

# FORT BENTON AIRPORT – FORT BENTON

## QUALITATIVE BENEFITS

In addition to the economic benefits described above, Fort Benton Airport provides access and services that promote the well being of the local community. The airport is frequently used for recreational flying and aerial application activity. Other aviation activities that occur on an as needed basis include forest and rangeland firefighting, emergency medical evacuation, medical shipments and patient transfer, law enforcement, and search and rescue operations.

FAA data indicates A-S Ranch Inc., Claw Inc., and Easterday Farms utilized the airport for general aviation during the past year.



# FORT BENTON AIRPORT FORT BENTON



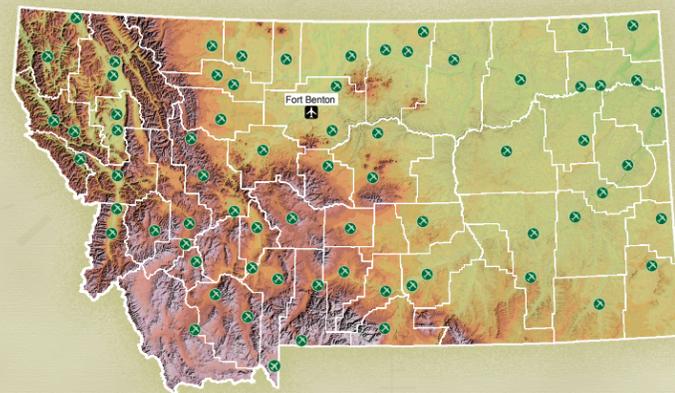
# FORT BENTON AIRPORT – FORT BENTON

## AIRPORT LOCATION

Fort Benton Airport is located one mile northeast of Fort Benton, Montana, in Chouteau County. Known as the birthplace of Montana, Fort Benton is located at the head of navigation along the upper Missouri River. Visitors to Fort Benton can explore the area's rich history as a former hub for trade and travel at the Museum of the Upper Missouri River, Lewis and Clark Memorial, Old Fort Benton, and Upper Missouri River Breaks Interpretive Center. The Fort Benton area also provides access to the Upper Missouri Wild and Scenic River and is located in close proximity to Square Butte and Coal Banks Landing Recreation Site. Fort Benton is the county seat of Chouteau County.

Fort Benton has a population of approximately 1,470. Major employment sectors in the area include health care and social assistance, educational services, agriculture, forestry, fishing, and hunting, and public administration.

The 365-acre airport's primary runway, Runway 5/23, measures 4,300 feet in length and 75 feet in width. A second runway, Runway 14/32, is a turf runway that measures 1,700 feet in length and 75 feet in width. The airport, with 33 based aircraft, experiences approximately 5,450 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 three aviation-related tenants on the airport, including airport management, who supported over eight employees. These tenants' direct or first-round employment, payroll, and output impacts were derived from survey data. Direct output from all on-airport aviation-related tenants is estimated at \$8.2 million annually. The estimated direct annual payroll of these tenants is \$304,300. Operational data indicated that approximately 535 visitors used the airport. Indirect output from general aviation visitors is estimated at \$10,700.

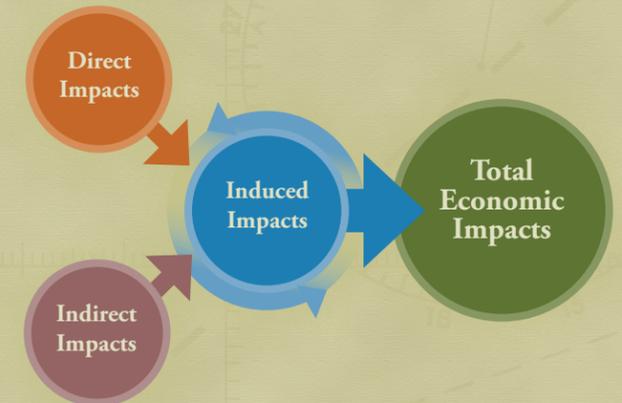
### Second-Round Impact

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 Fort Benton Airport was approximately \$13.4 million. Total full-time employment related to airport tenants and general aviation visitors, including all second-round impacts, is estimated at approximately 19 persons, with a total annual payroll (first round and second-round) of approximately \$568,900 associated with these jobs.

## 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>8.5 Jobs</b>  <b>\$304,300 in Payroll</b>  <b>\$8,169,000 in Economic Output</b></p>	<p><b>0 Jobs</b>  <b>\$0 in Payroll</b>  <b>\$10,700 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>10.0 Jobs</b>  <b>\$264,600 in Payroll</b>  <b>\$5,225,300 in Economic Output</b></p>

### TOTAL ECONOMIC IMPACTS

<p><b>18.5 Jobs</b>  <b>\$568,900 in Wages</b>  <b>\$13,405,000 in Economic Activity</b></p>
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