

CUT BANK INTERNATIONAL AIRPORT – CUT BANK

QUALITATIVE BENEFITS

In addition to the economic benefits described above, Cut Bank International Airport 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, air cargo operations by UPS Second Day Air, aerial inspections of utilities, visitor access to local resorts, military and civilian aircraft flight training, police and law enforcement, forest and rangeland firefighting, and aerial photography and surveying. The Department of Homeland Security (U.S. Customs) maintains an office at the airport and provides 24-hour U.S. Customs service. Other aviation activity that occurs occasionally at the airport includes staging for community events.

A survey of 35 hospitals in Montana gathered data to obtain information relating to how often hospitals use airports in Montana to bring in specialists from out of the area, as well as how often airports are used for patient transfer. Survey data indicated Northern Rockies Medical Center uses Cut Bank International Airport and Kalispell City Airport 168 times per year on average to bring doctors and specialists to the hospital to conduct clinics. These doctors fly in from Kalispell, Montana and Missoula, Montana. The hospital also uses Cut Bank International Airport for emergency patient transfer via air ambulance 24 times per year on average. Marias Medical Center in Shelby, Montana also uses Cut Bank International Airport and Shelby Airport up to 60 times per year to bring doctors and specialists to the hospital to conduct clinics. These doctors fly in from Kalispell and Missoula.

Cut Bank International Airport also brings additional visitors into the area by sponsoring the annual Montana Fun Weekend, an event that attracts approximately 900 attendees. The Montana Fun Weekend is held each August and includes a classic car show, fly-in, drag races, burn out contests, stock car racing, airplane rides, and bowling ball bombing. Another event sponsored by the airport each year is Browning Public Schools' Aviation Day, which provides students with an opportunity to learn about aviation.

According to airport management data, Alpine Air Services and Iron Horse Aviation are the major airport users, conducting four to six operations per week. FAA data indicates the following businesses and government agencies utilized the airport during the past year:

- Beech Employees Flying Club Inc.
- Cirrus Design Corp.
- Easterday Farms
- Gyro Corporation
- Lucas Oil Products Inc.
- Lynch Flying Service Inc.
- Montalban Oil and Gas Operations Inc.
- Montana Department of Highways
- Native Air Services Inc.
- OPC Consulting
- Qwest Business Resources Inc.
- RHR Management Inc.
- Semitool Inc.
- State of Montana
- Stoddard Company
- U.S. Department of Energy
- U.S. Department of Agriculture Forest Service



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

Prepared by
WilburSmith
ASSOCIATES

CUT BANK INTERNATIONAL AIRPORT CUT BANK



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

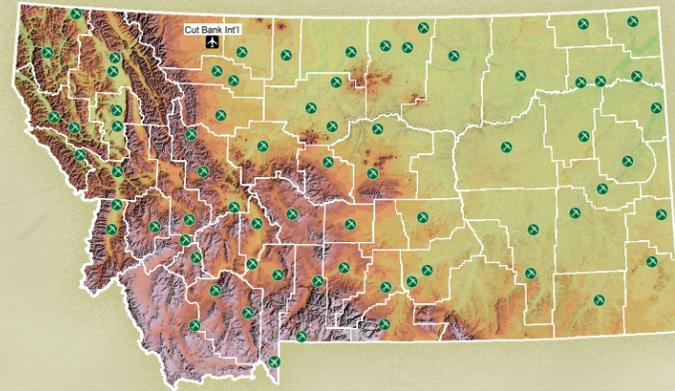
CUT BANK INTERNATIONAL AIRPORT – CUT BANK

AIRPORT LOCATION

Cut Bank International Airport is located three miles southwest of Cut Bank, Montana, in Glacier County. With Glacier National Park, Flathead National Forest, and Lewis and Clark National Forest all within an hour drive, the Cut Bank area offers the best in outdoor recreation opportunities in some of the most pristine and picturesque surroundings. Enthusiasts have a choice of horseback riding, world class fishing, big game hunting, hiking, mountain biking, snowmobiling, cross country skiing, camping, and much more. Cut Bank is also home to five active Hutterite colonies which, along with its close proximity to the Blackfeet Indian Reservation, make the area culturally diverse and rich in history. Cut Bank is the county seat of Glacier County.

Cut Bank has a population of approximately 3,020. Major employment sectors in the area include educational services, oil and natural resource development, agriculture, health care and social assistance, and accommodation and food services.

The 1,730-acre airport's two runways are Runway 5/23 and Runway 13/31. Runway 5/23 measures 5,300 feet in length and 75 feet in width, and Runway 13/31 measures 5,300 feet in length and 75 feet in width. The airport, with 23 based aircraft, experiences approximately 5,800 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 three aviation-related tenants on the airport, including airport management, who supported over four 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 \$463,100 annually. The estimated direct annual payroll of these tenants is \$139,500. Operational data indicated that approximately 858 visitors used the airport. Visitor-related spending supported an additional one part-time jobs for employees earning over \$9,800 annually. Indirect output from general aviation visitors is estimated at \$17,200.

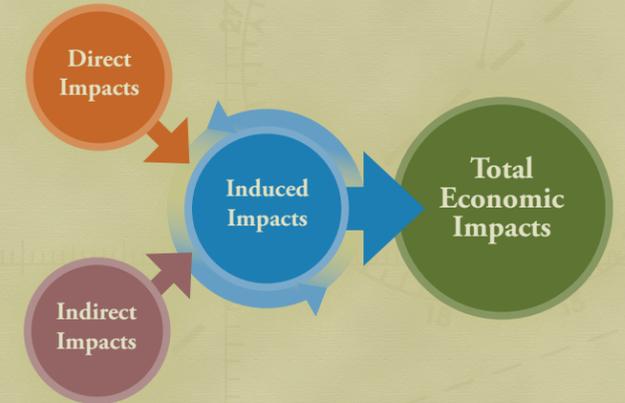
Second-Round Impact

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 Cut Bank International Airport was approximately \$794,700. Total full-time employment related to airport tenants and general aviation visitors, including all second-round impacts, is estimated at approximately 10 persons, with a total annual payroll (first round and second-round) of approximately \$267,300 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>4.5 Jobs \$139,500 in Payroll \$463,100 in Economic Output</p>	<p>0.5 Jobs \$9,800 in Payroll \$17,200 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>4.5 Jobs \$118,000 in Payroll \$314,400 in Economic Output</p>

TOTAL ECONOMIC IMPACTS

<p>9.5 Jobs \$267,300 in Wages \$794,700 in Economic Activity</p>
--