

# MALTA AIRPORT – MALTA

## QUALITATIVE BENEFITS

In addition to the economic benefits described above, Malta 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 and corporate aviation. Phillips County Hospital in Malta, Montana also utilizes the airport frequently. 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 Phillips County Hospital uses Malta Airport 72 times per year on average to bring doctors and specialists to the hospital to conduct clinics. These doctors fly in from Sidney, Montana. The hospital also uses the airport 48 times per year on average for emergency patient transfer via air ambulance. Glasgow based STAT Air Ambulance frequently flies critical care patients out of the airport to Deaconess Hospital.

Other aviation activities that occur on an as needed basis at Malta Airport include rangeland firefighting, medical shipments and patient transfer, law enforcement, and search and rescue operations.

FAA data indicates the following businesses and government agencies utilized the airport during the past year:

- Bozeman Technology Incubator Inc.
- Jonathan L Foote & Associates Inc.
- Montana Department of Highways
- Montana Livestock Ag Credit Inc.
- Pacific Cycle Inc.
- Russell Stover Candies Inc.
- Sutherland Lumber & Home Centers

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 Missouri, Minnesota, and California.



# MALTA AIRPORT MALTA



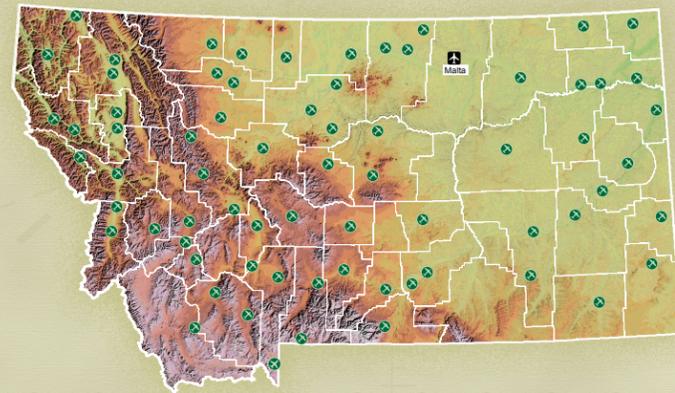
# MALTA AIRPORT – MALTA

## AIRPORT LOCATION

Malta Airport is located one mile northwest of Malta, Montana, in Phillips County. In Malta, located among the wide open spaces of north central Montana, visitors can experience the cowboy lifestyle and re-live the area's Old West history on wagon train and working ranch vacations, cattle drives, and trail rides. Magnificent scenery is found along the Missouri River, and outstanding attractions, including Sleeping Buffalo Hot Springs, the Little Rocky Mountains, and Phillips County Museum. Recreation opportunities include walleye and trout fishing at Nelson Reservoir, the Milk River, and the Missouri River, wildlife viewing and hunting at the C. M. Russell National Wildlife Refuge and Bowdoin Bird Refuge, and golf at Marion Hills and Sleeping Buffalo Resort. Malta is the county seat of Phillips County.

Malta has a population of approximately 1,890. Major employment sectors in the area include agriculture, forestry, fishing, and hunting, education services, and accommodation and food services.

The 280-acre airport's primary runway, Runway 8/26, measures 4,500 feet in length and 75 feet in width. The airport, with eight based aircraft, experiences approximately 3,400 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. 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 Malta Airport was approximately \$1.1 million. Total first-round full-time employment related to airport tenants and general aviation visitors is estimated at five persons with a total first-round payroll of approximately \$445,500 annually.

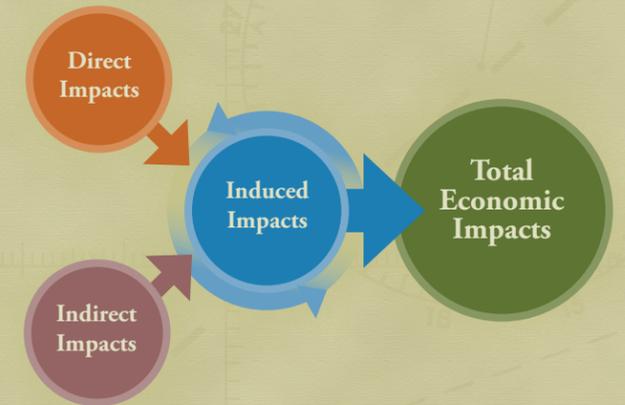
### Second-Round Impact

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 Malta Airport was approximately \$1.9 million. Total full-time employment related to airport tenants and general aviation visitors, including all second-round impacts, is estimated at approximately 10 persons, with a total annual payroll (first-round and second-round) of approximately \$750,900 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>5.0 Jobs</b> <b>\$445,500 in Payroll</b> <b>\$1,135,300 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>4.5 Jobs</b> <b>\$305,400 in Payroll</b> <b>\$741,000 in Economic Output</b>

### TOTAL ECONOMIC IMPACTS

<b>9.5 Jobs</b> <b>\$750,900 in Wages</b> <b>\$1,876,300 in Economic Activity</b>
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