

# POWDER RIVER COUNTY AIRPORT – BROADUS

## QUALITATIVE BENEFITS

In addition to the economic benefits described above, Powder River County Airport provides several services to the local community. The airport is primarily a base for recreational flying and seasonal agricultural spraying. In addition to these activities, the airport is also used for emergency medical evacuation. Other activities that occur occasionally at the airport include forest and rangeland firefighting, aerial photography and surveying, and real estate tours.

FAA data indicates Lewis Slovak & Kovacich PC, Lynch Flying Service Inc., and Montana Department of Highways utilized the airport for general aviation during the past year. While most itinerant aircraft traveled to the airport from within Montana, FAA data also indicates aircraft traveled from as far away as Colorado.



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# POWDER RIVER COUNTY AIRPORT BROADUS



**MONTANA**  
ECONOMIC IMPACT OF AIRPORTS STUDY



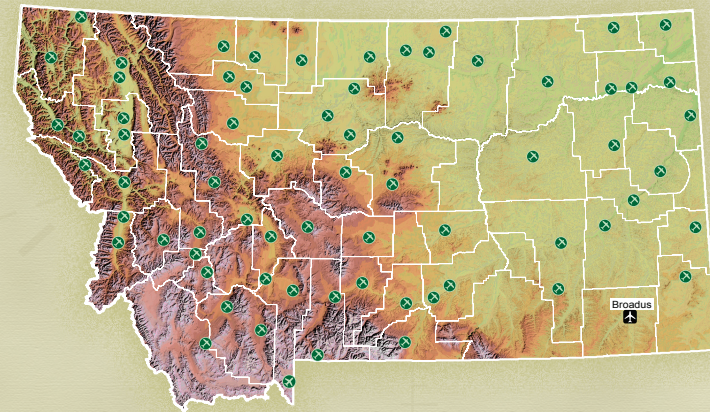
# POWDER RIVER COUNTY AIRPORT – BROADUS

## AIRPORT LOCATION

Powder River County Airport is located three miles northwest of Broadus, Montana, in Powder River County. Broadus has several museums that visitors can explore to learn about the rich history of one of the “biggest little towns in the West,” as it is often referred to. These include the Powder River Museum, Mac’s Museum, and The Powder River Taxidermy Wildlife Museum. Popular annual events visitors can attend in Broadus include the Powder River Buffalo Shoot, the County Fair, and one of the major economic stimuli for the County – hunting season. Powder River County Airport is conveniently located along US Highway 212 within walking distance of the community golf course.

Broadus, the county seat of Powder River County, has a population of approximately 460. Major employers in the area include Alderman Oil Company, Five Star Roustabout Inc., Larry’s IGA, Powder River Stockmans Club, and Rocky Mountain Bank. Agriculture remains the largest industry in the County.

The 160-acre airport’s primary runway, Runway 10/28, measures 4,400 feet in length and 75 feet in width. The airport, with four based aircraft, experiences approximately 5,350 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 no aviation-related tenants located on the airport. All economic impacts generated by the airport are the result of sponsor operation of the airport and visitor related impacts. For 2008, the total combined first round output stemming from all sponsor activity and general aviation visitors to Broadus Airport was approximately \$17,300. Total first round full-time employment related to airport tenants and general aviation visitors is estimated at one part-time position with a total first round payroll of approximately \$2,300 annually. Survey data indicated that approximately 82 visitors used the airport in 2008.

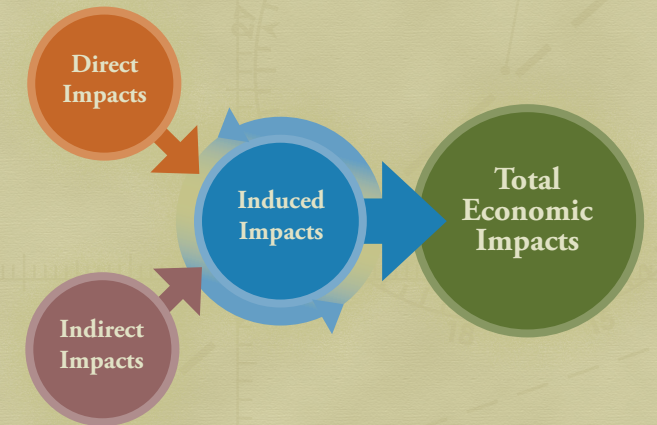
### Second-Round Impact

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 general aviation visitors to Broadus Airport was approximately \$29,000. Total full-time employment related to airport tenants and general aviation visitors, including all second-round impacts, is estimated at approximately one position, with a total annual payroll (first-round and second-round) of approximately \$3800.

## METHODOLOGY



## AIRPORT SUMMARY TABLE

### FIRST-ROUND ECONOMIC IMPACTS

On-Airport	Visitor Spending
<ul style="list-style-type: none"> <li>• FAA, Other Government</li> <li>• Airport Management</li> <li>• Aircraft maintenance</li> <li>• Vendors</li> <li>• Retail &amp; Restaurant</li> <li>• Car Rental</li> <li>• Parking</li> <li>• Other Ground Transportation</li> <li>• Fixed Based Operators</li> </ul>	<ul style="list-style-type: none"> <li>• Hotels</li> <li>• Retail &amp; Restaurants</li> <li>• Travel Agents</li> <li>• Convention Centers</li> <li>• Tourist Destinations</li> </ul>
<p><b>0.5 Jobs</b>  <b>\$2,300 in Payroll</b>  <b>\$15,700 in Economic Output</b></p>	<p><b>0 Jobs</b>  <b>\$0 in Payroll</b>  <b>\$1,600 in Economic Output</b></p>

### SECOND-ROUND ECONOMIC IMPACTS

<ul style="list-style-type: none"> <li>• Suppliers of Materials &amp; Services to Airports</li> <li>• Air Dependent Businesses</li> <li>• Visitor Dependent Businesses</li> <li>• Consumer Product and Service Sales</li> </ul>
<p><b>0.5 Jobs</b>  <b>\$1,500 in Payroll</b>  <b>\$11,700 in Economic Output</b></p>

### TOTAL ECONOMIC IMPACTS

<p><b>1.0 Jobs</b>  <b>\$3,800 in Wages</b>  <b>\$29,000 in Economic Activity</b></p>
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