

# MISSION FIELD – LIVINGSTON

## QUALITATIVE BENEFITS

In addition to the economic benefits described above, Mission Field provides access and services that promote the well being of the local community. Aviation activities that take place on a regular basis include recreational flying, agricultural spraying, corporate aviation, civilian flight training, visitor access to local resorts, and forest and rangeland firefighting. Livingston Healthcare in Livingston, Montana also utilizes the airport frequently. A survey of 35 hospitals in Montana gathered data to obtain information relating to how often hospitals use airports in Montana for patient transfer. Survey data indicated Livingston Healthcare uses Mission Field Airport 252 times per year on average for emergency patient transfer via air ambulance.



FAA data indicates the following businesses and government agencies utilized the airport for general aviation during the past year:

- Aircom Mechanical
- Appelone
- Avian
- Caravan Aviation Inc.
- Chamberlain Development
- Colonel Science
- CPA Land Co.
- Crescent Real Estate Investors
- Fisher Sand & Gravel Co.
- Groves Vig & Vig LLP
- Hastings Books Music and Video Inc.
- Irwin International Inc.
- JLJ Equipment Leasing Corp.
- Lewis Slovak & Kovacich PC
- MT Flugesellschaft
- National Marketing & Management Services
- Pamida Inc.
- Scythe & Spade Enterprises Inc.
- Wesco Resources Inc.
- Wyoming Department of Transportation



Billings based Rocky Mountain College uses the airport for flight instruction for its Aviation Program.



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

Prepared by  
**WilburSmith**  
ASSOCIATES

# MISSION FIELD LIVINGSTON



# MONTANA

## ECONOMIC IMPACT OF AIRPORTS STUDY

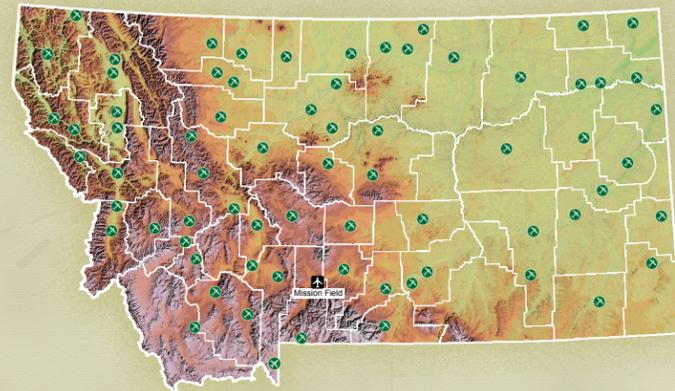
# MISSION FIELD – LIVINGSTON

## AIRPORT LOCATION

Mission Field is located five miles east of Livingston, Montana, in Park County. Livingston is located an hour north of the Yellowstone ecosystem, between the Gallatin and Crazy Mountain ranges in southern Montana. The Yellowstone River runs through the historic gold rush era town and provides fantastic whitewater rafting and fly-fishing opportunities. Other recreation activities available include horseback riding, hunting, fishing, golfing, skiing, hiking, biking, bird watching, rock climbing, and more. The Livingston area has over fifteen fantastic art galleries and is home to numerous artisans. The performing arts thrive as well at The Blue Slipper Theater and the Firehouse 5 Playhouse. Other attractions and events in the charming Livingston area include Yellowstone Gateway Museum, Livingston Depot Center, and Chico Hot Springs, located 25 miles south. The airport is a half mile south of Interstate 90. Livingston is the county seat of Park County.

Livingston has a population of approximately 7,280. Major employment sectors in the area include accommodation and food services, construction, health care and social assistance, and education services.

The 689-acre airport's primary runway, Runway 4/22, measures 5,700 feet in length and 75 feet in width. Two additional runways are turf runways. Runway 8/26 measures 3,700 feet in length and 125 feet in width. Runway 13/31 measures 2,700 feet in length and 120 feet in width. The airport, with 18 based aircraft, experiences approximately 5,920 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 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 Mission Field was approximately \$586,800. Total first-round full-time employment related to airport tenants and general aviation visitors is estimated at 7.5 persons with a total first-round payroll of approximately \$124,100 annually. Survey data indicated that approximately 1,320 visitors used the airport in 2008.

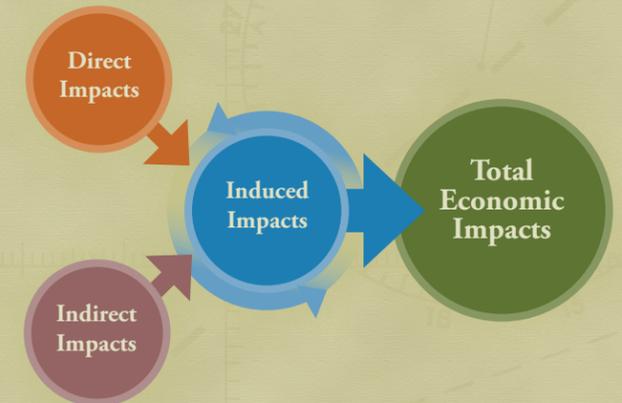
### Second-Round Impact

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 Mission Field was approximately \$959,700. Total full-time employment related to airport tenants and general aviation visitors, including all second-round impacts, is estimated at approximately 13 persons, with a total annual payroll (first-round and second-round) of approximately \$216,400 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>
<b>7.5 Jobs</b> <b>\$124,100 in Payroll</b> <b>\$586,800 in Economic Output</b>	

### 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>
<b>5.5 Jobs</b> <b>\$92,300 in Payroll</b> <b>\$372,900 in Economic Output</b>

### TOTAL ECONOMIC IMPACTS

<b>13.0 Jobs</b> <b>\$216,400 in Wages</b> <b>\$959,700 in Economic Activity</b>
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