

RIDDICK FIELD – PHILIPSBURG

QUALITATIVE BENEFITS

In addition to the economic benefits described above, Riddick Field provides access and services that promote the well being of the local community. The airport is frequently used for recreational flying and corporate aviation activity. Other aviation activities that occur on an as needed basis include forest firefighting, emergency medical evacuation, medical shipments and patient transfer, law enforcement, and search and rescue operations.

FAA data indicates Independence Associates and the State of Montana utilized the airport during the past year.



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RIDDICK FIELD AIRPORT PHILIPSBURG



MONTANA

ECONOMIC IMPACT OF AIRPORTS STUDY

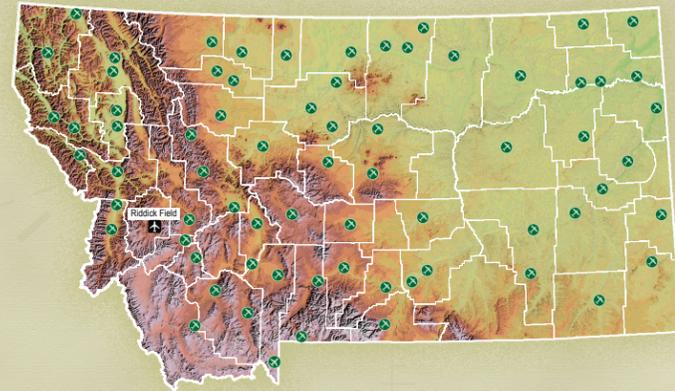
RIDDICK FIELD – PHILIPSBURG

AIRPORT LOCATION

Riddick Field is located one mile southeast of Philipsburg, Montana, in Granite County. Surrounded by several mountain ranges and National Forest lands, Philipsburg offers visitors an opportunity to re-live the town's history as a sapphire and silver mining center. The Sapphire Gallery allows visitors to try their hand at sapphire prospecting, and the Granite County Museum and Mine Exhibit has excellent displays and photographs that show what life was like for the miners and ranchers who first settled the area. Philipsburg has been renovated into a National Historic Business District, which visitors can explore on walking or auto tours. Several ghost towns are also in close proximity. The community of Georgetown Lake is located ten miles south of Philipsburg where outdoor enthusiasts will find fishing, boating, camping and Discovery Ski Area nearby. Philipsburg is the county seat of Granite County.

Philipsburg has a population of approximately 940. Major employment sectors in the area include construction, health care and social assistance, public administration, and education services.

The 44-acre airport's primary runway, Runway 16/34, measures 3,600 feet in length and 60 feet in width. The airport, with seven based aircraft, experiences approximately 1,950 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 Riddick Field was approximately \$76,600. Total first-round employment related to airport tenants and general aviation visitors is estimated at one part time position with a total first-round payroll of approximately \$15,000 annually. Survey data indicated that approximately 117 visitors used the airport in 2008.

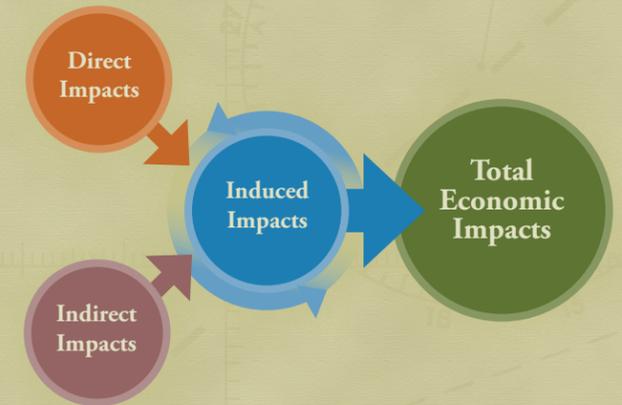
Second-Round Impact

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 Riddick Field was approximately \$128,600. Total employment related to airport tenants and general aviation visitors, including all second-round impacts, is estimated at approximately one full time position, with a total annual payroll (first-round and second-round) of approximately \$24,800 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>0.5 Jobs \$15,000 in Payroll \$74,300 in Economic Output</p>	<p>0 Jobs \$0 in Payroll \$2,300 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>0.5 Jobs \$9,800 in Payroll \$52,000 in Economic Output</p>

TOTAL ECONOMIC IMPACTS

<p>1.0 Jobs \$24,800 in Wages \$128,600 in Economic Activity</p>
