

LEWISTOWN MUNICIPAL AIRPORT – LEWISTOWN

QUALITATIVE BENEFITS

Lewistown Municipal Airport provides access and services that promote the well being of the local community. The airport hosts a number of community events, both aviation and non-aviation related, throughout the year. Among these events are numerous fly-in gatherings for private pilots. The airport hosts an annual pancake breakfast which attracts over 60 aircraft to the airfield. Lewistown Municipal is a well-preserved World War II B-17 satellite training base and currently listed on the National Historic Register. The Army National Guard Armory utilizes the airport about once a month while the Montana Air National Guard bases in Helena and Great Falls utilize the airport for refueling stops for their fleet of Blackhawk helicopters.



The airport is used frequently for emergency purposes. The Central Montana Fire Zone (BLM) station is located on airport property. From this base aircraft are used to spot and fight forest fires in the Lewis and Clark National Forest or the Charles M. Russell (CMR) National Wildlife Refuge. In addition to firefighting, the airport keeps one based aircraft on hand specifically for the purpose of Civil Air Patrol search and rescue in the region. Hospitals often use the airport when transporting human organs and tissues. Patient transfer flights also take place and involve transferring patients from central Montana medical facilities to larger regional hospitals in cities such as Billings, Great Falls or Salt Lake City.



Many other aviation-related activities take place at Lewistown Municipal Airport. The Montana Department of Fish, Wildlife, and Parks maintains a station on the airport and uses it as a base of operations for wildlife data collection in the region as does CMR. Also, a no-charge campground is adjacent to the airport and is frequented by area pilots. Agricultural spraying also takes place from Lewistown Municipal. Aerial application aircraft are typically used to spray herbicide for weeds or to apply chemical fallow spray, an alternative to tilling.



The airport also has considerable non-aviation activity. A driving course for law enforcement is located on a decommissioned runway and taxiway system on the west side of the airport. An assortment of businesses and government agencies are located on the airport and provide an alternative revenue stream to airport management. FAA data reveal that air charter and corporate aircraft activity occurs frequently at Lewistown Municipal Airport. Mor-Berg, Inc., a division of Century Construction, flies from Lewistown on a regular basis to several construction sites throughout Montana, including Missoula, Sidney, Big Horn County, Glendive and Glasgow, as well as Wyoming. BRS, Inc. also flies nonstop to several locations throughout Montana. Nonstop air charter activity regularly takes place between Lewistown Municipal Airport and several locations, including Idaho Falls, Missoula, Sidney, Steamboat Springs, Salt Lake City, and Helena. Approximately 400 transient business aircraft operations per year take place at the airport in business jets and fractional ownership jets. It is noteworthy to point out that transient cross country traffic is frequent as aircraft crossing the continent frequent the airport for refueling stops.



Montana Department of Transportation
2701 Prospect Avenue | PO Box 201001
Helena, MT 59620-1001
406.444.6200

Prepared by
WilburSmith
ASSOCIATES

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MONTANA
ECONOMIC IMPACT OF AIRPORTS STUDY

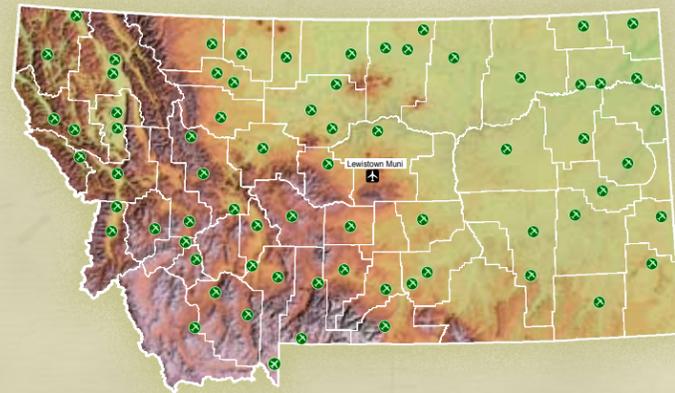
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AIRPORT LOCATION

Lewistown Municipal Airport is located three miles southwest of Lewistown, Montana, in Fergus County. Surrounded by predominantly rolling prairie, wheat farms, and cattle ranches, Lewistown sits at the geographic center of Montana. The landscape of the area is picturesque and dotted with quiet small towns. The colorful pioneer, mining, and Native American history is well-preserved at the Central Montana Museum, the nearby historic sites of Kendall, Maiden, and Gilt Edge, and the Bear Gulch Pictographs located a short drive 23 miles to the southeast. Art galleries and the performing arts thrive in Lewistown. Other significant area attractions include the Missouri Breaks National Back Country Byway and the Upper Missouri River Breaks National Monument. Lewistown is the county seat of Fergus County.

Lewistown has a population of approximately 6,080. Major private sector employers in Fergus County include Central Montana Medical Center, Century Construction, Albertsons, Allied Steel, M K Weeden Construction, PBS&J, Valle Vista Manor, Wickens Construction, Yogo Inn of Montana, and Hi-Heat Industries.

The 2,200-acre airport's primary runway, Runway 7/25, measures 6,100 feet in length and 100 feet in width. Two additional runways are Runway 2/20 and Runway 12/30. Runway 2/20 measures 5,600 feet in length and 100 feet in width. Runway 12/30 measures 4,100 feet in length and 60 feet in width. The airport, with 54 based aircraft, experiences approximately 15,348 aircraft operations annually. The airport is self supporting.



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 13 aviation-related tenants on the airport who supported 89 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 \$10.3 million annually. The estimated direct annual payroll of these tenants and airport management is \$4.1 million. Visitors also create economic impacts. Survey data indicated that approximately 5,447 visitors arrived via Lewistown Municipal Airport in 2008 on commercial airlines and general aviation aircraft. This visitor-related output (spending) supported an additional 6 full-time jobs for employees earning \$107,300 annually. Output from commercial airline and general aviation visitors is estimated at \$290,500.

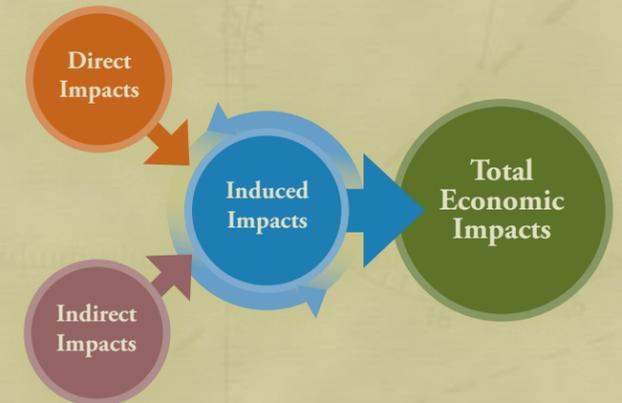
Second-Round Impact

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 Lewistown Municipal Airport was approximately \$17.7 million. Total full-time employment related to airport tenants and general aviation visitors, including all second-round impacts, is estimated at approximately 165 persons, with a total annual payroll (first-round and second-round) of approximately \$7.1 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
89.0 Jobs \$4,108,500 in Payroll \$10,264,300 in Economic Output	5.5 Jobs \$107,300 in Payroll \$290,500 in Economic Output

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
7.0 Jobs \$2,933,400 in Payroll \$7,163,800 in Economic Output

TOTAL ECONOMIC IMPACTS

164.5 Jobs \$7,149,200 in Wages \$17,718,600 in Economic Activity
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