

BIG SKY FIELD – CULBERTSON

QUALITATIVE BENEFITS

In addition to the economic benefits described above, Big Sky Field 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, emergency medical evacuation, and medical shipments and patient transfer. Other activities that occur occasionally at the airport include agricultural spraying, corporate aviation, aerial inspections of utilities, career training and education, and aerial photography and surveying. Glasgow based STAT Air Ambulance frequently flies critical care patients out of the airport to Deaconess Hospital.

According to airport management data, the major airport users include Modern Aire Flight Service, which is the airport's FBO, Roosevelt Memorial Medical Center, and Dallas Aero & Sales, which provides aerial agricultural spraying, stable medical patient transfers, and on demand charter service. FAA data indicates Beech Transportation Inc. and Montana Department of Highways utilized the airport during the past year.



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BIG SKY FIELD CULBERTSON



MONTANA
ECONOMIC IMPACT OF AIRPORTS STUDY

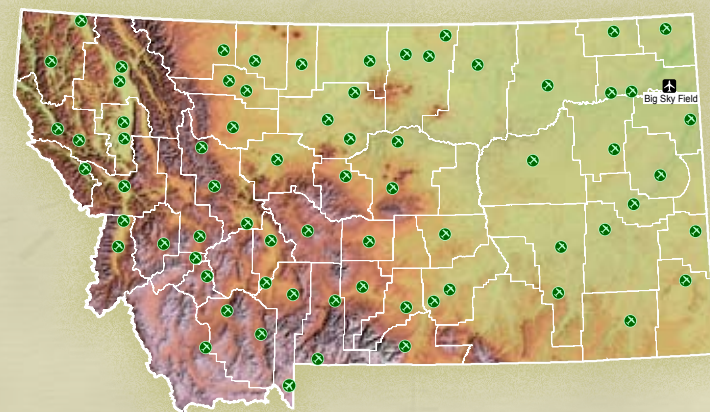
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AIRPORT LOCATION

Big Sky Field is located northeast edge of Culbertson, Montana, in Roosevelt County. Surrounded by rolling grasslands, Culbertson is located along the Lewis and Clark Trail and offers visitors the opportunity to celebrate the Wild West town's history at its numerous community events. These include Frontier Days, Labor Day Wagon Train, Roosevelt County Fair, and Northeast Montana Threshing Bee and Antique Show. Outdoor recreation opportunities are also plentiful in and around Culbertson, including fishing and water sports at the Missouri River and bird watching and hiking at Medicine Lake National Wildlife Refuge, located 25 miles north of town.

Culbertson has a population of approximately 710. The economic mainstays of the area are agriculture, livestock, and oil production. Other major employment sectors include health care and social assistance and educational services.

The 103-acre airport's primary runway, Runway 8/26, measures 3,800 feet in length and 60 feet in width. The airport, with ten based aircraft, experiences approximately 4,650 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 Big Sky Field was approximately \$12,500. 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 \$10,000 annually. Survey data indicated that approximately 119 visitors used the airport in 2008.

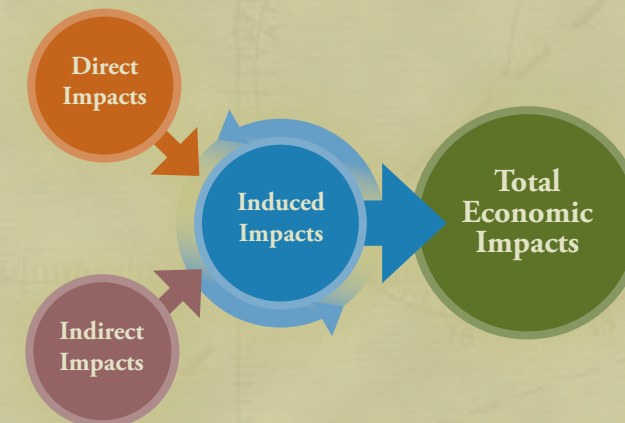
Second-Round Impact

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 Big Sky Field was approximately \$22,800. Total full-time employment related to airport tenants and general aviation visitors, including all second-round impacts, is estimated at approximately the equivalent of one position, with a total annual payroll (first-round and second-round) of approximately \$16,500 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 \$10,000 in Payroll \$12,500 in Economic Output</p>	<p>0 Jobs \$0 in Payroll \$1,100 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 \$6,500 in Payroll \$9,200 in Economic Output</p>

TOTAL ECONOMIC IMPACTS

<p>1.0 Jobs \$16,500 in Wages \$22,800 in Economic Activity</p>
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