

WINIFRED AIRPORT – WINIFRED

QUALITATIVE BENEFITS

In addition to the economic benefits described above, Winifred 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, corporate aviation, and aerial inspections of utilities. The airport is also used extensively by the area's cattle ranches for livestock operations. Other aviation activities that occur occasionally at the airport include agricultural spraying, visitor access to local resorts, military exercises and training, search and rescue operations, and aerial photography and surveying.

Winifred Airport provides excellent customer service to pilots who utilize the airport. For example, the airport recently added a credit card fuel station to allow pilots to conveniently refuel their aircraft 24 hours a day seven days a week.

Winifred Airport also brings additional visitors into the area by sponsoring the Winifred Fly In and Backcountry Fly Out, an event that attracts approximately 150 attendees. The fly-in is held each August.

According to airport management data, the major airport users are the local cattle ranches conducting livestock operations. They conduct approximately four to six aircraft operations per week utilizing Piper Super Cub aircraft.



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

Prepared by
WilburSmith
ASSOCIATES

WINIFRED AIRPORT WINIFRED



MONTANA
ECONOMIC IMPACT OF AIRPORTS STUDY

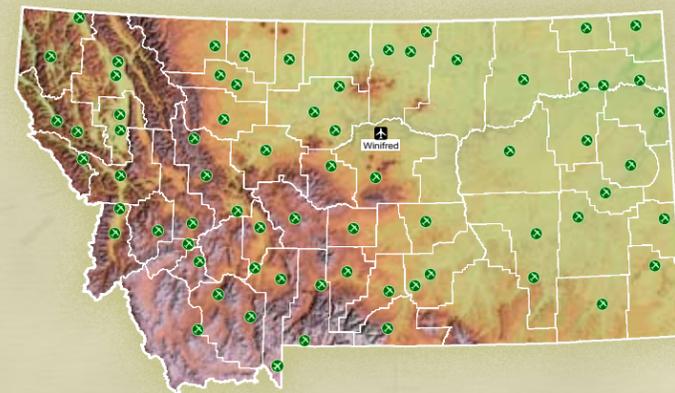
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AIRPORT LOCATION

Winifred Airport is located one mile south of Winifred, Montana, in Fergus County. Located on the rolling prairies near the Judith and Missouri rivers in central Montana, Winifred is a small western town with an engaging frontier history. The Winifred Museum has archeological, homestead, and military displays, and boasts the largest collection of Tonka Toys in the world. Outdoor enthusiasts can enjoy viewing or hunting for deer, antelope, elk, and bighorn sheep near the scenic Judith and Missouri rivers and along the Back Country Byway that closely follows the Nez Perce Trail.

Winifred has a population of approximately 150. Major employment sectors in the area include agriculture, forestry, fishing, and hunting, accommodation and food services, and education services.

The 25-acre airport's primary runway, Runway 8/26, is a turf runway that measures 2,405 feet in length and 150 feet in width. The airport, with seven based aircraft, experiences approximately 1,250 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 Winifred Airport was approximately \$3,200. There is not enough activity at the airport, however, to generate employment. Survey data indicated that approximately 26 visitors used the airport in 2008.

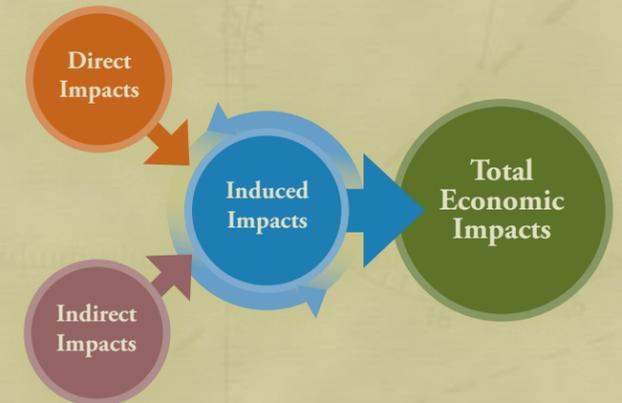
Second-Round Impact

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 Winifred Airport was approximately \$5,300.

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 \$3,000 in Economic Output</p>	<p>0 Jobs \$0 in Payroll \$0,200 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>0 Jobs \$0 in Payroll \$2,100 in Economic Output</p>

TOTAL ECONOMIC IMPACTS

<p>0 Jobs \$0 in Wages \$5,300 in Economic Activity</p>
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