

SIDNEY-RICHLAND AIRPORT – SIDNEY

QUALITATIVE BENEFITS

In addition to the economic benefits described above, Sidney-Richland Airport provides access and services that promote the well being of the local community. The airport primarily serves to link the remote community with Billings and other larger cities in the region. In that capacity, the airport operates as a base for corporate aviation, air cargo, medical evacuation, and physician transport. The airport regularly accommodates visitors arriving on business with various energy services companies. The airport is also used extensively for agricultural spraying, as a gateway for seasonal hunting and tourism, and as a base for recreational flying by local enthusiasts. Several times per year the airport accommodates aerial utility inspections, flight training, and law enforcement activities such as training and prisoner transport.



According to airport management data, the major airport users include Sidney Millwork, Sidney Sugars (Citation Jet), Sidney Health Center, and Thiel Brothers Roofing. FAA data indicates Basin Electric Power Cooperative, Continental Resources, Pacific Tank and Pipeline, and Pamida were among companies that utilized the airport frequently for general aviation during the past year. The airport was also used frequently by Edwards Jet Center, a Billings-based aircraft charter company, and Pearl Aviation, a charter company based in Sheridan, Wyoming.

Budweiser comes to malt barley Falcon Jets
G3 Oil and Gas Company LLC G4 comes often related to oil and gas related Houston and Dallas

MDU Utilities Power Plant in Sidney.

Locals
Thiel construction
30 local businesses and ranches
Sidney Ready Mix

Air Ambulance Emergency Flights to Deaconess almost daily and flying docs to clinic for the day. 2 to 3x per week.
State on occasion DNR and MDT Highways occasional
Richland Aviation UPS
5 ag sprayers sugar beets

TSA 1 FT 3 PT
Great Lakes 1 Ft and 4 PT



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SIDNEY-RICHLAND AIRPORT SIDNEY



MONTANA
ECONOMIC IMPACT OF AIRPORTS STUDY

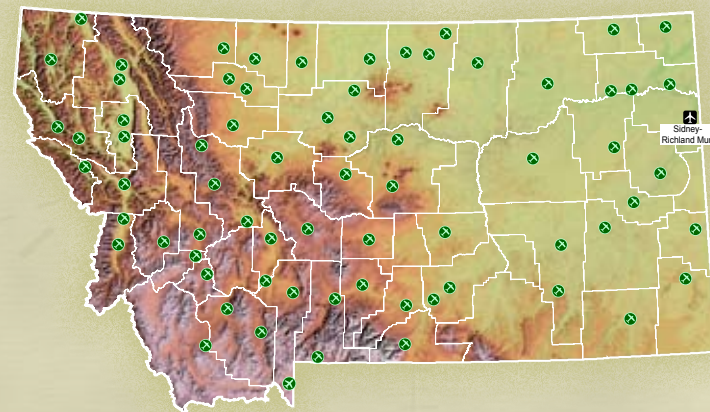
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AIRPORT LOCATION

Sidney-Richland Airport is located one mile west of Sidney, Montana, in Richland County. Sidney is situated on the banks of the Yellowstone River in northeast Montana. Bluffs, badlands, and red, scoria hills typify the landscape and offer a breathtaking backdrop for photographers. Outdoor recreation opportunities in the Sidney area are outstanding and include big game and bird hunting, fishing on the Missouri and Yellowstone rivers, and hiking on the Lewis and Clark Trail. A short drive northeast of Sidney, visitors will find historic Old Fort Union, located near the confluence of the Yellowstone and Missouri rivers. The area's rich frontier history can be further explored at the Mon-Dak Heritage Center, which features an extensive street scene of the early 1900s. Sidney is the county seat of Richland County.

Sidney has a population of approximately 4,800. Major employers include Sidney Sugars, Inc., Sidney Health Center, Sidney School District, Richland County Government, and Blue Rock Products.

The 335-acre airport's primary runway, Runway 1/19, measures 5,705 feet in length and 100 feet in width. A second runway, Runway 10/28, measures 4,022 feet in length and 100 feet in width. The airport, with 46 based aircraft, experiences approximately 24,050 aircraft operations annually.



STATEWIDE RESULTS

Economic benefits in the Montana Economic Impact of Airports Study are expressed in terms of jobs, payroll, and annual economic activity or output.

Jobs/Employment

An estimated 18,800 jobs in Montana are in some way supported by the commercial and general aviation airports. These are jobs that are associated with on-airport businesses, tenants, and other activities that are located on commercial or general aviation airports in the State. In addition, spending by visitors arriving in Montana by air helps to support other jobs. When airport improvements are made, additional jobs are supported by the airports over the duration of these projects.

Payroll/Earnings

The 18,800 jobs in Montana that are linked to the commercial and general aviation airports account for over \$600 million in annual payroll. Airport related payroll is a key component of the economic benefit cycle that starts at the airport. It was this economic cycle that was measured by this study's induced benefits. When those employed by on-airport businesses use their paycheck to

purchase groceries, new clothes, or household items, their spending helps to support other jobs in the community and the payroll associated with these jobs. The initial benefits that start at the airports continue to multiply once they enter the State's economy.

Annual Economic Activity/Output

To operate Montana's airports, businesses located on the airports and businesses that support visitors who arrive in Montana via the airports all require the purchase of goods and services. These expenditures are most often in addition to those benefits identified in the payroll and earnings category. Benefits in this category are expressed in this study as total annual economic activity or output. Annual economic output related to the airports is typically assumed to be the sum of annual gross sales and average annual capital expenditures, including capital improvement projects.

JOBS..... 18,800

PAYROLL.....\$600 MILLION

OUTPUT.....\$1.56 BILLION

MONTANA ECONOMIC IMPACT OF AIRPORTS STUDY

ECONOMIC IMPACT ANALYSIS

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's first-round economic benefits. Additional first-round benefits are also linked to visitors who arrive via the State's system of airports (indirect impacts). Spending by these visitors supports additional employment and associated annual payroll. These first-round impacts create additional spin-off benefits that ripple through the economy. These second-round or induced benefits were measured with Montana-specific IMPLAN multipliers. When combined, first-round and second-round benefits equal the total economic impact associated with each airport.

First-Round Impact

In 2008, there were five aviation-related tenants on the airport who supported 27 employees. These tenants' first-round or direct employment, payroll, and output impacts were derived from survey data. First-round impacts also include airport sponsor activity and airport related construction. Direct output from all on-airport aviation-related tenants and airport management is estimated at \$3.0 million annually. The estimated direct annual payroll of these tenants and airport management is \$933,600. Visitors also create economic impacts. Survey data indicated that approximately 17,792 visitors arrived via Sidney-Richland Airport in 2008 on commercial airlines and general aviation aircraft. This visitor-related output (spending) supported an additional 42 full-time jobs for employees earning \$819,000 annually. Output from commercial airline and general aviation visitors is estimated at \$2.2 million.

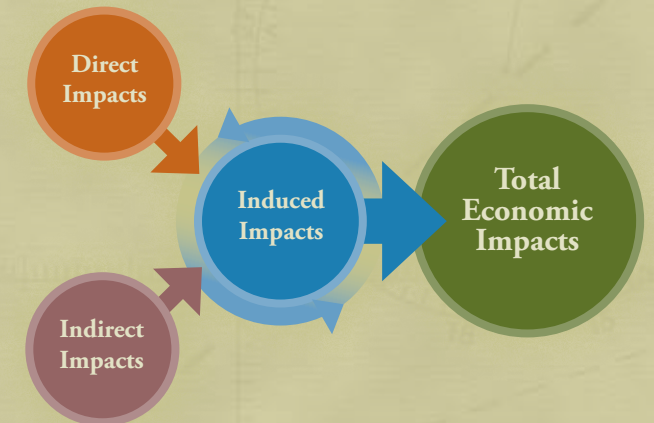
Second-Round Impact

The first-round impacts associated with on-airport tenants and general aviation visitors also create second-round impacts throughout the State. Second-round impacts are induced impacts calculated using the Montana specific IMPLAN multipliers. The accompanying table presents the 2008 first-round, second-round, and total impacts for output, payroll, and employment as they relate to on-airport tenants and general aviation visitors.

Total Impact

For 2008, the total output (including first-round and second-round impacts) stemming from all on-airport tenants and all commercial airline and general aviation visitors to Sidney-Richland Airport was approximately \$8.6 million. Total full-time employment related to airport tenants and general aviation visitors, including all second-round impacts, is estimated at approximately 105 persons, with a total annual payroll (first-round and second-round) of approximately \$2.9 million associated with these jobs.

METHODOLOGY



AIRPORT SUMMARY TABLE

FIRST-ROUND ECONOMIC IMPACTS

On-Airport	Visitor Spending
<ul style="list-style-type: none"> • FAA, Other Government • Airport Management • Aircraft maintenance • Vendors • Retail & Restaurant • Car Rental • Parking • Other Ground Transportation • Fixed Based Operators 	<ul style="list-style-type: none"> • Hotels • Retail & Restaurants • Travel Agents • Convention Centers • Tourist Destinations
<p>27.0 Jobs \$933,600 in Payroll \$3,016,500 in Economic Output</p>	<p>42.0 Jobs \$819,000 in Payroll \$2,179,600 in Economic Output</p>

SECOND-ROUND ECONOMIC IMPACTS

<ul style="list-style-type: none"> • Suppliers of Materials & Services to Airports • Air Dependent Businesses • Visitor Dependent Businesses • Consumer Product and Service Sales
<p>36.0 Jobs \$1,133,500 in Payroll \$3,386,100 in Economic Output</p>

TOTAL ECONOMIC IMPACTS

<p>105.0 Jobs \$2,886,100 in Wages \$8,582,200 in Economic Activity</p>
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