

SCOBEY AIRPORT – SCOBEY

QUALITATIVE BENEFITS

In addition to the economic benefits described above, Scobey Airport provides access and services that promote the well being of the local community. The airport is primarily a base for aerial photography and environmental patrol, including crop inspection and wildlife search and rescue. The airport is also used for recreational flying, agricultural spraying, corporate aviation, flight training, police and law enforcement, medical shipments and patient transfer, and forest and rangeland firefighting.

Daniels Memorial Healthcare Center in Scobey, Montana occasionally utilizes Scobey Airport for emergency medical evacuation operations. 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 Daniels Memorial Healthcare Center uses the airport two times per month on average for emergency patient transfer via air ambulance. Glasgow based STAT Air Ambulance flies critical care patients out of the airport to Deaconess Hospital.

According to airport management data, Nemont Telephone is the major airport user and has a Cessna T210 based at the airport. FAA data indicates Air Attack Inc., Alfheim LLC, Montana Department of Highways, and Native Air Services Inc. utilized the airport during the past year.



SCOBEY AIRPORT SCOBEY



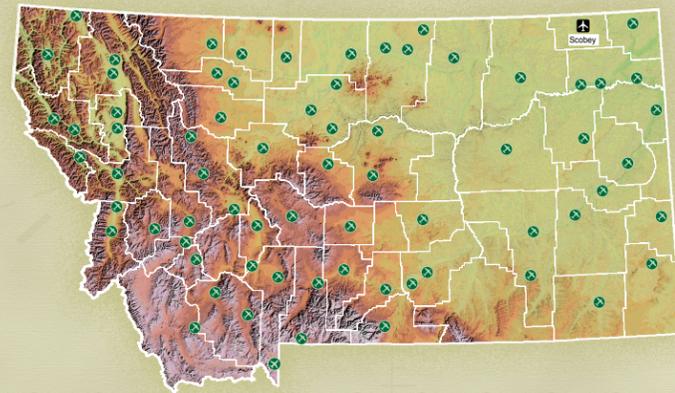
SCOBEY AIRPORT – SCOBEY

AIRPORT LOCATION

Scobey Airport is located one mile northwest of Scobey, Montana, in Daniels County. Scobey is located along the Poplar River near the Canadian border in northeastern Montana. In the Scobey area, outdoor enthusiasts can enjoy big game and bird hunting for whitetail and mule deer, antelope, pheasants, grouse, ducks and geese on the surrounding prairies. The Poplar River and Whitetail Reservoir are popular camping and fishing spots. Numerous other recreation facilities are found in Scobey, including public parks, a nine-hole golf course, and tennis courts. Turn of the century businesses and homes are on display at the Daniels County Museum & Pioneer Town. Scobey is the county seat of Daniels County.

Scobey has a population of approximately 960. Major employment sectors in the area include agriculture, public administration, and health care and social assistance.

The 175-acre airport's primary runway, Runway 12/30, measures 4,000 feet in length and 75 feet in width. A second runway is a turf runway that measures 1,970 feet in length and 80 feet in width. The airport, with thirteen based aircraft, experiences approximately 4,450 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 two aviation-related tenants on the airport, including airport management, who supported over five employees. These tenants' direct or first round employment, payroll, and output impacts were derived from survey data. Direct output from all on-airport aviation-related tenants is estimated at \$548,900 annually. The estimated direct annual payroll of these tenants is \$218,500. Operational data indicated that approximately 350 visitors used the airport. Indirect output from general aviation visitors is estimated at \$3,400.

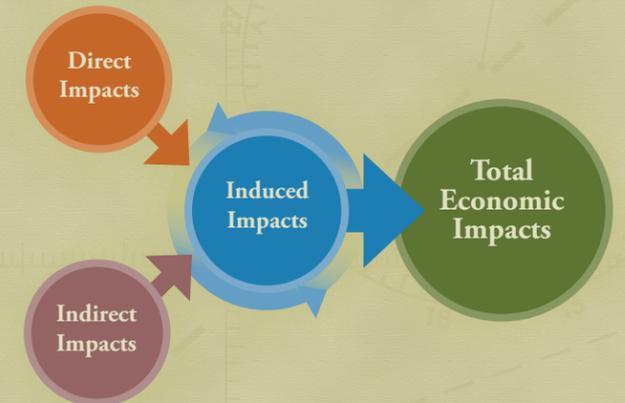
Second-Round Impact

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 Scobey Airport was approximately \$911,700. Total full-time employment related to airport tenants and general aviation visitors, including all second-round impacts, is estimated at approximately 12 persons, with a total annual payroll (first round and second-round) of approximately \$387,400 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
<p>5.5 Jobs \$218,500 in Payroll \$548,900 in Economic Output</p>	<p>0 Jobs \$0 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>6.0 Jobs \$168,900 in Payroll \$359,400 in Economic Output</p>

TOTAL ECONOMIC IMPACTS

<p>11.5 Jobs \$387,400 in Wages \$911,700 in Economic Activity</p>
