

# LINCOLN AIRPORT – LINCOLN

## QUALITATIVE BENEFITS

In addition to the economic benefits described above, Lincoln Airport provides several services to 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.



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# LINCOLN AIRPORT LINCOLN



# MONTANA

## ECONOMIC IMPACT OF AIRPORTS STUDY

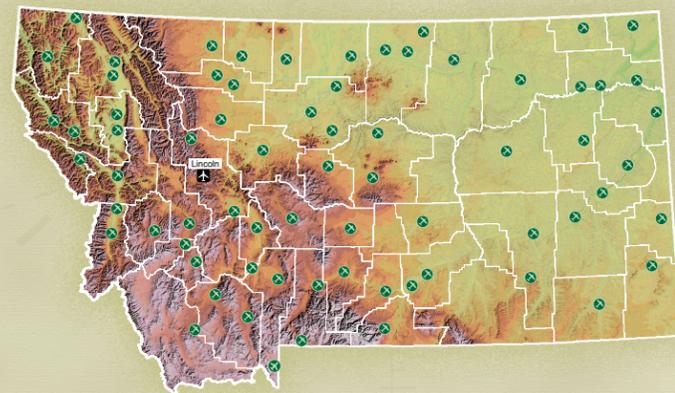
# LINCOLN AIRPORT – LINCOLN

## AIRPORT LOCATION

Lincoln Airport is located two miles east of Lincoln, Montana, in Lewis and Clark County. Located in western Montana, Lincoln offers visitors a gateway to Montana's vast wilderness, where outdoor recreational opportunities abound and the scenery is spectacular. The Blackfoot River is a favorite whitewater rafting and fishing location. Snowmobiling races and related events are also popular. A wide array of wildlife can be seen in the Lincoln area and include grizzly bears, bighorn sheep, bald eagles, moose, elk, among others. History buffs will enjoy exploring Community Hall, Lincoln Lodge, and the Lincoln Gulch gold mining artifacts on display at the Blackfoot Valley Historical Society Museum.

Lincoln has a population of approximately 1,160. Major employment sectors in the area include accommodation and food services, agriculture, forestry, fishing, and hunting, construction, and education services.

The 110-acre airport's primary runway, Runway 4/22, measures 4,240 feet in length and 75 feet in width. The airport, with ten based aircraft, experiences approximately 4,115 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 Lincoln Airport was approximately \$3,000. Total first-round full-time employment related to airport tenants and general aviation visitors is estimated at one part-time position. Survey data indicated that approximately 637 visitors used the airport in 2008.

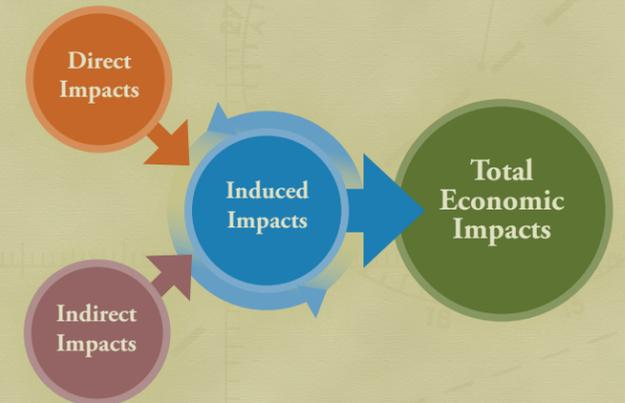
### Second-Round Impact

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 Lincoln Airport was approximately \$14,800. Total full-time employment related to airport tenants and general aviation visitors, including all second-round impacts, is estimated at approximately fulltime equivalent position.

## 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>\$0 in Payroll</b>  <b>\$3,000 in Economic Output</b></p>	<p><b>0.0 Jobs</b>  <b>\$0 in Payroll</b>  <b>\$6,100 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>\$0 in Payroll</b>  <b>\$5,700 in Economic Output</b></p>

### TOTAL ECONOMIC IMPACTS

<p><b>1.0 Jobs</b>  <b>\$0 in Wages</b>  <b>\$14,800 in Economic Activity</b></p>
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