

RONAN AIRPORT – RONAN

QUALITATIVE BENEFITS

In addition to the economic benefits described above, Ronan Airport provides access and services that promote the well being of the local community. The airport is primarily used by recreational flyers and a skydiving club based at the airport. Civilian flight training and corporate activity occur frequently as well. Other activities that take place occasionally at the airport include agricultural spraying of potato crops during the growing season, emergency medical evacuation, medical shipments and patient transfer, and forest and rangeland firefighting. The Confederated Salish and Kootenai Tribes Division of Fire is located next to the airport and bases firefighting aircraft at the airport as needed.

Ronan Airport also brings additional visitors into the area by sponsoring an annual fly-in each August. The event draws approximately 150 attendees each year.

FAA data indicates the following businesses utilized the airport during the past year:

- Cirrus Design Corp.
- Legacy Telecommunications Inc.
- Pamida Inc.
- Poky Feeders Inc.
- Spudaire
- Wolfe Transportation Inc.



RONAN AIRPORT RONAN



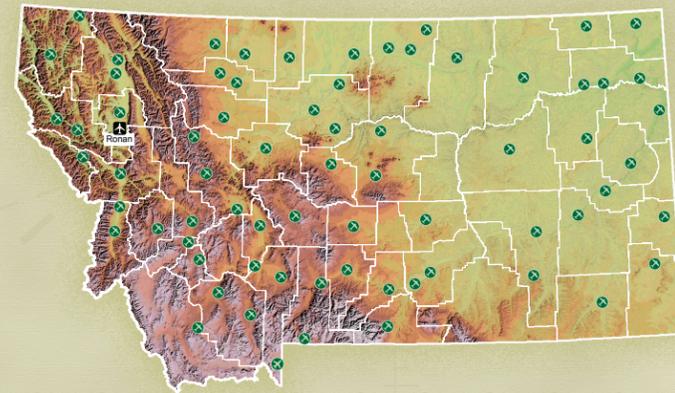
RONAN AIRPORT – RONAN

AIRPORT LOCATION

Ronan Airport is located three miles north of Ronan, Montana, in Lake County. Located along US Highway 93 on the Flathead Indian Reservation in northwestern Montana, Ronan offers visitors a wealth of attractions, recreation opportunities, and beautiful scenery. Major geographic features in the area include the Mission Mountains, Mission Valley, Flathead Lake, and Flathead River. Hiking is popular in the Mission Mountain Wilderness Area, excellent whitewater rafting is found on the Flathead River, and the National Bison Range at Moiese and Ninepipes and Pablo Wildlife Refuges are favorite wildlife watching areas. The Mission Mountain Country Club, located just west of Ronan, is one of the most scenic golf courses in Montana. The rich history of the area can be explored at the Garden of the Rockies Museum.

Ronan has a population of approximately 2,008. Major private employers in Lake County include Best Western KwaTaqNuk, Jore Corporation, Mission Mountain Enterprises, Plum Creek Mfg., S&K Electronics, St. Joseph Hospital, St. Luke Community Hospital and Wal-Mart.

The 125-acre airport's primary runway, Runway 16/34, measures 4,800 feet in length and 75 feet in width. The airport, with 43 based aircraft, experiences approximately 3,800 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 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 Ronan Airport was approximately \$89,800. Total first-round full-time employment related to airport tenants and general aviation visitors is estimated at 3 persons with a total first-round payroll of approximately \$39,800 annually. Survey data indicated that approximately 990 visitors used the airport in 2008.

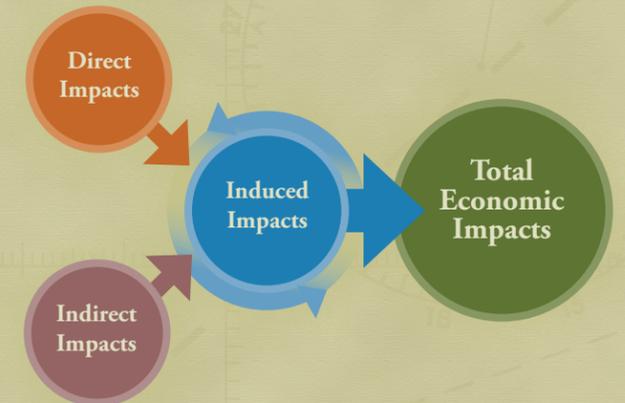
Second-Round Impact

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 Ronan Airport was approximately \$132,700. Total full-time employment related to airport tenants and general aviation visitors, including all second-round impacts, is estimated at approximately 4 persons, with a total annual payroll (first-round and second-round) of approximately \$64,800 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>2.5 Jobs \$30,000 in Payroll \$60,000 in Economic Output</p>	<p>0.5 Jobs \$9,800 in Payroll \$19,800 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 \$25,000 in Payroll \$52,900 in Economic Output</p>

TOTAL ECONOMIC IMPACTS

<p>4.0 Jobs \$64,800 in Wages \$132,700 in Economic Activity</p>
