

# GARDINER AIRPORT – GARDINER

## QUALITATIVE BENEFITS

In addition to the economic benefits described above, Gardiner Airport provides access and services that promote the well being of the local community. Aviation activities that occur occasionally at the airport include recreational flying, agricultural spraying, corporate aviation, aerial inspections of utilities, air cargo operations, civilian flight training, visitor access to local resorts, law enforcement operations, search and rescue operations, environmental patrol, including wildlife management surveys, air ambulance operations, medical shipments and patient transfer, forest firefighting operations, and aerial photography.

Gardiner Airport also benefits the area by working with the local elementary schools each year to bring students to the airport to learn about aviation and the role of airports. According to airport management data, a major airport user is Subway Restaurants. FAA data indicates Montair Inc. utilized the airport for general aviation during the past year.



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# GARDINER AIRPORT GARDINER



**MONTANA**  
ECONOMIC IMPACT OF AIRPORTS STUDY

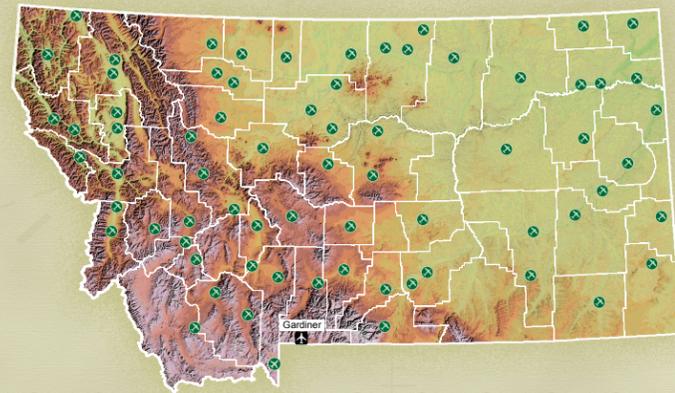
# GARDINER AIRPORT – GARDINER

## AIRPORT LOCATION

Gardiner Airport is located two miles northwest of Gardiner, Montana, in Park County. Surrounded by the extraordinary scenery of Paradise Valley, Gardiner is located at the northern entrance to Yellowstone National Park along the Yellowstone River. Gardiner has a rich history as a mining and railroad town, serving today as a center of activity for visitors to Yellowstone National Park and the Gallatin National Forest. Outstanding lodging is plentiful in the Gardiner area, and world class outdoor recreation opportunities are limitless.

Gardiner has a population of approximately 760. Major employment sectors in the area include accommodation and food services, arts, entertainment, and recreation, and public administration.

The 38-acre airport's primary runway, Runway 10/28, measures 3,215 feet in length and 50 feet in width. The airport, with nine based aircraft, experiences approximately 8,600 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 Gardiner Airport was approximately \$762,700. Total first-round full-time employment related to airport tenants and general aviation visitors is estimated at 13 persons with a total first-round payroll of approximately \$263,700 annually. Survey data indicated that approximately 6,000 visitors used the airport in 2008.

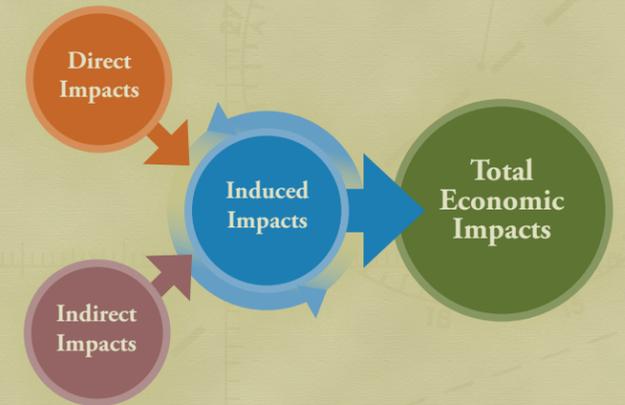
### Second-Round Impact

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 Gardiner Airport was approximately \$1.2 million. Total full-time employment related to airport tenants and general aviation visitors, including all second-round impacts, is estimated at approximately 19 persons, with a total annual payroll (first-round and second-round) of approximately \$423,100 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>13.0 Jobs</b> <b>\$263,700 in Payroll</b> <b>\$762,700 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>5.5 Jobs</b> <b>\$159,400 in Payroll</b> <b>\$464,200 in Economic Output</b>

### TOTAL ECONOMIC IMPACTS

<b>18.5 Jobs</b> <b>\$423,100 in Wages</b> <b>\$1,216,900 in Economic Activity</b>
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