

CONRAD AIRPORT – CONRAD

QUALITATIVE BENEFITS

In addition to the economic benefits described above, Conrad Airport provides access and services that promote the well being of the local community. The airport is frequently used for recreational flying and corporate aviation 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 Civic Center Corp., Easy Automation Inc., Native Air Services Inc., and Poky Feeders Inc. utilized the airport for general aviation during the past year. While most itinerant aircraft traveled to the airport from within Montana and nearby Rocky Mountain States, FAA data also indicates aircraft traveled from as far away as Spokane, Washington.



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CONRAD AIRPORT CONRAD



MONTANA

ECONOMIC IMPACT OF AIRPORTS STUDY

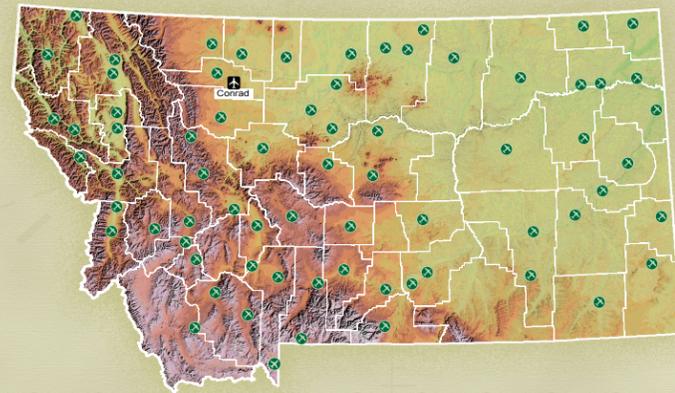
CONRAD AIRPORT – CONRAD

AIRPORT LOCATION

Conrad Airport is located one mile west of Conrad, Montana, in Pondera County. Situated near the east slope of the Rocky Mountain Front, Conrad offers visitors a wide variety of activities to enjoy, ranging from outdoor recreation to delicious dining. The Bob Marshall Wilderness is one of the few remaining primitive areas in the Rocky Mountains and provides excellent hiking, backpacking, horseback riding, hunting, and bird watching for outdoor enthusiasts. History buffs can learn about the local history and the development of the West through transportation at the Conrad Transportation and Historical Museum. Local events that can be attended while visiting Conrad include the Whoop-Up Days and Rhubarb Festival, Harvest Festival, and Wine and Food Festival. Conrad is the county seat of Pondera County.

Conrad has a population of approximately 2,580. Farming, ranching, oil production, and tourism provide the main stays of its economy. Other major employment sectors include health care and social assistance and educational services.

The 310-acre airport's primary runway, Runway 6/24, measures 4,600 feet in length and 75 feet in width. A second turf runway, Runway 15/33, measures 2,900 feet in length and 90 feet in width. The airport, with 13 based aircraft, experiences approximately 3,850 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 was one aviation-related tenant located on the airport. This tenant functions as the as the FBO and as airport management for the airport sponsor. In order to preserve tenant confidentiality, total tenant and visitor impacts have been combined. This tenant's direct employment, payroll, and output impacts were derived from survey data. For 2008, the total combined first-round output stemming from all on-airport tenants and general aviation visitors to Conrad Airport was approximately \$821,900. Total first-round full-time employment related to airport tenants and general aviation visitors is estimated at three persons with a total first-round payroll of approximately \$107,400 annually. Survey data indicated that approximately 343 visitors used the airport in 2008.

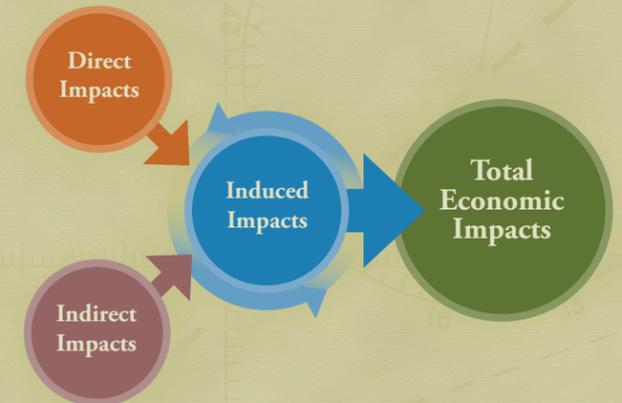
Second-Round Impact

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 Conrad Airport was approximately \$1.3 billion. Total full-time employment related to airport tenants and general aviation visitors, including all second-round impacts, is estimated at approximately seven persons, with a total annual payroll (first-round and second-round) of approximately \$200,800 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
3.0 Jobs \$107,400 in Payroll \$821,900 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
3.5 Jobs \$93,400 in Payroll \$525,900 in Economic Output

TOTAL ECONOMIC IMPACTS

6.5 Jobs \$200,800 in Wages \$1,347,800 in Economic Activity
