

# TWIN BRIDGES AIRPORT – TWIN BRIDGES

## QUALITATIVE BENEFITS

In addition to the economic benefits described above, Twin Bridges Airport provides access and services that promote the well being of the local community. Aviation activities that take place on a regular basis include corporate aviation, career training and education, search and rescue operations, and aerial photography and surveying. The airport is also used extensively by fly-fishing enthusiasts and other visitors accessing local resorts.

Ruby Valley Hospital in Sheridan, Montana utilizes Twin Bridges Airport occasionally for emergency medical evacuation operations. A survey of 35 hospitals in Montana gathered data to obtain information relating to how often hospitals use airports for patient transfer. Survey data indicated Ruby Valley Hospital uses the airport once per month on average for emergency patient transfer via air ambulance.

Other aviation activities that occur occasionally at Twin Bridges Airport include agricultural spraying, forest and rangeland firefighting, real estate tours, and medical shipments and patient transfer.

Twin Bridges Airport also brings in additional visitors to the area by sponsoring the annual Father's Day Fly-In each Father's Day weekend. This event draws approximately 200 to 400 attendees. Antique aircraft, vendors, RC races, pilot games, Young Eagle rides, games for children, entertainment, food and more are included in the event.

According to airport management data, the major airport users include Sonitrol, which conducts six to eight operations per week, 3 Rivers Flying Club, which conducts two to four operations per week, and visitors to the area's fishing lodges, who conduct one to two operations per week. FAA data indicates BV Transportation, Gary-Williams Energy Corp., Moreys West Coast Adventures Inc., Powell Development Co., and Sound Security Inc. utilized the airport during the past year. While most itinerant aircraft traveled to the airport from within Montana and nearby Rocky Mountain States, FAA data also indicates aircraft traveled from as far away as California and Arizona.



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# TWIN BRIDGES AIRPORT TWIN BRIDGES



**MONTANA**  
ECONOMIC IMPACT OF AIRPORTS STUDY

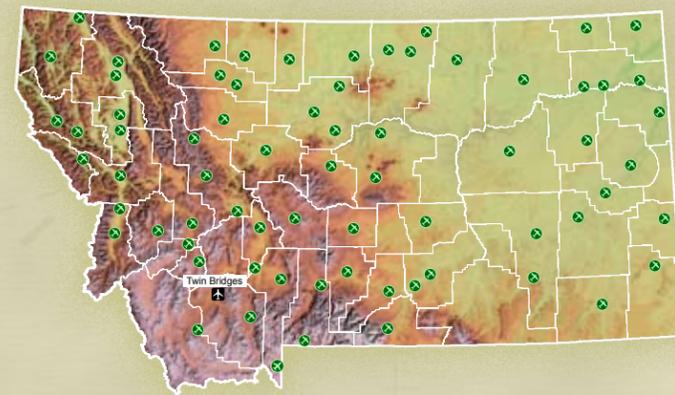
# TWIN BRIDGES AIRPORT – TWIN BRIDGES

## AIRPORT LOCATION

Twin Bridges Airport is located two miles southeast of Twin Falls, Montana, in Madison County. Situated in southwestern Montana near the confluence of the Ruby, Big Hole, and Beaverhead rivers, Twin Bridges offers plenty of breathtaking scenery, attractions, and world class outdoor recreation opportunities. Visitors can enjoy wildlife viewing, hiking, fishing, hunting, rafting, canoeing, camping, cross-country skiing, snowmobiling, and more in the area's beautiful rivers, surrounding rangeland, mountain ranges, and National Forests. Beaverhead Rock State Park is an impressive landmark located just south of Twin Bridges. Listed on the National Register of Historic Places, the site is 5,098 feet in elevation and 71 acres in size.

Twin Bridges has a population of approximately 420. Major private employers in Madison County include Yellowstone Club, Big Sky Resort, A M Welles Inc, Moonlight Basin Ranch, Moonlight Basin Ski Resort, Saint's Nursing Services, Winston Rod Company, Luzenac America Montana Mine, Madison Valley Hospital, and Ruby Springs Lodge.

The 352-acre airport's primary runway, Runway 17/35, measures 4,300 feet in length and 60 feet in width. A second runway, Runway 7/25, is a turf and gravel runway that measures 3,750 feet in length and 100 feet in width. The airport, with 10 based aircraft, experiences approximately 2,650 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 was one aviation-related tenant located on the airport. This tenant functions as the as the FBO and as airport management for the airport sponsor. In order to preserve tenant confidentiality, total tenant and visitor impacts have been combined. This tenant's direct employment, payroll, and output impacts were derived from survey data. For 2008, the total combined first-round output stemming from all on-airport tenants and general aviation visitors to Twin Bridges Airport was approximately \$951,000. Total first-round full-time employment related to airport tenants and general aviation visitors is estimated at 10 persons with a total first-round payroll of approximately \$341,200 annually. Survey data indicated that approximately 500 visitors used the airport in 2008.

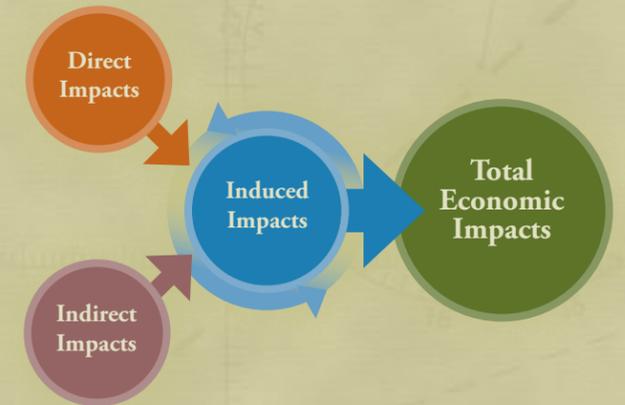
### Second-Round Impact

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 Twin Bridges Airport was approximately \$1.56 billion. Total full-time employment related to airport tenants and general aviation visitors, including all second-round impacts, is estimated at approximately 18 persons, with a total annual payroll (first-round and second-round) of approximately \$605,200 associated with these jobs.

## METHODOLOGY



## AIRPORT SUMMARY TABLE

### FIRST-ROUND ECONOMIC IMPACTS

On-Airport	Visitor Spending
<ul style="list-style-type: none"> <li>• FAA, Other Government</li> <li>• Airport Management</li> <li>• Aircraft maintenance</li> <li>• Vendors</li> <li>• Retail &amp; Restaurant</li> <li>• Car Rental</li> <li>• Parking</li> <li>• Other Ground Transportation</li> <li>• Fixed Based Operators</li> </ul>	<ul style="list-style-type: none"> <li>• Hotels</li> <li>• Retail &amp; Restaurants</li> <li>• Travel Agents</li> <li>• Convention Centers</li> <li>• Tourist Destinations</li> </ul>
<b>9.5 Jobs</b> <b>\$341,200 in Payroll</b> <b>\$951,000 in Economic Output</b>	

### SECOND-ROUND ECONOMIC IMPACTS

<ul style="list-style-type: none"> <li>• Suppliers of Materials &amp; Services to Airports</li> <li>• Air Dependent Businesses</li> <li>• Visitor Dependent Businesses</li> <li>• Consumer Product and Service Sales</li> </ul>
<b>8.5 Jobs</b> <b>\$264,000 in Payroll</b> <b>\$620,500 in Economic Output</b>

### TOTAL ECONOMIC IMPACTS

<b>18.0 Jobs</b> <b>\$605,200 in Wages</b> <b>\$1,571,500 in Economic Activity</b>
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