

MINERAL COUNTY AIRPORT – SUPERIOR

QUALITATIVE BENEFITS

In addition to the economic benefits described above, Mineral County Airport provides access and services that promote the well being of the local community. The airport is primarily a base for recreational flying. In addition to this activity, the airport is used occasionally for forest and rangeland firefighting. The mountains surrounding Mineral County provide many opportunities for fishing, hunting, hiking, camping and photography. There are 87 miles of river, 650 miles of streams, and over 50 high mountain lakes. In addition, there are over 400 miles of hiking trails.

FAA data indicates that AIC Leasing and Sunset Aviation Services utilized the airport for general aviation during the past year.



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MINERAL COUNTY AIRPORT SUPERIOR



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

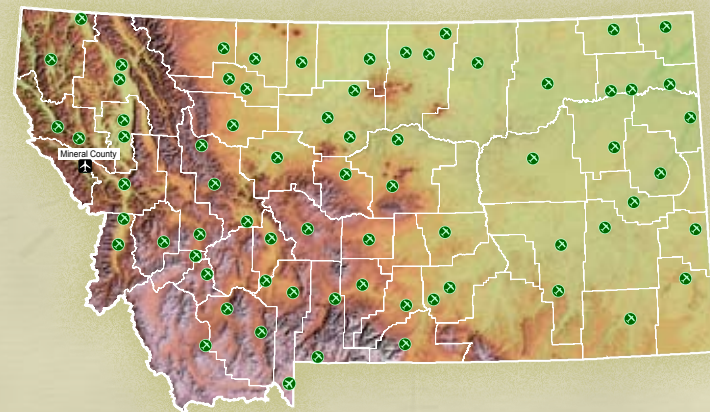
MINERAL COUNTY AIRPORT – SUPERIOR

AIRPORT LOCATION

Mineral County Airport is located two miles southeast of Superior, Montana, in Mineral County. Located in the Lolo National Forest between the Flathead Indian Reservation and the Bitterroot Mountains in western Montana, Superior offers visitors a small town steeped in history and rich in outdoor recreation opportunities. Superior's history as a mining and logging town can be explored at the Mineral County Museum. The area has numerous National Forest Trails for hikers, backpackers, hunters, and other outdoor enthusiasts. Visitors to the Superior area can also enjoy the spectacular scenery along the St. Regis-Paradise National Forest Scenic Byway, which is a popular alternate route on Interstate 90 for travelers whose destination is Glacier National Park, Flathead Lake, or the National Bison Range. Superior is the county seat of Mineral County.

Superior has a population of approximately 920. Major private sector employers in Mineral County include Tricon Timber, Lincoln's Silver Dollar Bar, Mineral Community Hospital, St. Regis Travel Center, Durango's Restaurant, Jasper's Restaurant, Mountain West Bark Products, Westgate Superior, Super 8 Motel, and Town Pump.

The 70-acre airport's primary runway, Runway 12/30, measures 3,500 feet in length and 75 feet in width. The airport, with 10 based aircraft, experiences approximately 4,000 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 Mineral County Airport was approximately \$6,600. There is not enough activity at the airport, however, to generate employment. Survey data indicated that approximately 330 visitors used the airport in 2008.

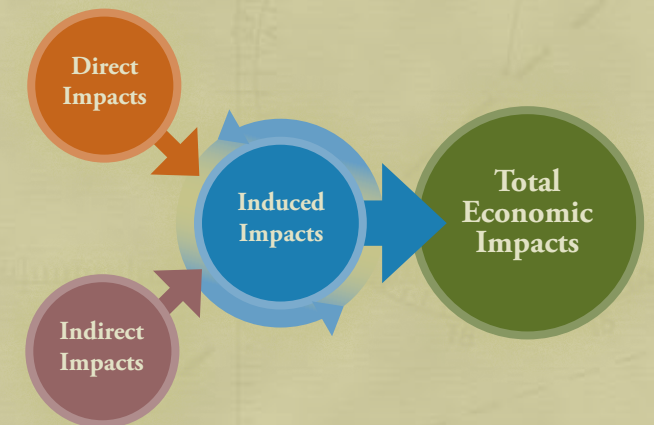
Second-Round Impact

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 Mineral County Airport was approximately \$10,600.

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 Jobs \$0 in Payroll \$0 in Economic Output</p>	<p>0 Jobs \$0 in Payroll \$6,600 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 Jobs \$0 in Payroll \$4,000 in Economic Output</p>

TOTAL ECONOMIC IMPACTS

<p>0 Jobs \$0 in Wages \$10,600 in Economic Activity</p>
