Employment  
2008

Associated City	Airport Name	General Aviation Tenant Employment		
		First-Round	Second-Round	Total
<b>Primary Commercial Service Airports</b>				
Billings	Billings Logan International Airport	242.0	290.0	532.0
Bozeman	Gallatin Field	79.0	94.5	173.5
Butte	Bert Mooney Airport	4.5	5.5	10.0
Great Falls	Great Falls International Airport	122.0	146.0	268.0
Helena	Helena Regional Airport	139.0	166.5	305.5
Kalispell	Glacier Park International Airport	71.0	85.0	156.0
Missoula	Missoula International Airport	138.5	166.0	304.5
<b>Primary Commercial Service Subtotal</b>		<b>796.0</b>	<b>953.5</b>	<b>1,749.5</b>
<b>Commercial Essential Air Service Airports</b>				
Glasgow	Wokal Field/Glasgow International Airport	17.0	20.5	37.5
Glendive	Dawson Community Airport	0.0	0.0	0.0
Havre	Havre City-County Airport	4.0	5.0	9.0
Lewistown	Lewistown Municipal Airport	17.0	20.5	37.5
Miles City	Frank Wiley Field	2.0	2.5	4.5
Sidney	Sidney-Richland Municipal Airport	6.0	7.0	13.0
West Yellowstone	Yellowstone Airport	6.0	7.0	13.0
Wolf Point	L M Clayton Airport	0.5	0.5	1.0
<b>Commercial Essential Air Service Subtotal</b>		<b>52.5</b>	<b>63.0</b>	<b>115.5</b>
<b>High Volume General Aviation Airports</b>				
Baker	Baker Municipal Airport	Confidential		
Big Timber	Big Timber Airport	Confidential		
Chinook	Edgar G. Obie Airport	Confidential		
Choteau	Choteau Airport	Confidential		
Columbus	Columbus Airport	Confidential		
Cut Bank	Cut Bank International Airport	2.5	3.0	5.5
Dillon	Dillon Airport	6.5	8.0	14.5
Forsyth	Tillitt Field	Confidential		
Hamilton	Ravalli County Airport	26.0	31.0	57.0
Jordan	Jordan Airport	0.0	0.0	0.0
Kalispell City	Kalispell City Airport	17.5	21.0	38.5
Laurel	Laurel Municipal Airport	23.5	28.0	51.5
Livingston	Mission Field	Confidential		
Polson	Polson Airport	14.5	17.5	32.0
Ronan	Ronan Airport	0.0	0.0	0.0
Seeley Lake	Seeley Lake Airport	0.0	0.0	0.0
Shelby	Shelby Airport	0.0	0.0	0.0
Stevensville	Stevensville Airport	30.0	36.0	66.0
Three Forks	Three Forks Airport	Confidential		
Twin Bridges	Twin Bridges Airport	Confidential		
<b>High Volume General Aviation Airports Subtotal</b>		<b>141.0</b>	<b>168.5</b>	<b>309.5</b>
<b>Other Select General Aviation Airports</b>				
Anaconda	Bowman Field	0.0	0.0	0.0
Benchmark	Benchmark Airport	0.0	0.0	0.0
Big Sandy	Big Sandy Airport	0.0	0.0	0.0
Broadus	Broadus Airport	0.0	0.0	0.0



Appendix A - Airport-Specific Data

Table A-3 (continued)  
General Aviation Tenant Employment  
2008

Associated City	Airport Name	General Aviation Tenant Employment		
		First-Round	Second-Round	Total
Chester	Liberty County Airport	4.0	5.0	9.0
Circle	Circle Town County Airport	Confidential		
Colstrip	Colstrip Airport	0.0	0.0	0.0
Conrad	Conrad Airport	Confidential		
Culbertson	Big Sky Field	0.0	0.0	0.0
Deer Lodge	Deer Lodge City-County Airport	6.5	8.0	14.5
Ekalaka	Ekalaka Airport	0.0	0.0	0.0
Ennis	Ennis - Big Sky Airport	2.5	3.0	5.5
Eureka	Eureka Airport	Confidential		
Fort Benton	Fort Benton Airport	8.5	10.0	18.5
Gardiner	Gardiner Airport	Confidential		
Geraldine	Geraldine Airport	1.5	2.0	3.5
Harlem	Harlem Airport	Confidential		
Harlowton	Wheatland County Airport at Harlowton	0.0	0.0	0.0
Libby	Libby Airport	10.0	12.0	22.0
Lincoln	Lincoln Airport	0.0	0.0	0.0
Malta	Malta Airport	Confidential		
Philipsburg	Riddick Field	0.0	0.0	0.0
Plains	Plains Airport	0.0	0.0	0.0
Plentywood	Sher-Wood Airport	Confidential		
Poplar	Poplar Airport	Confidential		
Red Lodge	Red Lodge Airport	2.5	3.0	5.5
Roundup	Roundup Airport	0.0	0.0	0.0
Scobey	Scobey Airport	4.0	5.0	9.0
Stanford	Stanford Airport	Confidential		
Superior	Mineral County Airport	0.0	0.0	0.0
Terry	Terry Airport	0.0	0.0	0.0
Thompson Falls	Thompson Falls Airport	0.0	0.0	0.0
Townsend	Townsend City-County Airport	1.5	2.0	3.5
Turner	Turner Airport	0.0	0.0	0.0
Valier	Valier Airport	0.0	0.0	0.0
White Sulphur Springs	White Sulphur Springs Airport	0.0	0.0	0.0
Winifred	Winifred Airport	0.0	0.0	0.0
	<b>Other Select General Aviation Airports Subtotal</b>	<b>57.0</b>	<b>68.5</b>	<b>125.5</b>
48 Rural Communities	Other Rural Airports	4.0	5.0	9.0
	<b>All General Aviation Airports Subtotal</b>	<b>202.0</b>	<b>242.0</b>	<b>444.0</b>
	<b>All Airports Total</b>	<b>1,050.5</b>	<b>1,258.5</b>	<b>2,309.0</b>

Source: Wilbur Smith Associates

Appendix A - Airport-Specific Data

Table A-4  
GA Visitor-Related Employment  
2008

Associated City	Airport Name	GA Visitor-Related Employment		
		First-Round	Second-Round	Total
<b>Primary Commercial Service Airports</b>				
Billings	Billings Logan International Airport	120.5	40.0	160.5
Bozeman	Gallatin Field	295.0	98.0	393.0
Butte	Bert Mooney Airport	29.0	9.5	38.5
Great Falls	Great Falls International Airport	44.5	15.0	59.5
Helena	Helena Regional Airport	67.0	22.5	89.5
Kalispell	Glacier Park International Airport	45.0	14.0	59.0
Missoula	Missoula International Airport	55.0	18.5	73.5
<b>Primary Commercial Service Subtotal</b>		<b>656.0</b>	<b>217.5</b>	<b>873.5</b>
<b>Commercial Essential Air Service Airports</b>				
Glasgow	Wokal Field/Glasgow International Airport	22.5	7.5	30.0
Glendive	Dawson Community Airport	1.0	0.5	1.5
Havre	Havre City-County Airport	3.0	1.0	4.0
Lewistown	Lewistown Municipal Airport	3.0	1.0	4.0
Miles City	Frank Wiley Field	7.5	2.5	10.0
Sidney	Sidney-Richland Municipal Airport	27.0	9.0	36.0
West Yellowstone	Yellowstone Airport	22.5	7.5	30.0
Wolf Point	L M Clayton Airport	0.5	0.0	0.5
<b>Commercial Essential Air Service Subtotal</b>		<b>87.0</b>	<b>29.0</b>	<b>116.0</b>
<b>High Volume General Aviation Airports</b>				
Baker	Baker Municipal Airport	Confidential		
Big Timber	Big Timber Airport	Confidential		
Chinook	Edgar G. Obie Airport	Confidential		
Choteau	Choteau Airport	Confidential		
Columbus	Columbus Airport	Confidential		
Cut Bank	Cut Bank International Airport	0.5	0.0	0.5
Dillon	Dillon Airport	9.0	3.0	12.0
Forsyth	Tillitt Field	Confidential		
Hamilton	Ravalli County Airport	12.5	4.0	16.5
Jordan	Jordan Airport	0.0	0.0	0.0
Kalispell City	Kalispell City Airport	143.5	47.5	191.0
Laurel	Laurel Municipal Airport	22.0	7.5	29.5
Livingston	Mission Field	Confidential		
Polson	Polson Airport	7.5	2.5	10.0
Ronan	Ronan Airport	0.5	0.0	0.5
Seeley Lake	Seeley Lake Airport	2.0	0.5	2.5
Shelby	Shelby Airport	0.0	0.0	0.0
Stevensville	Stevensville Airport	3.5	1.0	4.5
Three Forks	Three Forks Airport	Confidential		
Twin Bridges	Twin Bridges Airport	Confidential		
<b>High Volume General Aviation Airports Subtotal</b>		<b>209.5</b>	<b>68.5</b>	<b>278.0</b>
<b>Other Select General Aviation Airports</b>				
Anaconda	Bowman Field	2.5	1.0	3.5
Benchmark	Benchmark Airport	0.0	0.0	0.0
Big Sandy	Big Sandy Airport	0.0	0.0	0.0
Broadus	Broadus Airport	0.0	0.0	0.0

Appendix A - Airport-Specific Data

Table A-4 (continued)  
GA Visitor-Related Employment  
2008

Associated City	Airport Name	GA Visitor-Related Employment		
		First-Round	Second-Round	Total
Chester	Liberty County Airport	0.0	0.0	0.0
Circle	Circle Town County Airport	Confidential		
Colstrip	Colstrip Airport	1.5	0.5	2.0
Conrad	Conrad Airport	Confidential		
Culbertson	Big Sky Field	0.0	0.0	0.0
Deer Lodge	Deer Lodge City-County Airport	1.5	0.5	2.0
Ekalaka	Ekalaka Airport	0.0	0.0	0.0
Ennis	Ennis - Big Sky Airport	0.5	0.0	0.5
Eureka	Eureka Airport	Confidential		
Fort Benton	Fort Benton Airport	0.0	0.0	0.0
Gardiner	Gardiner Airport	Confidential		
Geraldine	Geraldine Airport	0.0	0.0	0.0
Harlem	Harlem Airport	Confidential		
Harlowton	Wheatland County Airport at Harlowton	0.0	0.0	0.0
Libby	Libby Airport	1.0	0.5	1.5
Lincoln	Lincoln Airport	0.0	0.0	0.0
Malta	Malta Airport	Confidential		
Philipsburg	Riddick Field	0.0	0.0	0.0
Plains	Plains Airport	0.0	0.0	0.0
Plentywood	Sher-Wood Airport	Confidential		
Poplar	Poplar Airport	Confidential		
Red Lodge	Red Lodge Airport	6.0	2.0	8.0
Roundup	Roundup Airport	0.0	0.0	0.0
Scobey	Scobey Airport	0.0	0.0	0.0
Stanford	Stanford Airport	Confidential		
Superior	Mineral County Airport	0.0	0.0	0.0
Terry	Terry Airport	0.0	0.0	0.0
Thompson Falls	Thompson Falls Airport	0.0	0.0	0.0
Townsend	Townsend City-County Airport	0.0	0.0	0.0
Turner	Turner Airport	0.0	0.0	0.0
Valier	Valier Airport	0.0	0.0	0.0
White Sulphur Springs	White Sulphur Springs Airport	0.0	0.0	0.0
Winifred	Winifred Airport	0.0	0.0	0.0
	<b>Other Select General Aviation Airports Subtotal</b>	<b>24.0</b>	<b>8.0</b>	<b>32.0</b>
48 Rural Communities	Other Rural Airports	0.0	0.0	0.0
	<b>All General Aviation Airports Subtotal</b>	<b>233.5</b>	<b>76.5</b>	<b>310.0</b>
	<b>All Airports Total</b>	<b>976.5</b>	<b>323.0</b>	<b>1,299.5</b>

Source: Wilbur Smith Associates

Note 1: Source: Glacier Park International Airport Master Plan

Appendix A - Airport-Specific Data

Table A-5  
Commercial Service Visitor-Related Employment  
2008

Associated City	Airport Name	CS Visitor-Related Employment		
		First-Round	Second-Round	Total
<b>Primary Commercial Service Airports</b>				
Billings	Billings Logan International Airport	1164.5	387.0	1551.5
Bozeman	Gallatin Field	1976.0	657.0	2633.0
Butte	Bert Mooney Airport	139.0	46.0	185.0
Great Falls	Great Falls International Airport	610.5	203.0	813.5
Helena	Helena Regional Airport	265.0	88.0	353.0
Kalispell	Glacier Park International Airport	245.0	75.0	320.0
Missoula	Missoula International Airport	1275.5	424.0	1699.5
<b>Primary Commercial Service Subtotal</b>		<b>5,675.5</b>	<b>1,880.0</b>	<b>7,555.5</b>
<b>Commercial Essential Air Service Airports</b>				
Glasgow	Wokal Field/Glasgow International Airport	6.5	2.0	8.5
Glendive	Dawson Community Airport	4.0	1.5	5.5
Havre	Havre City-County Airport	5.0	1.5	6.5
Lewistown	Lewistown Municipal Airport	2.5	1.0	3.5
Miles City	Frank Wiley Field	4.0	1.5	5.5
Sidney	Sidney-Richland Municipal Airport	15.0	5.0	20.0
West Yellowstone	Yellowstone Airport	43.5	14.5	58.0
Wolf Point	L M Clayton Airport	6.5	2.0	8.5
<b>Commercial Essential Air Service Subtotal</b>		<b>87.0</b>	<b>29.0</b>	<b>116.0</b>
<b>All Airports Total</b>		<b>5,762.5</b>	<b>1,909.0</b>	<b>7,671.5</b>

Source: Wilbur Smith Associates

Note 1: Source: Glacier Park International Airport Master Plan

Appendix A - Airport-Specific Data

Table A-6  
Total Employment Impacts  
2008

Associated City	Airport Name	Total Employment		
		First-Round	Second-Round	Total
<b>Primary Commercial Service Airports</b>				
Billings	Billings Logan International Airport	2,105.5	1,165.0	3,270.5
Bozeman	Gallatin Field	2,748.0	1,166.5	3,914.5
Butte	Bert Mooney Airport	241.5	114.0	355.5
Great Falls	Great Falls International Airport	2,077.0	1,258.0	3,335.0
Helena	Helena Regional Airport	1,084.5	689.5	1,774.0
Kalispell	Glacier Park International Airport	560.5	329.0	889.5
Missoula	Missoula International Airport	2,048.0	1,036.5	3,084.5
<b>Primary Commercial Service Subtotal</b>		<b>10,865.0</b>	<b>5,758.5</b>	<b>16,623.5</b>
<b>Commercial Essential Air Service Airports</b>				
Glasgow	Wokal Field/Glasgow International Airport	79.5	53.0	132.5
Glendive	Dawson Community Airport	27.5	17.5	45.0
Havre	Havre City-County Airport	23.0	16.0	39.0
Lewistown	Lewistown Municipal Airport	94.5	70.0	164.5
Miles City	Frank Wiley Field	44.0	27.5	71.5
Sidney	Sidney-Richland Municipal Airport	69.0	36.0	105.0
West Yellowstone	Yellowstone Airport	163.0	94.0	257.0
Wolf Point	L M Clayton Airport	28.0	19.0	47.0
<b>Commercial Essential Air Service Subtotal</b>		<b>528.5</b>	<b>333.0</b>	<b>861.5</b>
<b>High Volume General Aviation Airports</b>				
Baker	Baker Municipal Airport	5.5	5.5	11.0
Big Timber	Big Timber Airport	7.0	6.5	13.5
Chinook	Edgar G. Obie Airport	0.5	0.5	1.0
Choteau	Choteau Airport	1.0	1.0	2.0
Columbus	Columbus Airport	7.0	3.5	10.5
Cut Bank	Cut Bank International Airport	5.0	4.5	9.5
Dillon	Dillon Airport	22.0	15.0	37.0
Forsyth	Tillitt Field	4.0	3.0	7.0
Hamilton	Ravalli County Airport	69.5	55.0	124.5
Jordan	Jordan Airport	0.0	0.0	0.0
Kalispell City	Kalispell City Airport	239.5	119.5	359.0
Laurel	Laurel Municipal Airport	46.0	36.0	82.0
Livingston	Mission Field	7.5	5.5	13.0
Polson	Polson Airport	22.0	20.0	42.0
Ronan	Ronan Airport	2.5	1.5	4.0
Seeley Lake	Seeley Lake Airport	8.5	4.5	13.0
Shelby	Shelby Airport	0.0	0.0	0.0
Stevensville	Stevensville Airport	33.5	37.0	70.5
Three Forks	Three Forks Airport	1.5	1.5	3.0
Twin Bridges	Twin Bridges Airport	9.5	8.5	18.0
<b>High Volume General Aviation Airports Subtotal</b>		<b>492.0</b>	<b>328.5</b>	<b>820.5</b>
<b>Other Select General Aviation Airports</b>				
Anaconda	Bowman Field	3.0	1.5	4.5
Benchmark	Benchmark Airport	0.0	0.0	0.0
Big Sandy	Big Sandy Airport	0.0	0.0	0.0
Broadus	Broadus Airport	0.5	0.5	1.0

Appendix A - Airport-Specific Data

Table A-6 (continued)  
Total Employment Impacts  
2008

Associated City	Airport Name	Total Employment		
		First-Round	Second-Round	Total
Chester	Liberty County Airport	4.0	5.0	9.0
Circle	Circle Town County Airport	1.5	1.5	3.0
Colstrip	Colstrip Airport	1.5	0.5	2.0
Conrad	Conrad Airport	3.0	3.5	6.5
Culbertson	Big Sky Field	0.5	0.5	1.0
Deer Lodge	Deer Lodge City-County Airport	8.5	9.0	17.5
Ekalaka	Ekalaka Airport	0.0	0.0	0.0
Ennis	Ennis - Big Sky Airport	4.0	3.5	7.5
Eureka	Eureka Airport	1.0	1.0	2.0
Fort Benton	Fort Benton Airport	8.5	10.0	18.5
Gardiner	Gardiner Airport	13.0	5.5	18.5
Geraldine	Geraldine Airport	1.5	2.0	3.5
Harlem	Harlem Airport	1.5	1.5	3.0
Harlowton	Wheatland County Airport at Harlowton	0.5	0.5	1.0
Libby	Libby Airport	11.0	12.5	23.5
Lincoln	Lincoln Airport	0.0	0.0	0.0
Malta	Malta Airport	5.0	4.5	9.5
Philipsburg	Riddick Field	0.5	0.5	1.0
Plains	Plains Airport	11.0	7.0	18.0
Plentywood	Sher-Wood Airport	2.5	2.5	5.0
Poplar	Poplar Airport	8.5	8.0	16.5
Red Lodge	Red Lodge Airport	8.5	5.0	13.5
Roundup	Roundup Airport	3.0	2.0	5.0
Scobey	Scobey Airport	5.5	6.0	11.5
Stanford	Stanford Airport	2.0	1.5	3.5
Superior	Mineral County Airport	0.0	0.0	0.0
Terry	Terry Airport	0.0	0.0	0.0
Thompson Falls	Thompson Falls Airport	0.5	0.5	1.0
Townsend	Townsend City-County Airport	2.0	2.5	4.5
Turner	Turner Airport	0.0	0.0	0.0
Valier	Valier Airport	0.0	0.0	0.0
White Sulphur Springs	White Sulphur Springs Airport	0.0	0.0	0.0
Winifred	Winifred Airport	0.0	0.0	0.0
	<b>Other Select General Aviation Airports Subtotal</b>	<b>112.5</b>	<b>98.5</b>	<b>211.0</b>
48 Rural Communities	Other Rural Airports	4.0	5.0	9.0
All GA Airports	On-Airport Construction	132.0	86.0	218.0
	<b>General Aviation Subtotal</b>	<b>740.5</b>	<b>518.0</b>	<b>1,258.5</b>
	<b>All Airports Total</b>	<b>12,134.0</b>	<b>6,609.5</b>	<b>18,743.5</b>

Source: Wilbur Smith Associates

Note 1: Includes visitor impacts derived from Glacier Park International Airport Master Plan

Appendix A - Airport-Specific Data

Table A-7  
Government Tenant Payroll  
2008

Associated City	Airport Name	Government Tenant Payroll		
		First-Round	Second-Round	Total
<b>Primary Commercial Service Airports</b>				
Billings	Billings Logan International Airport	\$9,782,000	\$6,361,000	\$16,143,000
Bozeman	Gallatin Field	\$6,065,800	\$3,944,400	\$10,010,200
Butte	Bert Mooney Airport	\$1,100,000	\$715,300	\$1,815,300
Great Falls	Great Falls International Airport	\$53,328,000	\$34,677,800	\$88,005,800
Helena	Helena Regional Airport	\$25,145,900	\$16,351,700	\$41,497,600
Kalispell	Glacier Park International Airport	\$4,064,400	\$2,643,000	\$6,707,400
Missoula	Missoula International Airport	\$15,000,000	\$9,754,100	\$24,754,100
<b>Primary Commercial Service Subtotal</b>		<b>\$114,486,100</b>	<b>\$74,447,300</b>	<b>\$188,933,400</b>
<b>Commercial Essential Air Service Airports</b>				
Glasgow	Wokal Field/Glasgow International Airport	\$1,203,500	\$782,600	\$1,986,100
Glendive	Dawson Community Airport	\$160,000	\$104,000	\$264,000
Havre	Havre City-County Airport	\$130,000	\$84,500	\$214,500
Lewistown	Lewistown Municipal Airport	\$3,117,500	\$2,027,200	\$5,144,700
Miles City	Frank Wiley Field	\$401,000	\$260,800	\$661,800
Sidney	Sidney-Richland Municipal Airport	\$160,000	\$104,000	\$264,000
West Yellowstone	Yellowstone Airport	\$2,329,500	\$1,514,800	\$3,844,300
Wolf Point	L M Clayton Airport	\$150,000	\$97,500	\$247,500
<b>Commercial Essential Air Service Subtotal</b>		<b>\$7,651,500</b>	<b>\$4,975,400</b>	<b>\$12,626,900</b>
<b>High Volume General Aviation Airports</b>				
Baker	Baker Municipal Airport	Confidential		
Big Timber	Big Timber Airport	Confidential		
Chinook	Edgar G. Obie Airport	Confidential		
Choteau	Choteau Airport	Confidential		
Columbus	Columbus Airport	Confidential		
Cut Bank	Cut Bank International Airport	\$40,000	\$26,000	\$66,000
Dillon	Dillon Airport	\$278,000	\$180,800	\$458,800
Forsyth	Tillitt Field	Confidential		
Hamilton	Ravalli County Airport	\$1,409,000	\$916,200	\$2,325,200
Jordan	Jordan Airport	\$0	\$0	\$0
Kalispell City	Kalispell City Airport	\$3,060,000	\$1,989,800	\$5,049,800
Laurel	Laurel Municipal Airport	\$0	\$0	\$0
Livingston	Mission Field	Confidential		
Polson	Polson Airport	\$0	\$0	\$0
Ronan	Ronan Airport	\$30,000	\$19,500	\$49,500
Seeley Lake	Seeley Lake Airport	\$278,000	\$180,800	\$458,800
Shelby	Shelby Airport	\$0	\$0	\$0
Stevensville	Stevensville Airport	\$0	\$0	\$0
Three Forks	Three Forks Airport	Confidential		
Twin Bridges	Twin Bridges Airport	Confidential		
<b>High Volume General Aviation Airports Subtotal</b>		<b>\$5,413,900</b>	<b>\$3,520,600</b>	<b>\$8,934,500</b>
<b>Other Select General Aviation Airports</b>				
Anaconda	Bowman Field	\$3,000	\$2,000	\$5,000
Benchmark	Benchmark Airport	\$0	\$0	\$0
Big Sandy	Big Sandy Airport	\$0	\$0	\$0
Broadus	Broadus Airport	\$2,300	\$1,500	\$3,800

Appendix A - Airport-Specific Data

Table A-7 (continued)  
Government Tenant Payroll  
2008

Associated City	Airport Name	Government Tenant Payroll		
		First-Round	Second-Round	Total
Chester	Liberty County Airport	\$0	\$0	\$0
Circle	Circle Town County Airport	Confidential		
Colstrip	Colstrip Airport	\$0	\$0	\$0
Conrad	Conrad Airport	Confidential		
Culbertson	Big Sky Field	\$10,000	\$6,500	\$16,500
Deer Lodge	Deer Lodge City-County Airport	\$1,500	\$1,000	\$2,500
Ekalaka	Ekalaka Airport	\$0	\$0	\$0
Ennis	Ennis - Big Sky Airport	\$13,000	\$8,500	\$21,500
Eureka	Eureka Airport	Confidential		
Fort Benton	Fort Benton Airport	\$0	\$0	\$0
Gardiner	Gardiner Airport	Confidential		
Geraldine	Geraldine Airport	\$0	\$0	\$0
Harlem	Harlem Airport	Confidential		
Harlowton	Wheatland County Airport at Harlowton	\$3,600	\$2,300	\$5,900
Libby	Libby Airport	\$0	\$0	\$0
Lincoln	Lincoln Airport	\$0	\$0	\$0
Malta	Malta Airport	Confidential		
Philipsburg	Riddick Field	\$15,000	\$9,800	\$24,800
Plains	Plains Airport	\$200,000	\$130,100	\$330,100
Plentywood	Sher-Wood Airport	Confidential		
Poplar	Poplar Airport	Confidential		
Red Lodge	Red Lodge Airport	\$0	\$0	\$0
Roundup	Roundup Airport	\$93,200	\$60,600	\$153,800
Scobey	Scobey Airport	\$96,000	\$62,400	\$158,400
Stanford	Stanford Airport	Confidential		
Superior	Mineral County Airport	\$0	\$0	\$0
Terry	Terry Airport	\$0	\$0	\$0
Thompson Falls	Thompson Falls Airport	\$15,000	\$9,800	\$24,800
Townsend	Townsend City-County Airport	\$3,800	\$2,500	\$6,300
Turner	Turner Airport	\$0	\$0	\$0
Valier	Valier Airport	\$0	\$0	\$0
White Sulphur Springs	White Sulphur Springs Airport	\$0	\$0	\$0
Winifred	Winifred Airport	\$0	\$0	\$0
	<b>Other Select General Aviation Airports Subtotal</b>	<b>\$696,400</b>	<b>\$453,100</b>	<b>\$1,149,500</b>
48 Rural Communities	Other Rural Airports	\$0	\$0	\$0
	<b>All General Aviation Airports Subtotal</b>	<b>\$6,110,300</b>	<b>\$3,973,700</b>	<b>\$10,084,000</b>
	<b>All Airports Total</b>	<b>\$128,247,900</b>	<b>\$83,396,400</b>	<b>\$211,644,300</b>

Source: Wilbur Smith Associates



Appendix A - Airport-Specific Data

Table A-8  
Commercial Service Tenant Payroll  
2008

Associated City	Airport Name	Commercial Service Tenant Payroll		
		First-Round	Second-Round	Total
<b>Primary Commercial Service Airports</b>				
Billings	Billings Logan International Airport	\$8,270,500	\$7,390,800	\$15,661,300
Bozeman	Gallatin Field	\$5,935,100	\$5,303,800	\$11,238,900
Butte	Bert Mooney Airport	\$765,000	\$683,600	\$1,448,600
Great Falls	Great Falls International Airport	\$6,477,500	\$5,788,500	\$12,266,000
Helena	Helena Regional Airport	\$1,215,800	\$1,086,500	\$2,302,300
Kalispell	Glacier Park International Airport	\$2,504,500	\$2,238,100	\$4,742,600
Missoula	Missoula International Airport	\$5,532,300	\$4,943,900	\$10,476,200
<b>Primary Commercial Service Subtotal</b>		<b>\$30,700,700</b>	<b>\$27,435,200</b>	<b>\$58,135,900</b>
<b>Commercial Essential Air Service Airports</b>				
Glasgow	Wokal Field/Glasgow International Airport	\$121,800	\$108,800	\$230,600
Glendive	Dawson Community Airport	\$188,000	\$168,000	\$356,000
Havre	Havre City-County Airport	\$201,000	\$179,600	\$380,600
Lewistown	Lewistown Municipal Airport	\$153,000	\$136,700	\$289,700
Miles City	Frank Wiley Field	\$231,500	\$206,900	\$438,400
Sidney	Sidney-Richland Municipal Airport	\$105,000	\$93,800	\$198,800
West Yellowstone	Yellowstone Airport	\$576,900	\$515,500	\$1,092,400
Wolf Point	L M Clayton Airport	\$484,500	\$433,000	\$917,500
<b>Commercial Essential Air Service Subtotal</b>		<b>\$2,061,700</b>	<b>\$1,842,300</b>	<b>\$3,904,000</b>
<b>All Airports Total</b>		<b>\$32,762,400</b>	<b>\$29,277,500</b>	<b>\$62,039,900</b>

Source: Wilbur Smith Associates

Appendix A - Airport-Specific Data

Table A-9  
General Aviation Tenant Payroll  
2008

Associated City	Airport Name	General Aviation Tenant Payroll		
		First-Round	Second-Round	Total
<b>Primary Commercial Service Airports</b>				
Billings	Billings Logan International Airport	\$9,407,700	\$8,181,400	\$17,589,100
Bozeman	Gallatin Field	\$2,989,400	\$2,599,700	\$5,589,100
Butte	Bert Mooney Airport	\$130,100	\$113,100	\$243,200
Great Falls	Great Falls International Airport	\$5,109,900	\$4,443,800	\$9,553,700
Helena	Helena Regional Airport	\$5,253,900	\$4,569,100	\$9,823,000
Kalispell	Glacier Park International Airport	\$3,792,900	\$3,298,500	\$7,091,400
Missoula	Missoula International Airport	\$5,697,200	\$4,954,600	\$10,651,800
<b>Primary Commercial Service Subtotal</b>		<b>\$32,381,100</b>	<b>\$28,160,200</b>	<b>\$60,541,300</b>
<b>Commercial Essential Air Service Airports</b>				
Glasgow	Wokal Field/Glasgow International Airport	\$394,800	\$343,300	\$738,100
Glendive	Dawson Community Airport	\$0	\$0	\$0
Havre	Havre City-County Airport	\$115,600	\$100,500	\$216,100
Lewistown	Lewistown Municipal Airport	\$749,500	\$651,800	\$1,401,300
Miles City	Frank Wiley Field	\$71,600	\$62,300	\$133,900
Sidney	Sidney-Richland Municipal Airport	\$190,700	\$165,800	\$356,500
West Yellowstone	Yellowstone Airport	\$173,400	\$150,800	\$324,200
Wolf Point	L M Clayton Airport	\$17,900	\$15,600	\$33,500
<b>Commercial Essential Air Service Subtotal</b>		<b>\$1,713,500</b>	<b>\$1,490,100</b>	<b>\$3,203,600</b>
<b>High Volume General Aviation Airports</b>				
Baker	Baker Municipal Airport	Confidential		
Big Timber	Big Timber Airport	Confidential		
Chinook	Edgar G. Obie Airport	Confidential		
Choteau	Choteau Airport	Confidential		
Columbus	Columbus Airport	Confidential		
Cut Bank	Cut Bank International Airport	\$99,500	\$86,500	\$186,000
Dillon	Dillon Airport	\$205,100	\$178,400	\$383,500
Forsyth	Tillitt Field	Confidential		
Hamilton	Ravalli County Airport	\$797,500	\$693,500	\$1,491,000
Jordan	Jordan Airport	\$0	\$0	\$0
Kalispell City	Kalispell City Airport	\$371,800	\$323,300	\$695,100
Laurel	Laurel Municipal Airport	\$771,000	\$670,500	\$1,441,500
Livingston	Mission Field	Confidential		
Polson	Polson Airport	\$494,100	\$429,700	\$923,800
Ronan	Ronan Airport	\$0	\$0	\$0
Seeley Lake	Seeley Lake Airport	\$0	\$0	\$0
Shelby	Shelby Airport	\$0	\$0	\$0
Stevensville	Stevensville Airport	\$867,000	\$754,000	\$1,621,000
Three Forks	Three Forks Airport	Confidential		
Twin Bridges	Twin Bridges Airport	Confidential		
<b>High Volume General Aviation Airports Subtotal</b>		<b>\$4,268,900</b>	<b>\$3,712,300</b>	<b>\$7,981,200</b>
<b>Other Select General Aviation Airports</b>				
Anaconda	Bowman Field	\$0	\$0	\$0
Benchmark	Benchmark Airport	\$0	\$0	\$0
Big Sandy	Big Sandy Airport	\$0	\$0	\$0
Broadus	Broadus Airport	\$0	\$0	\$0

Appendix A - Airport-Specific Data

Table A-9 (continued)  
General Aviation Tenant Payroll  
2008

Associated City	Airport Name	General Aviation Tenant Payroll		
		First-Round	Second-Round	Total
Chester	Liberty County Airport	\$143,200	\$124,500	\$267,700
Circle	Circle Town County Airport	Confidential		
Colstrip	Colstrip Airport	\$0	\$0	\$0
Conrad	Conrad Airport	Confidential		
Culbertson	Big Sky Field	\$0	\$0	\$0
Deer Lodge	Deer Lodge City-County Airport	\$251,200	\$218,500	\$469,700
Ekalaka	Ekalaka Airport	\$0	\$0	\$0
Ennis	Ennis - Big Sky Airport	\$14,000	\$12,200	\$26,200
Eureka	Eureka Airport	Confidential		
Fort Benton	Fort Benton Airport	\$304,300	\$264,600	\$568,900
Gardiner	Gardiner Airport	Confidential		
Geraldine	Geraldine Airport	\$30,000	\$26,100	\$56,100
Harlem	Harlem Airport	Confidential		
Harlowton	Wheatland County Airport at Harlowton	\$0	\$0	\$0
Libby	Libby Airport	\$325,000	\$282,600	\$607,600
Lincoln	Lincoln Airport	\$0	\$0	\$0
Malta	Malta Airport	Confidential		
Philipsburg	Riddick Field	\$0	\$0	\$0
Plains	Plains Airport	\$0	\$0	\$0
Plentywood	Sher-Wood Airport	Confidential		
Poplar	Poplar Airport	Confidential		
Red Lodge	Red Lodge Airport	\$16,500	\$14,300	\$30,800
Roundup	Roundup Airport	\$0	\$0	\$0
Scobey	Scobey Airport	\$122,500	\$106,500	\$229,000
Stanford	Stanford Airport	Confidential		
Superior	Mineral County Airport	\$0	\$0	\$0
Terry	Terry Airport	\$0	\$0	\$0
Thompson Falls	Thompson Falls Airport	\$0	\$0	\$0
Townsend	Townsend City-County Airport	\$50,900	\$44,300	\$95,200
Turner	Turner Airport	\$0	\$0	\$0
Valier	Valier Airport	\$0	\$0	\$0
White Sulphur Springs	White Sulphur Springs Airport	\$0	\$0	\$0
Winifred	Winifred Airport	\$0	\$0	\$0
<b>Other Select General Aviation Airports Subtotal</b>		<b>\$1,740,800</b>	<b>\$1,513,700</b>	<b>\$3,254,500</b>
48 Rural Communities	Other Rural Airports	\$142,400	\$123,800	\$266,200
<b>All General Aviation Airports Subtotal</b>		<b>\$6,152,100</b>	<b>\$5,349,800</b>	<b>\$11,501,900</b>
<b>All Airports Total</b>		<b>\$40,246,700</b>	<b>\$35,000,100</b>	<b>\$75,246,800</b>

Source: Wilbur Smith Associates

Appendix A - Airport-Specific Data

Table A-10  
General Aviation Visitor-Related Payroll  
2008

Associated City	Airport Name	General Aviation Visitor Payroll		
		First-Round	Second-Round	Total
<b>Primary Commercial Service Airports</b>				
Billings	Billings Logan International Airport	\$2,349,800	\$1,317,200	\$3,667,000
Bozeman	Gallatin Field	\$5,752,500	\$3,224,700	\$8,977,200
Butte	Bert Mooney Airport	\$565,500	\$317,000	\$882,500
Great Falls	Great Falls International Airport	\$867,800	\$486,500	\$1,354,300
Helena	Helena Regional Airport	\$1,306,500	\$732,400	\$2,038,900
Kalispell	Glacier Park International Airport	\$837,800	\$385,000	\$1,222,800
Missoula	Missoula International Airport	\$1,072,500	\$601,200	\$1,673,700
<b>Primary Commercial Service Subtotal</b>		<b>\$12,752,400</b>	<b>\$7,064,000</b>	<b>\$19,816,400</b>
<b>Commercial Essential Air Service Airports</b>				
Glasgow	Wokal Field/Glasgow International Airport	\$438,800	\$246,000	\$684,800
Glendive	Dawson Community Airport	\$19,500	\$10,900	\$30,400
Havre	Havre City-County Airport	\$58,500	\$32,800	\$91,300
Lewistown	Lewistown Municipal Airport	\$58,500	\$32,800	\$91,300
Miles City	Frank Wiley Field	\$146,300	\$82,000	\$228,300
Sidney	Sidney-Richland Municipal Airport	\$526,500	\$295,100	\$821,600
West Yellowstone	Yellowstone Airport	\$438,800	\$246,000	\$684,800
Wolf Point	L M Clayton Airport	\$9,800	\$5,500	\$15,300
<b>Commercial Essential Air Service Subtotal</b>		<b>\$1,696,700</b>	<b>\$951,100</b>	<b>\$2,647,800</b>
<b>High Volume General Aviation Airports</b>				
Baker	Baker Municipal Airport	Confidential		
Big Timber	Big Timber Airport	Confidential		
Chinook	Edgar G. Obie Airport	Confidential		
Choteau	Choteau Airport	Confidential		
Columbus	Columbus Airport	Confidential		
Cut Bank	Cut Bank International Airport	\$9,800	\$5,500	\$15,300
Dillon	Dillon Airport	\$175,500	\$98,400	\$273,900
Forsyth	Tillitt Field	Confidential		
Hamilton	Ravalli County Airport	\$243,800	\$136,700	\$380,500
Jordan	Jordan Airport	\$0	\$0	\$0
Kalispell City	Kalispell City Airport	\$2,798,300	\$1,568,700	\$4,367,000
Laurel	Laurel Municipal Airport	\$429,000	\$240,500	\$669,500
Livingston	Mission Field	Confidential		
Polson	Polson Airport	\$146,300	\$82,000	\$228,300
Ronan	Ronan Airport	\$9,800	\$5,500	\$15,300
Seeley Lake	Seeley Lake Airport	\$39,000	\$21,900	\$60,900
Shelby	Shelby Airport	\$0	\$0	\$0
Stevensville	Stevensville Airport	\$68,300	\$38,300	\$106,600
Three Forks	Three Forks Airport	Confidential		
Twin Bridges	Twin Bridges Airport	Confidential		
<b>High Volume General Aviation Airports Subtotal</b>		<b>\$4,085,700</b>	<b>\$2,290,400</b>	<b>\$6,376,100</b>
<b>Other Select General Aviation Airports</b>				
Anaconda	Bowman Field	\$48,800	\$27,400	\$76,200
Benchmark	Benchmark Airport	\$0	\$0	\$0
Big Sandy	Big Sandy Airport	\$0	\$0	\$0
Broadus	Broadus Airport	\$0	\$0	\$0

Appendix A - Airport-Specific Data

Table A-10 (continued)  
 General Aviation Visitor-Related Payroll  
 2008

Associated City	Airport Name	General Aviation Visitor Payroll		
		First-Round	Second-Round	Total
Chester	Liberty County Airport	\$0	\$0	\$0
Circle	Circle Town County Airport	Confidential		
Colstrip	Colstrip Airport	\$29,300	\$16,400	\$45,700
Conrad	Conrad Airport	Confidential		
Culbertson	Big Sky Field	\$0	\$0	\$0
Deer Lodge	Deer Lodge City-County Airport	\$29,300	\$16,400	\$45,700
Ekalaka	Ekalaka Airport	\$0	\$0	\$0
Ennis	Ennis - Big Sky Airport	\$9,800	\$5,500	\$15,300
Eureka	Eureka Airport	Confidential		
Fort Benton	Fort Benton Airport	\$0	\$0	\$0
Gardiner	Gardiner Airport	Confidential		
Geraldine	Geraldine Airport	\$0	\$0	\$0
Harlem	Harlem Airport	Confidential		
Harlowton	Wheatland County Airport at Harlowton	\$0	\$0	\$0
Libby	Libby Airport	\$19,500	\$10,900	\$30,400
Lincoln	Lincoln Airport	\$0	\$0	\$0
Malta	Malta Airport	Confidential		
Philipsburg	Riddick Field	\$0	\$0	\$0
Plains	Plains Airport	\$0	\$0	\$0
Plentywood	Sher-Wood Airport	Confidential		
Poplar	Poplar Airport	Confidential		
Red Lodge	Red Lodge Airport	\$117,000	\$65,600	\$182,600
Roundup	Roundup Airport	\$0	\$0	\$0
Scobey	Scobey Airport	\$0	\$0	\$0
Stanford	Stanford Airport	Confidential		
Superior	Mineral County Airport	\$0	\$0	\$0
Terry	Terry Airport	\$0	\$0	\$0
Thompson Falls	Thompson Falls Airport	\$0	\$0	\$0
Townsend	Townsend City-County Airport	\$0	\$0	\$0
Turner	Turner Airport	\$0	\$0	\$0
Valier	Valier Airport	\$0	\$0	\$0
White Sulphur Springs	White Sulphur Springs Airport	\$0	\$0	\$0
Winifred	Winifred Airport	\$0	\$0	\$0
<b>Other Select General Aviation Airports Subtotal</b>		<b>\$468,300</b>	<b>\$262,500</b>	<b>\$730,800</b>
48 Rural Communities	Other Rural Airports	\$0	\$0	\$0
<b>All General Aviation Airports Subtotal</b>		<b>\$4,554,000</b>	<b>\$2,552,900</b>	<b>\$7,106,900</b>
<b>All Airports Total</b>		<b>\$19,003,100</b>	<b>\$10,568,000</b>	<b>\$29,571,100</b>

Source: Wilbur Smith Associates

Note 1: Source: Glacier Park International Airport Master Plan

Appendix A - Airport-Specific Data

Table A-11  
Commercial Service Visitor-Related Payroll  
2008

Associated City	Airport Name	Commercial Service Visitor Payroll		
		First-Round	Second-Round	Total
<b>Primary Commercial Service Airports</b>				
Billings	Billings Logan International Airport	\$22,707,800	\$12,729,500	\$35,437,300
Bozeman	Gallatin Field	\$38,532,000	\$21,600,200	\$60,132,200
Butte	Bert Mooney Airport	\$2,710,500	\$1,519,400	\$4,229,900
Great Falls	Great Falls International Airport	\$11,904,800	\$6,673,600	\$18,578,400
Helena	Helena Regional Airport	\$5,167,500	\$2,896,800	\$8,064,300
Kalispell	Glacier Park International Airport	\$4,505,200	\$2,070,200	\$6,575,400
Missoula	Missoula International Airport	\$24,872,300	\$13,942,900	\$38,815,200
<b>Primary Commercial Service Subtotal</b>		<b>\$110,400,100</b>	<b>\$61,432,600</b>	<b>\$171,832,700</b>
<b>Commercial Essential Air Service Airports</b>				
Glasgow	Wokal Field/Glasgow International Airport	\$126,800	\$71,100	\$197,900
Glendive	Dawson Community Airport	\$78,000	\$43,700	\$121,700
Havre	Havre City-County Airport	\$97,500	\$54,700	\$152,200
Lewistown	Lewistown Municipal Airport	\$48,800	\$27,400	\$76,200
Miles City	Frank Wiley Field	\$78,000	\$43,700	\$121,700
Sidney	Sidney-Richland Municipal Airport	\$292,500	\$164,000	\$456,500
West Yellowstone	Yellowstone Airport	\$848,300	\$475,500	\$1,323,800
Wolf Point	L M Clayton Airport	\$126,800	\$71,100	\$197,900
<b>Commercial Essential Air Service Subtotal</b>		<b>\$1,696,700</b>	<b>\$951,200</b>	<b>\$2,647,900</b>
<b>All Airports Total</b>		<b>\$112,096,800</b>	<b>\$62,383,800</b>	<b>\$174,480,600</b>

Source: Wilbur Smith Associates

Note 1: Source: Glacier Park International Airport Master Plan

Appendix A - Airport-Specific Data

Table A-12  
Total Payroll Impacts  
2008

Associated City	Airport Name	Total Payroll		
		First-Round	Second-Round	Total
<b>Primary Commercial Service Airports</b>				
Billings	Billings Logan International Airport	\$57,739,300	\$39,375,300	\$97,114,600
Bozeman	Gallatin Field	\$61,540,400	\$38,146,100	\$99,686,500
Butte	Bert Mooney Airport	\$5,784,400	\$3,682,200	\$9,466,600
Great Falls	Great Falls International Airport	\$84,998,100	\$56,823,800	\$141,821,900
Helena	Helena Regional Airport	\$39,895,000	\$26,810,500	\$66,705,500
Kalispell	Glacier Park International Airport	\$16,607,500	\$11,221,800	\$27,829,300
Missoula	Missoula International Airport	\$55,324,900	\$36,245,500	\$91,570,400
<b>Primary Commercial Service Subtotal</b>		<b>\$321,889,600</b>	<b>\$212,305,200</b>	<b>\$534,194,800</b>
<b>Commercial Essential Air Service Airports</b>				
Glasgow	Wokal Field/Glasgow International Airport	\$2,409,600	\$1,632,400	\$4,042,000
Glendive	Dawson Community Airport	\$781,800	\$545,300	\$1,327,100
Havre	Havre City-County Airport	\$708,800	\$521,200	\$1,230,000
Lewistown	Lewistown Municipal Airport	\$4,215,800	\$2,933,400	\$7,149,200
Miles City	Frank Wiley Field	\$1,264,700	\$874,400	\$2,139,100
Sidney	Sidney-Richland Municipal Airport	\$1,752,600	\$1,133,500	\$2,886,100
West Yellowstone	Yellowstone Airport	\$4,756,300	\$3,155,800	\$7,912,100
Wolf Point	L M Clayton Airport	\$966,000	\$737,800	\$1,703,800
<b>Commercial Essential Air Service Subtotal</b>		<b>\$16,855,600</b>	<b>\$11,533,800</b>	<b>\$28,389,400</b>
<b>High Volume General Aviation Airports</b>				
Baker	Baker Municipal Airport	\$151,800	\$123,200	\$275,000
Big Timber	Big Timber Airport	\$183,500	\$147,600	\$331,100
Chinook	Edgar G. Obie Airport	\$14,500	\$12,600	\$27,100
Choteau	Choteau Airport	\$35,800	\$31,100	\$66,900
Columbus	Columbus Airport	\$182,200	\$118,700	\$300,900
Cut Bank	Cut Bank International Airport	\$149,300	\$118,000	\$267,300
Dillon	Dillon Airport	\$658,600	\$457,600	\$1,116,200
Forsyth	Tillitt Field	\$93,900	\$70,700	\$164,600
Hamilton	Ravalli County Airport	\$2,450,300	\$1,746,400	\$4,196,700
Jordan	Jordan Airport	\$0	\$0	\$0
Kalispell City	Kalispell City Airport	\$6,230,100	\$3,881,800	\$10,111,900
Laurel	Laurel Municipal Airport	\$1,200,000	\$911,000	\$2,111,000
Livingston	Mission Field	\$124,100	\$92,300	\$216,400
Polson	Polson Airport	\$640,400	\$511,700	\$1,152,100
Ronan	Ronan Airport	\$39,800	\$25,000	\$64,800
Seeley Lake	Seeley Lake Airport	\$317,000	\$202,700	\$519,700
Shelby	Shelby Airport	\$0	\$0	\$0
Stevensville	Stevensville Airport	\$935,300	\$792,300	\$1,727,600
Three Forks	Three Forks Airport	\$20,700	\$16,800	\$37,500
Twin Bridges	Twin Bridges Airport	\$341,200	\$264,000	\$605,200
<b>High Volume General Aviation Airports Subtotal</b>		<b>\$13,768,500</b>	<b>\$9,523,500</b>	<b>\$23,292,000</b>
<b>Other Select General Aviation Airports</b>				
Anaconda	Bowman Field	\$51,800	\$29,400	\$81,200
Benchmark	Benchmark Airport	\$0	\$0	\$0
Big Sandy	Big Sandy Airport	\$0	\$0	\$0
Broadus	Broadus Airport	\$2,300	\$1,500	\$3,800

Appendix A - Airport-Specific Data

Table A-12 (continued)  
Total Payroll Impacts  
2008

Associated City	Airport Name	Total Payroll		
		First-Round	Second-Round	Total
Chester	Liberty County Airport	\$143,200	\$124,500	\$267,700
Circle	Circle Town County Airport	\$29,900	\$25,800	\$55,700
Colstrip	Colstrip Airport	\$29,300	\$16,400	\$45,700
Conrad	Conrad Airport	\$107,400	\$93,400	\$200,800
Culbertson	Big Sky Field	\$10,000	\$6,500	\$16,500
Deer Lodge	Deer Lodge City-County Airport	\$282,000	\$235,900	\$517,900
Ekalaka	Ekalaka Airport	\$0	\$0	\$0
Ennis	Ennis - Big Sky Airport	\$36,800	\$26,200	\$63,000
Eureka	Eureka Airport	\$28,900	\$25,100	\$54,000
Fort Benton	Fort Benton Airport	\$304,300	\$264,600	\$568,900
Gardiner	Gardiner Airport	\$263,700	\$159,400	\$423,100
Geraldine	Geraldine Airport	\$30,000	\$26,100	\$56,100
Harlem	Harlem Airport	\$28,000	\$24,400	\$52,400
Harlowton	Wheatland County Airport at Harlowton	\$3,600	\$2,300	\$5,900
Libby	Libby Airport	\$344,500	\$293,500	\$638,000
Lincoln	Lincoln Airport	\$0	\$0	\$0
Malta	Malta Airport	\$108,600	\$86,400	\$195,000
Philipsburg	Riddick Field	\$15,000	\$9,800	\$24,800
Plains	Plains Airport	\$200,000	\$130,100	\$330,100
Plentywood	Sher-Wood Airport	\$27,300	\$20,700	\$48,000
Poplar	Poplar Airport	\$320,000	\$243,100	\$563,100
Red Lodge	Red Lodge Airport	\$133,500	\$79,900	\$213,400
Roundup	Roundup Airport	\$93,200	\$60,600	\$153,800
Scobey	Scobey Airport	\$218,500	\$168,900	\$387,400
Stanford	Stanford Airport	\$24,000	\$18,200	\$42,200
Superior	Mineral County Airport	\$0	\$0	\$0
Terry	Terry Airport	\$0	\$0	\$0
Thompson Falls	Thompson Falls Airport	\$15,000	\$9,800	\$24,800
Townsend	Townsend City-County Airport	\$54,700	\$46,800	\$101,500
Turner	Turner Airport	\$0	\$0	\$0
Valier	Valier Airport	\$0	\$0	\$0
White Sulphur Springs	White Sulphur Springs Airport	\$0	\$0	\$0
Winifred	Winifred Airport	\$0	\$0	\$0
	<b>Other Select General Aviation Airports Subtotal</b>	<b>\$2,905,500</b>	<b>\$2,229,300</b>	<b>\$5,134,800</b>
48 Rural Communities	Other Rural Airports	\$142,400	\$123,800	\$266,200
All GA Airports	On-Airport Construction	\$4,672,800	\$3,037,800	\$7,710,600
	<b>All General Aviation Airports Subtotal</b>	<b>\$21,489,200</b>	<b>\$14,914,400</b>	<b>\$36,403,600</b>
	<b>All Airports Total</b>	<b>\$360,234,400</b>	<b>\$238,753,400</b>	<b>\$598,987,800</b>

Source: Wilbur Smith Associates

Note 1: Includes visitor impacts derived from Glacier Park International Airport Master Plan



Appendix A - Airport-Specific Data

Table A-13  
Government Tenant Output  
2008

Associated City	Airport Name	Government Tenant Output		
		First-Round	Second-Round	Total
<b>Primary Commercial Service Airports</b>				
Billings	Billings Logan International Airport	\$15,016,700	\$10,229,000	\$25,245,700
Bozeman	Gallatin Field	\$16,257,900	\$11,074,500	\$27,332,400
Butte	Bert Mooney Airport	\$2,558,400	\$1,742,700	\$4,301,100
Great Falls	Great Falls International Airport	\$79,791,600	\$54,352,000	\$134,143,600
Helena	Helena Regional Airport	\$49,166,500	\$33,490,900	\$82,657,400
Kalispell	Glacier Park International Airport	\$8,624,600	\$5,874,900	\$14,499,500
Missoula	Missoula International Airport	\$30,173,000	\$20,553,100	\$50,726,100
<b>Primary Commercial Service Subtotal</b>		<b>\$201,588,700</b>	<b>\$137,317,100</b>	<b>\$338,905,800</b>
<b>Commercial Essential Air Service Airports</b>				
Glasgow	Wokal Field/Glasgow International Airport	\$2,645,100	\$1,801,800	\$4,446,900
Glendive	Dawson Community Airport	\$297,000	\$202,300	\$499,300
Havre	Havre City-County Airport	\$335,000	\$228,200	\$563,200
Lewistown	Lewistown Municipal Airport	\$7,665,800	\$5,221,700	\$12,887,500
Miles City	Frank Wiley Field	\$3,206,000	\$2,183,800	\$5,389,800
Sidney	Sidney-Richland Municipal Airport	\$385,000	\$262,300	\$647,300
West Yellowstone	Yellowstone Airport	\$5,098,900	\$3,473,200	\$8,572,100
Wolf Point	L M Clayton Airport	\$305,000	\$207,800	\$512,800
<b>Commercial Essential Air Service Subtotal</b>		<b>\$19,937,800</b>	<b>\$13,581,100</b>	<b>\$33,518,900</b>
<b>High Volume General Aviation Airports</b>				
Baker	Baker Municipal Airport	Confidential		
Big Timber	Big Timber Airport	Confidential		
Chinook	Edgar G. Obie Airport	Confidential		
Choteau	Choteau Airport	Confidential		
Columbus	Columbus Airport	Confidential		
Cut Bank	Cut Bank International Airport	\$194,000	\$132,100	\$326,100
Dillon	Dillon Airport	\$573,000	\$390,300	\$963,300
Forsyth	Tillitt Field	Confidential		
Hamilton	Ravalli County Airport	\$2,971,600	\$2,024,200	\$4,995,800
Jordan	Jordan Airport	\$0	\$0	\$0
Kalispell City	Kalispell City Airport	\$6,143,000	\$4,184,500	\$10,327,500
Laurel	Laurel Municipal Airport	\$27,000	\$18,400	\$45,400
Livingston	Mission Field	Confidential		
Polson	Polson Airport	\$81,200	\$55,300	\$136,500
Ronan	Ronan Airport	\$60,000	\$40,900	\$100,900
Seeley Lake	Seeley Lake Airport	\$573,000	\$390,300	\$963,300
Shelby	Shelby Airport	\$30,000	\$20,400	\$50,400
Stevensville	Stevensville Airport	\$20,000	\$13,600	\$33,600
Three Forks	Three Forks Airport	Confidential		
Twin Bridges	Twin Bridges Airport	Confidential		
<b>High Volume General Aviation Airports Subtotal</b>		<b>\$11,403,100</b>	<b>\$7,767,600</b>	<b>\$19,170,700</b>
<b>Other Select General Aviation Airports</b>				
Anaconda	Bowman Field	\$23,000	\$15,700	\$38,700
Benchmark	Benchmark Airport	\$0	\$0	\$0
Big Sandy	Big Sandy Airport	\$0	\$0	\$0
Broadus	Broadus Airport	\$15,700	\$10,700	\$26,400

Appendix A - Airport-Specific Data

Table A-13 (continued)  
Government Tenant Output  
2008

Associated City	Airport Name	Government Tenant Output		
		First-Round	Second-Round	Total
Chester	Liberty County Airport	\$5,000	\$3,400	\$8,400
Circle	Circle Town County Airport	Confidential		
Colstrip	Colstrip Airport	\$4,400	\$3,000	\$7,400
Conrad	Conrad Airport	Confidential		
Culbertson	Big Sky Field	\$12,500	\$8,500	\$21,000
Deer Lodge	Deer Lodge City-County Airport	\$15,500	\$10,600	\$26,100
Ekalaka	Ekalaka Airport	\$25,000	\$17,000	\$42,000
Ennis	Ennis - Big Sky Airport	\$18,000	\$12,300	\$30,300
Eureka	Eureka Airport	Confidential		
Fort Benton	Fort Benton Airport	\$12,000	\$8,200	\$20,200
Gardiner	Gardiner Airport	Confidential		
Geraldine	Geraldine Airport	\$3,500	\$2,400	\$5,900
Harlem	Harlem Airport	Confidential		
Harlowton	Wheatland County Airport at Harlowton	\$15,600	\$10,600	\$26,200
Libby	Libby Airport	\$47,200	\$32,200	\$79,400
Lincoln	Lincoln Airport	\$3,000	\$2,000	\$5,000
Malta	Malta Airport	Confidential		
Philipsburg	Riddick Field	\$74,300	\$50,600	\$124,900
Plains	Plains Airport	\$2,884,000	\$1,964,500	\$4,848,500
Plentywood	Sher-Wood Airport	Confidential		
Poplar	Poplar Airport	Confidential		
Red Lodge	Red Lodge Airport	\$0	\$0	\$0
Roundup	Roundup Airport	\$226,200	\$154,100	\$380,300
Scobey	Scobey Airport	\$156,000	\$106,300	\$262,300
Stanford	Stanford Airport	Confidential		
Superior	Mineral County Airport	\$0	\$0	\$0
Terry	Terry Airport	\$0	\$0	\$0
Thompson Falls	Thompson Falls Airport	\$99,000	\$67,400	\$166,400
Townsend	Townsend City-County Airport	\$15,800	\$10,800	\$26,600
Turner	Turner Airport	\$0	\$0	\$0
Valier	Valier Airport	\$0	\$0	\$0
White Sulphur Springs	White Sulphur Springs Airport	\$0	\$0	\$0
Winifred	Winifred Airport	\$3,000	\$2,000	\$5,000
	<b>Other Select General Aviation Airports Subtotal</b>	<b>\$4,017,400</b>	<b>\$2,736,700</b>	<b>\$6,754,100</b>
48 Rural Communities	Other Rural Airports	\$0	\$0	\$0
	<b>All General Aviation Airports Subtotal</b>	<b>\$15,420,500</b>	<b>\$10,504,300</b>	<b>\$25,924,800</b>
	<b>All Airports Total</b>	<b>\$236,947,000</b>	<b>\$161,402,500</b>	<b>\$398,349,500</b>

Source: Wilbur Smith Associates

Appendix A - Airport-Specific Data

Table A-14  
Commercial Service Tenant Output  
2008

Associated City	Airport Name	Commercial Service Tenant Output		
		First-Round	Second-Round	Total
<b>Primary Commercial Service Airports</b>				
Billings	Billings Logan International Airport	\$27,872,500	\$22,392,100	\$50,264,600
Bozeman	Gallatin Field	\$23,313,600	\$18,729,600	\$42,043,200
Butte	Bert Mooney Airport	\$3,291,400	\$2,644,200	\$5,935,600
Great Falls	Great Falls International Airport	\$14,573,200	\$11,707,800	\$26,281,000
Helena	Helena Regional Airport	\$5,110,100	\$4,105,300	\$9,215,400
Kalispell	Glacier Park International Airport	\$9,086,200	\$7,299,600	\$16,385,800
Missoula	Missoula International Airport	\$19,605,800	\$15,750,800	\$35,356,600
<b>Primary Commercial Service Subtotal</b>		<b>\$102,852,800</b>	<b>\$82,629,400</b>	<b>\$185,482,200</b>
<b>Commercial Essential Air Service Airports</b>				
Glasgow	Wokal Field/Glasgow International Airport	\$716,000	\$575,200	\$1,291,200
Glendive	Dawson Community Airport	\$730,000	\$586,500	\$1,316,500
Havre	Havre City-County Airport	\$682,700	\$548,500	\$1,231,200
Lewistown	Lewistown Municipal Airport	\$597,100	\$479,700	\$1,076,800
Miles City	Frank Wiley Field	\$307,600	\$247,100	\$554,700
Sidney	Sidney-Richland Municipal Airport	\$511,500	\$410,900	\$922,400
West Yellowstone	Yellowstone Airport	\$2,502,200	\$2,010,200	\$4,512,400
Wolf Point	L M Clayton Airport	\$1,180,500	\$948,400	\$2,128,900
<b>Commercial Essential Air Service Subtotal</b>		<b>\$7,227,600</b>	<b>\$5,806,500</b>	<b>\$13,034,100</b>
<b>All Airports Total</b>		<b>\$110,080,400</b>	<b>\$88,435,900</b>	<b>\$198,516,300</b>

Source: Wilbur Smith Associates

Appendix A - Airport-Specific Data

Table A-15  
General Aviation Tenant Output  
2008

Associated City	Airport Name	General Aviation Tenant Output		
		First-Round	Second-Round	Total
<b>Primary Commercial Service Airports</b>				
Billings	Billings Logan International Airport	\$47,443,300	\$30,306,200	\$77,749,500
Bozeman	Gallatin Field	\$9,202,300	\$5,878,300	\$15,080,600
Butte	Bert Mooney Airport	\$340,000	\$217,200	\$557,200
Great Falls	Great Falls International Airport	\$16,442,700	\$10,503,400	\$26,946,100
Helena	Helena Regional Airport	\$16,862,200	\$10,771,400	\$27,633,600
Kalispell	Glacier Park International Airport	\$18,061,600	\$11,537,500	\$29,599,100
Missoula	Missoula International Airport	\$31,798,300	\$20,312,400	\$52,110,700
<b>Primary Commercial Service Subtotal</b>		<b>\$140,150,400</b>	<b>\$89,526,400</b>	<b>\$229,676,800</b>
<b>Commercial Essential Air Service Airports</b>				
Glasgow	Wokal Field/Glasgow International Airport	\$2,621,200	\$1,674,400	\$4,295,600
Glendive	Dawson Community Airport	\$0	\$0	\$0
Havre	Havre City-County Airport	\$201,000	\$128,400	\$329,400
Lewistown	Lewistown Municipal Airport	\$1,802,100	\$1,151,200	\$2,953,300
Miles City	Frank Wiley Field	\$100,000	\$63,900	\$163,900
Sidney	Sidney-Richland Municipal Airport	\$1,120,000	\$715,400	\$1,835,400
West Yellowstone	Yellowstone Airport	\$996,000	\$636,200	\$1,632,200
Wolf Point	L M Clayton Airport	\$131,500	\$84,000	\$215,500
<b>Commercial Essential Air Service Subtotal</b>		<b>\$6,971,800</b>	<b>\$4,453,500</b>	<b>\$11,425,300</b>
<b>High Volume General Aviation Airports</b>				
Baker	Baker Municipal Airport	Confidential		
Big Timber	Big Timber Airport	Confidential		
Chinook	Edgar G. Obie Airport	Confidential		
Choteau	Choteau Airport	Confidential		
Columbus	Columbus Airport	Confidential		
Cut Bank	Cut Bank International Airport	\$269,100	\$171,900	\$441,000
Dillon	Dillon Airport	\$1,195,500	\$763,700	\$1,959,200
Forsyth	Tillitt Field	Confidential		
Hamilton	Ravalli County Airport	\$2,666,600	\$1,703,400	\$4,370,000
Jordan	Jordan Airport	\$0	\$0	\$0
Kalispell City	Kalispell City Airport	\$1,121,600	\$716,500	\$1,838,100
Laurel	Laurel Municipal Airport	\$2,388,700	\$1,525,900	\$3,914,600
Livingston	Mission Field	Confidential		
Polson	Polson Airport	\$1,140,100	\$728,300	\$1,868,400
Ronan	Ronan Airport	\$0	\$0	\$0
Seeley Lake	Seeley Lake Airport	\$0	\$0	\$0
Shelby	Shelby Airport	\$0	\$0	\$0
Stevensville	Stevensville Airport	\$5,500,000	\$3,513,300	\$9,013,300
Three Forks	Three Forks Airport	Confidential		
Twin Bridges	Twin Bridges Airport	Confidential		
<b>High Volume General Aviation Airports Subtotal</b>		<b>\$16,483,700</b>	<b>\$10,529,500</b>	<b>\$27,013,200</b>
<b>Other Select General Aviation Airports</b>				
Anaconda	Bowman Field	\$0	\$0	\$0
Benchmark	Benchmark Airport	\$0	\$0	\$0
Big Sandy	Big Sandy Airport	\$0	\$0	\$0
Broadus	Broadus Airport	\$0	\$0	\$0

Appendix A - Airport-Specific Data

Table A-15 (continued)  
General Aviation Tenant Output  
2008

Associated City	Airport Name	General Aviation Tenant Output		
		First-Round	Second-Round	Total
Chester	Liberty County Airport	\$1,190,000	\$760,200	\$1,950,200
Circle	Circle Town County Airport	Confidential		
Colstrip	Colstrip Airport	\$0	\$0	\$0
Conrad	Conrad Airport	Confidential		
Culbertson	Big Sky Field	\$0	\$0	\$0
Deer Lodge	Deer Lodge City-County Airport	\$2,216,000	\$1,415,600	\$3,631,600
Ekalaka	Ekalaka Airport	\$0	\$0	\$0
Ennis	Ennis - Big Sky Airport	\$89,000	\$56,900	\$145,900
Eureka	Eureka Airport	Confidential		
Fort Benton	Fort Benton Airport	\$8,157,000	\$5,210,600	\$13,367,600
Gardiner	Gardiner Airport	Confidential		
Geraldine	Geraldine Airport	\$394,400	\$251,900	\$646,300
Harlem	Harlem Airport	Confidential		
Harlowton	Wheatland County Airport at Harlowton	\$0	\$0	\$0
Libby	Libby Airport	\$1,120,000	\$715,400	\$1,835,400
Lincoln	Lincoln Airport	\$0	\$0	\$0
Malta	Malta Airport	Confidential		
Philipsburg	Riddick Field	\$0	\$0	\$0
Plains	Plains Airport	\$0	\$0	\$0
Plentywood	Sher-Wood Airport	Confidential		
Poplar	Poplar Airport	Confidential		
Red Lodge	Red Lodge Airport	\$50,100	\$32,000	\$82,100
Roundup	Roundup Airport	\$0	\$0	\$0
Scobey	Scobey Airport	\$392,900	\$251,000	\$643,900
Stanford	Stanford Airport	Confidential		
Superior	Mineral County Airport	\$0	\$0	\$0
Terry	Terry Airport	\$0	\$0	\$0
Thompson Falls	Thompson Falls Airport	\$0	\$0	\$0
Townsend	Townsend City-County Airport	\$193,400	\$123,500	\$316,900
Turner	Turner Airport	\$0	\$0	\$0
Valier	Valier Airport	\$0	\$0	\$0
White Sulphur Springs	White Sulphur Springs Airport	\$0	\$0	\$0
Winifred	Winifred Airport	\$0	\$0	\$0
	<b>Other Select General Aviation Airports Subtotal</b>	<b>\$17,055,800</b>	<b>\$10,895,100</b>	<b>\$27,950,900</b>
48 Rural Communities	Other Rural Airports	\$284,900	\$182,000	\$466,900
	<b>All General Aviation Airports Subtotal</b>	<b>\$33,824,400</b>	<b>\$21,606,600</b>	<b>\$55,431,000</b>
	<b>All Airports Total</b>	<b>\$180,946,600</b>	<b>\$115,586,500</b>	<b>\$296,533,100</b>

Source: Wilbur Smith Associates

Appendix A - Airport-Specific Data

Table A-16  
General Aviation Visitor-Related Output  
2008

Associated City	Airport Name	General Aviation Visitor Output		
		First-Round	Second-Round	Total
<b>Primary Commercial Service Airports</b>				
Billings	Billings Logan International Airport	\$6,285,200	\$3,795,600	\$10,080,800
Bozeman	Gallatin Field	\$15,379,600	\$9,287,600	\$24,667,200
Butte	Bert Mooney Airport	\$1,508,100	\$910,700	\$2,418,800
Great Falls	Great Falls International Airport	\$2,331,300	\$1,407,900	\$3,739,200
Helena	Helena Regional Airport	\$3,501,700	\$2,114,600	\$5,616,300
Kalispell	Glacier Park International Airport	\$2,933,400	\$882,600	\$3,816,000
Missoula	Missoula International Airport	\$2,867,100	\$1,731,400	\$4,598,500
<b>Primary Commercial Service Subtotal</b>		<b>\$34,806,400</b>	<b>\$20,130,400</b>	<b>\$54,936,800</b>
<b>Commercial Essential Air Service Airports</b>				
Glasgow	Wokal Field/Glasgow International Airport	\$1,185,300	\$715,800	\$1,901,100
Glendive	Dawson Community Airport	\$48,100	\$29,000	\$77,100
Havre	Havre City-County Airport	\$152,100	\$91,900	\$244,000
Lewistown	Lewistown Municipal Airport	\$151,900	\$91,700	\$243,600
Miles City	Frank Wiley Field	\$385,700	\$232,900	\$618,600
Sidney	Sidney-Richland Municipal Airport	\$1,408,500	\$850,600	\$2,259,100
West Yellowstone	Yellowstone Airport	\$1,175,400	\$709,800	\$1,885,200
Wolf Point	L M Clayton Airport	\$30,900	\$18,700	\$49,600
<b>Commercial Essential Air Service Subtotal</b>		<b>\$4,537,900</b>	<b>\$2,740,400</b>	<b>\$7,278,300</b>
<b>High Volume General Aviation Airports</b>				
Baker	Baker Municipal Airport	\$27,500	\$16,600	\$44,100
Big Timber	Big Timber Airport	\$104,000	\$62,800	\$166,800
Chinook	Edgar G. Obie Airport	\$1,400	\$800	\$2,200
Choteau	Choteau Airport	\$1,600	\$1,000	\$2,600
Columbus	Columbus Airport	\$191,700	\$115,800	\$307,500
Cut Bank	Cut Bank International Airport	\$17,200	\$10,400	\$27,600
Dillon	Dillon Airport	\$469,700	\$283,600	\$753,300
Forsyth	Tillitt Field	\$12,700	\$7,700	\$20,400
Hamilton	Ravalli County Airport	\$657,400	\$397,000	\$1,054,400
Jordan	Jordan Airport	\$11,000	\$6,600	\$17,600
Kalispell City	Kalispell City Airport	\$7,492,500	\$4,524,700	\$12,017,200
Laurel	Laurel Municipal Airport	\$1,144,800	\$691,300	\$1,836,100
Livingston	Mission Field	\$118,800	\$71,700	\$190,500
Polson	Polson Airport	\$390,500	\$235,800	\$626,300
Ronan	Ronan Airport	\$19,800	\$12,000	\$31,800
Seeley Lake	Seeley Lake Airport	\$105,100	\$63,500	\$168,600
Shelby	Shelby Airport	\$3,200	\$1,900	\$5,100
Stevensville	Stevensville Airport	\$184,100	\$111,200	\$295,300
Three Forks	Three Forks Airport	\$10,000	\$6,000	\$16,000
Twin Bridges	Twin Bridges Airport	\$10,000	\$6,000	\$16,000
<b>High Volume General Aviation Airports Subtotal</b>		<b>\$10,973,000</b>	<b>\$6,626,400</b>	<b>\$17,599,400</b>
<b>Other Select General Aviation Airports</b>				
Anaconda	Bowman Field	\$118,800	\$71,700	\$190,500
Benchmark	Benchmark Airport	\$3,400	\$2,100	\$5,500
Big Sandy	Big Sandy Airport	\$600	\$400	\$1,000
Broadus	Broadus Airport	\$1,600	\$1,000	\$2,600

Appendix A - Airport-Specific Data

Table A-16 (continued)  
General Aviation Visitor-Related Output  
2008

Associated City	Airport Name	General Aviation Visitor Output		
		First-Round	Second-Round	Total
Chester	Liberty County Airport	\$1,100	\$700	\$1,800
Circle	Circle Town County Airport	\$4,200	\$2,500	\$6,700
Colstrip	Colstrip Airport	\$88,500	\$53,400	\$141,900
Conrad	Conrad Airport	\$6,900	\$4,200	\$11,100
Culbertson	Big Sky Field	\$1,100	\$700	\$1,800
Deer Lodge	Deer Lodge City-County Airport	\$89,100	\$53,800	\$142,900
Ekalaka	Ekalaka Airport	\$4,700	\$2,800	\$7,500
Ennis	Ennis - Big Sky Airport	\$30,400	\$18,400	\$48,800
Eureka	Eureka Airport	\$1,600	\$1,000	\$2,600
Fort Benton	Fort Benton Airport	\$10,700	\$6,500	\$17,200
Gardiner	Gardiner Airport	\$539,500	\$325,800	\$865,300
Geraldine	Geraldine Airport	\$3,100	\$1,900	\$5,000
Harlem	Harlem Airport	\$5,500	\$3,300	\$8,800
Harlowton	Wheatland County Airport at Harlowton	\$1,000	\$600	\$1,600
Libby	Libby Airport	\$59,400	\$35,900	\$95,300
Lincoln	Lincoln Airport	\$6,100	\$3,700	\$9,800
Malta	Malta Airport	\$1,400	\$800	\$2,200
Philipsburg	Riddick Field	\$2,300	\$1,400	\$3,700
Plains	Plains Airport	\$4,700	\$2,800	\$7,500
Plentywood	Sher-Wood Airport	\$29,600	\$17,900	\$47,500
Poplar	Poplar Airport	\$3,400	\$2,100	\$5,500
Red Lodge	Red Lodge Airport	\$324,700	\$196,100	\$520,800
Roundup	Roundup Airport	\$10,500	\$6,300	\$16,800
Scobey	Scobey Airport	\$3,400	\$2,100	\$5,500
Stanford	Stanford Airport	\$1,400	\$800	\$2,200
Superior	Mineral County Airport	\$6,600	\$4,000	\$10,600
Terry	Terry Airport	\$500	\$300	\$800
Thompson Falls	Thompson Falls Airport	\$9,600	\$5,800	\$15,400
Townsend	Townsend City-County Airport	\$13,000	\$7,900	\$20,900
Turner	Turner Airport	\$700	\$400	\$1,100
Valier	Valier Airport	\$900	\$500	\$1,400
White Sulphur Springs	White Sulphur Springs Airport	\$11,000	\$6,600	\$17,600
Winifred	Winifred Airport	\$200	\$100	\$300
	<b>Other Select General Aviation Airports Subtotal</b>	<b>\$1,401,200</b>	<b>\$846,300</b>	<b>\$2,247,500</b>
48 Rural Communities	Other Rural Airports	\$3,300	\$2,000	\$5,300
	<b>All General Aviation Airports Subtotal</b>	<b>\$12,377,500</b>	<b>\$7,474,700</b>	<b>\$19,852,200</b>
	<b>All Airports Total</b>	<b>\$51,721,800</b>	<b>\$30,345,500</b>	<b>\$82,067,300</b>

Source: Wilbur Smith Associates

Note 1: Source: Glacier Park International Airport Master Plan

Appendix A - Airport-Specific Data

Table A-17  
Commercial Service Visitor-Related Output  
2008

Associated City	Airport Name	Commercial Service Visitor Output		
		First-Round	Second-Round	Total
<b>Primary Commercial Service Airports</b>				
Billings	Billings Logan International Airport	\$60,740,100	\$36,680,500	\$97,420,600
Bozeman	Gallatin Field	\$103,049,900	\$62,231,000	\$165,280,900
Butte	Bert Mooney Airport	\$7,245,300	\$4,375,400	\$11,620,700
Great Falls	Great Falls International Airport	\$31,834,300	\$19,224,500	\$51,058,800
Helena	Helena Regional Airport	\$13,820,100	\$8,345,800	\$22,165,900
Kalispell	Glacier Park International Airport	\$15,774,500	\$4,746,300	\$20,520,800
Missoula	Missoula International Airport	\$66,527,300	\$40,175,300	\$106,702,600
<b>Primary Commercial Service Subtotal</b>		<b>\$298,991,500</b>	<b>\$175,778,800</b>	<b>\$474,770,300</b>
<b>Commercial Essential Air Service Airports</b>				
Glasgow	Wokal Field/Glasgow International Airport	\$330,500	\$199,600	\$530,100
Glendive	Dawson Community Airport	\$198,000	\$119,600	\$317,600
Havre	Havre City-County Airport	\$259,200	\$156,500	\$415,700
Lewistown	Lewistown Municipal Airport	\$138,600	\$83,700	\$222,300
Miles City	Frank Wiley Field	\$216,000	\$130,400	\$346,400
Sidney	Sidney-Richland Municipal Airport	\$771,100	\$465,700	\$1,236,800
West Yellowstone	Yellowstone Airport	\$2,262,000	\$1,366,000	\$3,628,000
Wolf Point	L M Clayton Airport	\$335,200	\$202,400	\$537,600
<b>Commercial Essential Air Service Subtotal</b>		<b>\$4,510,600</b>	<b>\$2,723,900</b>	<b>\$7,234,500</b>
<b>All Airports Total</b>		<b>\$303,502,100</b>	<b>\$178,502,700</b>	<b>\$482,004,800</b>

Source: Wilbur Smith Associates

Note 1: Source: Glacier Park International Airport Master Plan



Appendix A - Airport-Specific Data

Table A-18  
Total Output Impacts  
2008

Associated City	Airport Name	Total Output		
		First-Round	Second-Round	Total
<b>Primary Commercial Service Airports</b>				
Billings	Billings Logan International Airport	\$168,320,200	\$110,870,700	\$279,190,900
Bozeman	Gallatin Field	\$171,959,600	\$110,440,900	\$282,400,500
Butte	Bert Mooney Airport	\$16,035,500	\$10,634,200	\$26,669,700
Great Falls	Great Falls International Airport	\$160,327,500	\$107,654,600	\$267,982,100
Helena	Helena Regional Airport	\$92,250,400	\$61,409,500	\$153,659,900
Kalispell	Glacier Park International Airport	\$56,372,000	\$31,629,500	\$88,001,500
Missoula	Missoula International Airport	\$157,606,300	\$103,042,500	\$260,648,800
<b>Primary Commercial Service Subtotal</b>		<b>\$822,871,500</b>	<b>\$535,681,900</b>	<b>\$1,358,553,400</b>
<b>Commercial Essential Air Service Airports</b>				
Glasgow	Wokal Field/Glasgow International Airport	\$7,753,000	\$5,140,400	\$12,893,400
Glendive	Dawson Community Airport	\$1,995,100	\$1,429,200	\$3,424,300
Havre	Havre City-County Airport	\$1,837,600	\$1,294,900	\$3,132,500
Lewistown	Lewistown Municipal Airport	\$10,554,800	\$7,163,800	\$17,718,600
Miles City	Frank Wiley Field	\$4,923,200	\$3,340,300	\$8,263,500
Sidney	Sidney-Richland Municipal Airport	\$5,196,100	\$3,386,100	\$8,582,200
West Yellowstone	Yellowstone Airport	\$12,835,800	\$8,741,200	\$21,577,000
Wolf Point	L M Clayton Airport	\$2,358,100	\$1,716,700	\$4,074,800
<b>Commercial Essential Air Service Subtotal</b>		<b>\$47,453,700</b>	<b>\$32,212,600</b>	<b>\$79,666,300</b>
<b>High Volume General Aviation Airports</b>				
Baker	Baker Municipal Airport	\$339,400	\$221,900	\$561,300
Big Timber	Big Timber Airport	\$504,000	\$318,300	\$822,300
Chinook	Edgar G. Obie Airport	\$51,400	\$32,700	\$84,100
Choteau	Choteau Airport	\$279,900	\$179,400	\$459,300
Columbus	Columbus Airport	\$361,200	\$227,800	\$589,000
Cut Bank	Cut Bank International Airport	\$480,300	\$314,400	\$794,700
Dillon	Dillon Airport	\$2,238,200	\$1,437,600	\$3,675,800
Forsyth	Tillitt Field	\$219,500	\$143,200	\$362,700
Hamilton	Ravalli County Airport	\$6,295,600	\$4,124,600	\$10,420,200
Jordan	Jordan Airport	\$11,000	\$6,600	\$17,600
Kalispell City	Kalispell City Airport	\$14,757,100	\$9,425,700	\$24,182,800
Laurel	Laurel Municipal Airport	\$3,560,500	\$2,235,600	\$5,796,100
Livingston	Mission Field	\$586,800	\$372,900	\$959,700
Polson	Polson Airport	\$1,611,800	\$1,019,400	\$2,631,200
Ronan	Ronan Airport	\$79,800	\$52,900	\$132,700
Seeley Lake	Seeley Lake Airport	\$678,100	\$453,800	\$1,131,900
Shelby	Shelby Airport	\$33,200	\$22,300	\$55,500
Stevensville	Stevensville Airport	\$5,704,100	\$3,638,100	\$9,342,200
Three Forks	Three Forks Airport	\$116,900	\$75,800	\$192,700
Twin Bridges	Twin Bridges Airport	\$951,000	\$620,500	\$1,571,500
<b>High Volume General Aviation Airports Subtotal</b>		<b>\$38,859,800</b>	<b>\$24,923,500</b>	<b>\$63,783,300</b>
<b>Other Select General Aviation Airports</b>				
Anaconda	Bowman Field	\$141,800	\$87,400	\$229,200
Benchmark	Benchmark Airport	\$3,400	\$2,100	\$5,500
Big Sandy	Big Sandy Airport	\$600	\$400	\$1,000
Broadus	Broadus Airport	\$17,300	\$11,700	\$29,000

Appendix A - Airport-Specific Data

Table A-18 (continued)  
Total Output Impacts  
2008

Associated City	Airport Name	Total Output		
		First-Round	Second-Round	Total
Chester	Liberty County Airport	\$1,196,100	\$764,300	\$1,960,400
Circle	Circle Town County Airport	\$55,200	\$35,700	\$90,900
Colstrip	Colstrip Airport	\$92,900	\$56,400	\$149,300
Conrad	Conrad Airport	\$821,900	\$525,900	\$1,347,800
Culbertson	Big Sky Field	\$13,600	\$9,200	\$22,800
Deer Lodge	Deer Lodge City-County Airport	\$2,320,600	\$1,480,000	\$3,800,600
Ekalaka	Ekalaka Airport	\$29,700	\$19,800	\$49,500
Ennis	Ennis - Big Sky Airport	\$137,400	\$87,600	\$225,000
Eureka	Eureka Airport	\$201,800	\$130,500	\$332,300
Fort Benton	Fort Benton Airport	\$8,179,700	\$5,225,300	\$13,405,000
Gardiner	Gardiner Airport	\$752,700	\$464,200	\$1,216,900
Geraldine	Geraldine Airport	\$401,000	\$256,200	\$657,200
Harlem	Harlem Airport	\$211,500	\$135,200	\$346,700
Harlowton	Wheatland County Airport at Harlowton	\$16,600	\$11,200	\$27,800
Libby	Libby Airport	\$1,226,600	\$783,500	\$2,010,100
Lincoln	Lincoln Airport	\$9,100	\$5,700	\$14,800
Malta	Malta Airport	\$798,400	\$511,500	\$1,309,900
Philipsburg	Riddick Field	\$76,600	\$52,000	\$128,600
Plains	Plains Airport	\$2,888,700	\$1,967,300	\$4,856,000
Plentywood	Sher-Wood Airport	\$52,600	\$32,600	\$85,200
Poplar	Poplar Airport	\$1,034,800	\$668,300	\$1,703,100
Red Lodge	Red Lodge Airport	\$374,800	\$228,100	\$602,900
Roundup	Roundup Airport	\$236,700	\$160,400	\$397,100
Scobey	Scobey Airport	\$552,300	\$359,400	\$911,700
Stanford	Stanford Airport	\$276,300	\$176,900	\$453,200
Superior	Mineral County Airport	\$6,600	\$4,000	\$10,600
Terry	Terry Airport	\$500	\$300	\$800
Thompson Falls	Thompson Falls Airport	\$108,600	\$73,200	\$181,800
Townsend	Townsend City-County Airport	\$222,200	\$142,200	\$364,400
Turner	Turner Airport	\$700	\$400	\$1,100
Valier	Valier Airport	\$900	\$500	\$1,400
White Sulphur Springs	White Sulphur Springs Airport	\$11,000	\$6,600	\$17,600
Winifred	Winifred Airport	\$3,200	\$2,100	\$5,300
<b>Other Select General Aviation Airports Subtotal</b>		<b>\$22,474,400</b>	<b>\$14,478,100</b>	<b>\$36,952,500</b>
48 Rural Communities	Other Rural Airports	\$288,200	\$184,000	\$472,200
All GA Airports	On-Airport Construction	\$9,758,300	\$6,647,000	\$16,405,300
<b>All General Aviation Airports Subtotal</b>		<b>\$71,380,700</b>	<b>\$46,232,600</b>	<b>\$117,613,300</b>
<b>All Airports Total</b>		<b>\$941,705,900</b>	<b>\$614,127,100</b>	<b>\$1,555,833,000</b>

Source: Wilbur Smith Associates

Note 1: Includes visitor impacts derived from Glacier Park International Airport Master Plan

Appendix B - On-Airport Construction Impacts

Table B-1  
On-Airport Construction Employment  
2008

Associated City	Airport Name	Construction Employment		
		First-Round	Second-Round	Total
<b>Primary Commercial Service Airports</b>				
Billings	Billings Logan International Airport	147.5	96.0	243.5
Bozeman	Gallatin Field	64.0	41.5	105.5
Butte	Bert Mooney Airport	14.5	9.5	24.0
Great Falls	Great Falls International Airport	206.5	134.0	340.5
Helena	Helena Regional Airport	51.0	33.0	84.0
Kalispell	Glacier Park International Airport	25.5	16.5	42.0
Missoula	Missoula International Airport	89.0	58.0	147.0
<b>Primary Commercial Service Subtotal</b>		<b>598.0</b>	<b>388.5</b>	<b>986.5</b>
<b>Commercial Essential Air Service Airports</b>				
Glasgow	Wokal Field/Glasgow International Airport	3.5	2.5	6.0
Glendive	Dawson Community Airport	9.5	6.0	15.5
Havre	Havre City-County Airport	3.0	2.0	5.0
Lewistown	Lewistown Municipal Airport	2.5	1.5	4.0
Miles City	Frank Wiley Field	9.5	6.0	15.5
Sidney	Sidney-Richland Municipal Airport	13.5	9.0	22.5
West Yellowstone	Yellowstone Airport	11.0	7.0	18.0
Wolf Point	L M Clayton Airport	5.0	3.0	8.0
<b>Commercial Essential Air Service Subtotal</b>		<b>57.5</b>	<b>37.0</b>	<b>94.5</b>
<b>General Aviation Airports</b>				
GA Airports	Combined Airport Construction	132.0	118.0	299.5
<b>All Airports Total</b>		<b>787.5</b>	<b>543.5</b>	<b>1,380.5</b>

Source: Wilbur Smith Associates

Appendix B - On-Airport Construction Impacts

Table B-2  
On-Airport Construction Payroll  
2008

Associated City	Airport Name	Construction Payroll		
		First-Round	Second-Round	Total
<b>Primary Commercial Service Airports</b>				
Billings	Billings Logan International Airport	\$5,221,500	\$3,395,400	\$8,616,900
Bozeman	Gallatin Field	\$2,265,600	\$1,473,300	\$3,738,900
Butte	Bert Mooney Airport	\$513,300	\$333,800	\$847,100
Great Falls	Great Falls International Airport	\$7,310,100	\$4,753,600	\$12,063,700
Helena	Helena Regional Airport	\$1,805,400	\$1,174,000	\$2,979,400
Kalispell	Glacier Park International Airport	\$902,700	\$587,000	\$1,489,700
Missoula	Missoula International Airport	\$3,150,600	\$2,048,800	\$5,199,400
<b>Primary Commercial Service Subtotal</b>		<b>\$21,169,200</b>	<b>\$13,765,900</b>	<b>\$34,935,100</b>
<b>Commercial Essential Air Service Airports</b>				
Glasgow	Wokal Field/Glasgow International Airport	\$123,900	\$80,600	\$204,500
Glendive	Dawson Community Airport	\$336,300	\$218,700	\$555,000
Havre	Havre City-County Airport	\$106,200	\$69,100	\$175,300
Lewistown	Lewistown Municipal Airport	\$88,500	\$57,500	\$146,000
Miles City	Frank Wiley Field	\$336,300	\$218,700	\$555,000
Sidney	Sidney-Richland Municipal Airport	\$477,900	\$310,800	\$788,700
West Yellowstone	Yellowstone Airport	\$389,400	\$253,200	\$642,600
Wolf Point	L M Clayton Airport	\$177,000	\$115,100	\$292,100
<b>Commercial Essential Air Service Subtotal</b>		<b>\$2,035,500</b>	<b>\$1,323,700</b>	<b>\$3,359,200</b>
<b>High Volume General Aviation Airports</b>				
GA Airports	Combined Airport Construction	\$4,672,800	\$3,037,800	\$7,710,600
<b>All Airports Total</b>		<b>\$27,877,500</b>	<b>\$18,127,400</b>	<b>\$46,004,900</b>

Source: Wilbur Smith Associates

Appendix B - On-Airport Construction Impacts

Table B-3  
On-Airport Construction Output  
2008

Associated City	Airport Name	Construction Output		
		First-Round	Second-Round	Total
<b>Primary Commercial Service Airports</b>				
Billings	Billings Logan International Airport	\$10,962,400	\$7,467,300	\$18,429,700
Bozeman	Gallatin Field	\$4,756,300	\$3,239,900	\$7,996,200
Butte	Bert Mooney Airport	\$1,092,300	\$744,000	\$1,836,300
Great Falls	Great Falls International Airport	\$15,354,400	\$10,459,000	\$25,813,400
Helena	Helena Regional Airport	\$3,789,800	\$2,581,500	\$6,371,300
Kalispell	Glacier Park International Airport	\$1,891,700	\$1,288,600	\$3,180,300
Missoula	Missoula International Airport	\$6,634,800	\$4,519,500	\$11,154,300
<b>Primary Commercial Service Subtotal</b>		<b>\$44,481,700</b>	<b>\$30,299,800</b>	<b>\$74,781,500</b>
<b>Commercial Essential Air Service Airports</b>				
Glasgow	Wokal Field/Glasgow International Airport	\$254,900	\$173,600	\$428,500
Glendive	Dawson Community Airport	\$722,000	\$491,800	\$1,213,800
Havre	Havre City-County Airport	\$207,600	\$141,400	\$349,000
Lewistown	Lewistown Municipal Airport	\$199,300	\$135,800	\$335,100
Miles City	Frank Wiley Field	\$707,900	\$482,200	\$1,190,100
Sidney	Sidney-Richland Municipal Airport	\$1,000,000	\$681,200	\$1,681,200
West Yellowstone	Yellowstone Airport	\$801,300	\$545,800	\$1,347,100
Wolf Point	L M Clayton Airport	\$375,000	\$255,400	\$630,400
<b>Commercial Essential Air Service Subtotal</b>		<b>\$4,268,000</b>	<b>\$2,907,200</b>	<b>\$7,175,200</b>
<b>High Volume General Aviation Airports</b>				
GA Airports	Combined Airport Construction	\$9,758,300	\$6,647,000	\$16,405,300
<b>All Airports Total</b>		<b>\$58,508,000</b>	<b>\$39,854,000</b>	<b>\$98,362,000</b>

Source: Wilbur Smith Associates