

# WOKAL FIELD – GLASGOW INTERNATIONAL – GLASGOW

## QUALITATIVE BENEFITS

In addition to the economic benefits described above, Wokal Field provides access and services that promote the well being of the local community. The airport primarily serves to link the remote community with Billings and other larger cities in the region. In that capacity, the airport operates as a base for air cargo, medical evacuation, and physician transport. These medical services are provided by Frances Mahon Deaconess Hospital and Northeast Montana Stat Air, both based in Glasgow. A survey of 35 hospitals in Montana gathered data to obtain information relating to how often hospitals use airports in Montana to bring in specialists from out of the area, as well as how often airports are used for patient transfer. Survey data indicated Frances Mahon Deaconess Hospital uses Wokal Field nearly 150 times per year on average to bring doctors and specialists to the hospital to conduct clinics. These doctors fly in primarily from Billings.

The airport regularly accommodates visitors arriving on business with local companies, and is used frequently as a gateway for seasonal hunting and tourism and as a base for recreational flying and flight training. Other frequent users of the airport include the U.S. Customs and Border Patrol and Department of Homeland Security. Several times per year the airport accommodates aerial utility inspections, flight training, agricultural spraying, and law enforcement activities such as training exercises and prisoner transport. The airport hosts annual Young Eagles events to educate children about flying, and is the site of a biennial career fair. Significantly, the airport is also the location of a regional National Weather Service office and radar site.

According to airport management data, the major airport users include Glasgow Implement, Prairie Aviation, Bell Mortuary, and Northeast Montana Stat Air, an air ambulance company located at the airport. FAA data indicates Basin Electric Power, Emmanuel Group, FutureSource Capital, Montana Livestock Ag Credit, and Pamida were among companies that utilized the airport frequently for general aviation during the past year. The airport was also frequently used by Edwards Jet Center, a Billings-based aircraft charter company, and Exec Air Montana, a charter company based in Helena.



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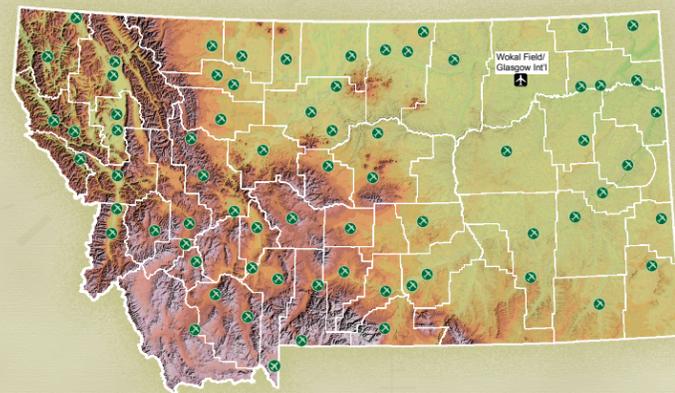
# WOKAL FIELD – GLASGOW INTERNATIONAL – GLASGOW

## AIRPORT LOCATION

Wokal Field/Glasgow International Airport is located one mile northeast of Glasgow, Montana, in Valley County. Surrounded by the scenic rolling grasslands and open farmland of northeastern Montana, the Glasgow area offers several outstanding local attractions, including Fort Peck Lake, the largest body of water in Montana and site of Montana's Governor's Cup Walleye Fishing Tournament, and Fort Peck Dam, one of the world's oldest and largest hydraulic earth-filled dams. The wide variety of wildlife found in the area can be viewed at the Charles M. Russell National Wildlife Refuge. The Glasgow area is also an outdoor enthusiast's paradise, with tremendous fishing and hunting opportunities. Glasgow is the county seat of Valley County.

Glasgow has a population of approximately 2,960. Major employers in Valley County include Frances Mahon Deaconess Hospital, Cottonwood Inn, First Community Bank, Valley View Home, Albertsons, Farm Equipment Sales Inc, Hi-Line Home Programs, Home Care Services, Nemont Telephone Cooperative, and Pamida.

The 1,552-acre airport has two runways, Runway 12/30 and Runway 8/26. Runway 12/30 measures 5,001 feet in length and 100 feet in width. Runway 8/26 measures 5,001 feet in length and 75 feet in width. The airport, with 84 based aircraft, experiences approximately 30,010 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 nine aviation-related tenants on the airport who supported 51 employees. These tenants' first-round or direct employment, payroll, and output impacts were derived from survey data. First-round impacts also include airport sponsor activity and airport related construction. Direct output from all on-airport aviation-related tenants and airport management is estimated at \$6.2 million annually. The estimated direct annual payroll of these tenants and airport management is \$1.8 million. Visitors also create economic impacts. Survey data indicated that approximately 14,088 visitors arrived via Wokal Field/Glasgow International Airport in 2008 on commercial airlines and general aviation aircraft. This visitor-related output (spending) supported an additional 29 full-time jobs for employees earning \$565,600 annually. Output from commercial airline and general aviation visitors is estimated at \$1.5 million.

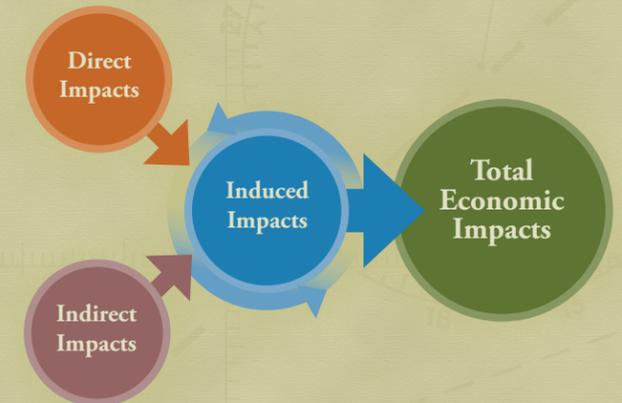
### Second-Round Impact

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 all commercial airline and general aviation visitors to Wokal Field/Glasgow International Airport was approximately \$12.9 million. Total full-time employment related to airport tenants and general aviation visitors, including all second-round impacts, is estimated at approximately 133 persons, with a total annual payroll (first-round and second-round) of approximately \$4.0 million 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>50.5 Jobs</b> <b>\$1,844,000 in Payroll</b> <b>\$6,237,200 in Economic Output</b>	<b>29.0 Jobs</b> <b>\$565,600 in Payroll</b> <b>\$1,515,800 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>53.0 Jobs</b> <b>\$1,632,400 in Payroll</b> <b>\$5,140,400 in Economic Output</b>

### TOTAL ECONOMIC IMPACTS

<b>132.5 Jobs</b> <b>\$4,042,000 in Wages</b> <b>\$12,893,400 in Economic Activity</b>
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