

BOWMAN FIELD – ANACONDA

QUALITATIVE BENEFITS

In addition to the economic benefits described above, Bowman Field provides several services to the local community. Aviation activities that take place on a regular basis include recreational flying, corporate aviation, and medical shipments and patient transfer. Montana State Hospital in Warm Springs, Montana also utilizes the airport frequently. A survey of 35 hospitals in Montana gathered data on how often hospitals use airports in Montana for patient transfer. Survey data indicated Montana State Hospital uses Bowman Field and Deer Lodge City-County Airport ten times per month on average for emergency patient transfer via air ambulance. Other aviation activities that occur occasionally at the airport include agricultural spraying, aerial inspections of utilities, civilian flight training, prisoner transport, search and rescue operations, forest and rangeland firefighting operations, aerial photography, and real estate tours.



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

- 3W Land Partners Inc.
- Air West Flight Center Inc.
- Garco Equipment Company Inc.
- Juniper Valley
- Land-O-Sun Dairies
- Sand Castle Properties
- State of Montana

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 Iowa and California.



BOWMAN FIELD ANACONDA



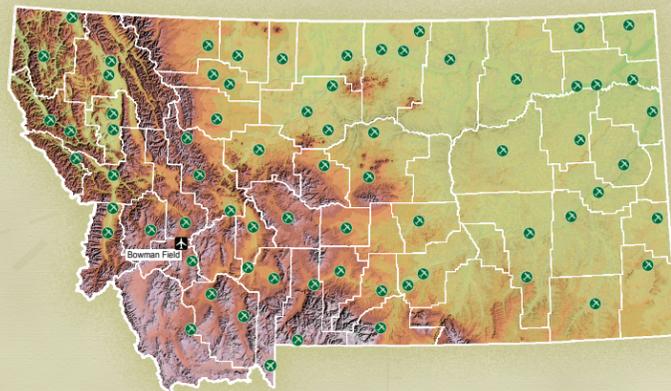
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AIRPORT LOCATION

Bowman Field is located three miles northeast of Anaconda, Montana, in Deer Lodge County. The Airport provides access to the Anaconda area's many scenic and recreational attractions, including Discovery Ski Area, Georgetown Lake, Lost Creek State Park, and Fairmont Hot Springs Resort and Old Works golf courses. Cultural attractions also abound and include the Copper Village Museum and Arts Center, Gateway Gallery, and Marcus Daly Historical Society. Anaconda is the county seat of Deer Lodge County.

Anaconda has a population of approximately 4,171. Major employers in the area include: Montana State Prison, Warm Springs State Hospital, Montana Resource Inc., Anaconda Community Hospital, and School District #10.

The airport covers 290 acres and has two runways. Runway 16/34 measures 6,000 feet in length and 75 feet in width. Runway 4/22 measures 4,500 feet in length and 60 feet in width. The airport, with 13 based aircraft, experiences approximately 6,600 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 Bowman Field Airport was approximately \$ 141,800. 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 \$ 51,800 annually. Survey data indicated that approximately 1,320 visitors used the airport in 2008.

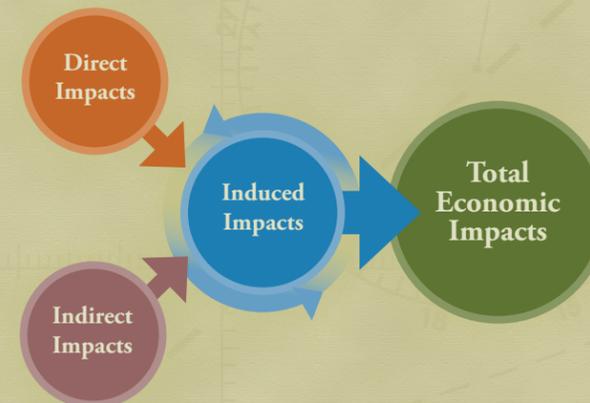
Second-Round Impact

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 Bowman Field Airport was approximately \$229,200. Total full-time employment related to airport tenants and general aviation visitors, including all second-round impacts, is estimated at approximately five persons, with a total annual payroll (first-round and second-round) of approximately \$81,200 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"> • Visitor Spending • Visitor Dependent Businesses • Hotels • Retail & Restaurants • Travel Agents • Convention Centers • Tourist Destinations
<p>0.5 Jobs \$3,000 in Payroll \$23,000 in Economic Output</p>	<p>2.5 Jobs \$48,800 in Payroll \$118,800 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>1.5 Jobs \$29,400 in Payroll \$87,400 in Economic Output</p>

TOTAL ECONOMIC IMPACTS

<p>4.5 Jobs \$81,200 in Wages \$229,200 in Economic Activity</p>
