

BENCHMARK AIRPORT – BENCHMARK

QUALITATIVE BENEFITS

In addition to the economic benefits described above, Benchmark Airport provides several services to the local community. The airport is primarily a base for recreational flying, visitor access to local resorts, and seasonal forest fire fighting operations by the U.S. Forest Service.

According to airport management data, the U.S. Forest Service is the major airport user. It conducts approximately five aircraft operations per month for forest fire fighting activities during the spring, summer, and fall months.



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BENCHMARK AIRPORT BENCHMARK



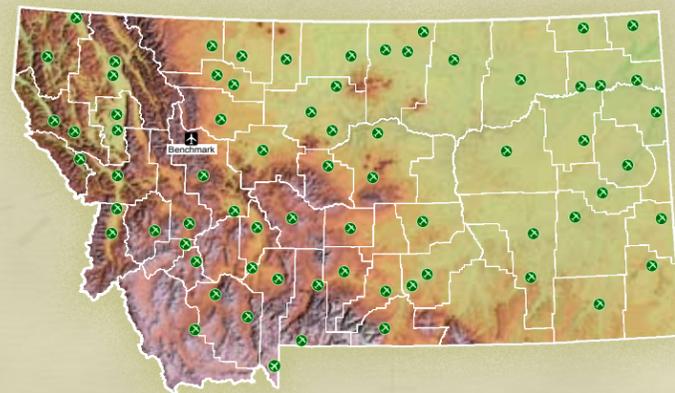
M O N T A N A
ECONOMIC IMPACT OF AIRPORTS STUDY

BENCHMARK AIRPORT – BENCHMARK

AIRPORT LOCATION

Benchmark Airport is located nineteen miles west of Augusta, Montana, in Lewis and Clark County. Surrounded by mountainous terrain just east of the Continental Divide in western Montana, Benchmark Airport serves as a gateway to the remote, pristine, and immense Bob Marshall Wilderness. Outdoor recreation opportunities are limitless in the area and include hiking, backpacking, hunting, camping, horseback riding, fishing, and wildlife viewing. The Benchmark Wilderness Outfitter Guest Ranch offers secluded rustic cabins and a main lodge in the heart of the Bob Marshall Wilderness.

Augusta, Montana, the town nearest to Benchmark Airport, has a population of approximately 280. The 145-acre airport's primary runway, Runway 12/30, measures 6,000 feet in length and 100 feet in width. The airport has no based aircraft and experiences approximately 470 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 Benchmark Airport was approximately \$3400. There is not enough activity at the airport, however, to generate employment. Survey data indicated that approximately 350 visitors used the airport in 2008.

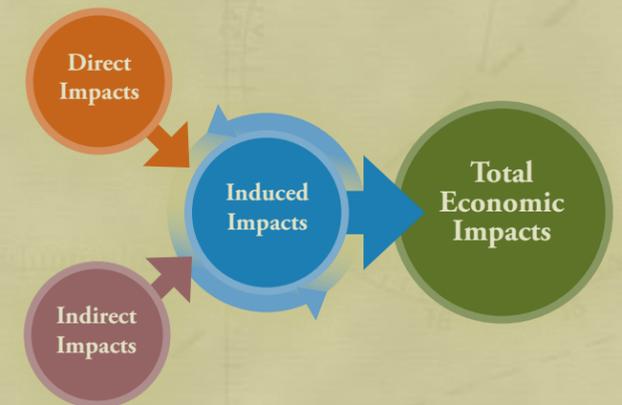
Second-Round Impact

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 Benchmark Airport was approximately \$5,500.

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
<p>0.0 Jobs \$0,000 in Payroll \$0,000 in Economic Output</p>	<p>0.0 Jobs \$0,000 in Payroll \$3,400 in Economic Output</p>

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
<p>0.0 Jobs \$0,000 in Payroll \$2,100 in Economic Output</p>

TOTAL ECONOMIC IMPACTS

<p>0.0 Jobs \$0,000 in Wages \$5,500 in Economic Activity</p>
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