

POPLAR AIRPORT – POPLAR

QUALITATIVE BENEFITS

In addition to the economic benefits described above, Poplar 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, agricultural spraying, corporate aviation, emergency medical evacuation, medical shipments and patient transfer, and aerial photography and surveying. Other aviation activities that occur occasionally at the airport include aerial inspections of utilities, air cargo operations, police and law enforcement operations, prisoner transport, military exercises and training, and search and rescue operations. Glasgow based STAT Air Ambulance frequently flies critical care patients out of the airport to Deaconess Hospital.

According to airport management data, the major airport users include Dallas Aero & Sales LLC, STAT Air, Deal-Care, and Richland Aviation. FAA data indicates Dallas Aero & Sales LLC, and Exec Air Montana Inc., utilized the airport during the past year.



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POPLAR AIRPORT POPLAR



MONTANA
ECONOMIC IMPACT OF AIRPORTS STUDY

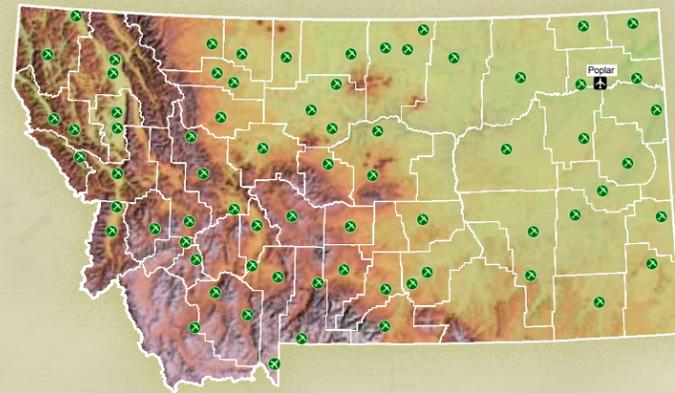
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AIRPORT LOCATION

Poplar Airport is located less than a mile northeast of Poplar, Montana, in Roosevelt County. Located at the confluence of the Poplar and Missouri rivers on the Fort Peck Indian Reservation in northeastern Montana, Poplar is steeped in Native American culture. The Fort Peck Indian Reservation is home to the Assiniboine and Sioux tribes, whose history can be explored at the Poplar Museum and Tribal Museum. Several tribal celebrations are held throughout the year in the area. Outdoor recreation opportunities are plentiful along the nearby Missouri and Poplar rivers.

Poplar has a population of approximately 900. Major employers in Roosevelt County include Albertson's, Faith Lutheran Home, Farmers Union Oil Company (Agland Coop), Poplar Community Hospital, Roosevelt Memorial Medical Center, and Trinity Hospital.

The 69-acre airport's primary runway, Runway 9/27, measures 3,000 feet in length and 60 feet in width. The airport, with eight based aircraft, experiences approximately 5,150 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 Poplar Airport was approximately \$1.0 million. Total first-round full-time employment related to airport tenants and general aviation visitors is estimated at 8.5 persons with a total first-round payroll of approximately \$320,000 annually. Survey data indicated that approximately 356 visitors used the airport in 2008.

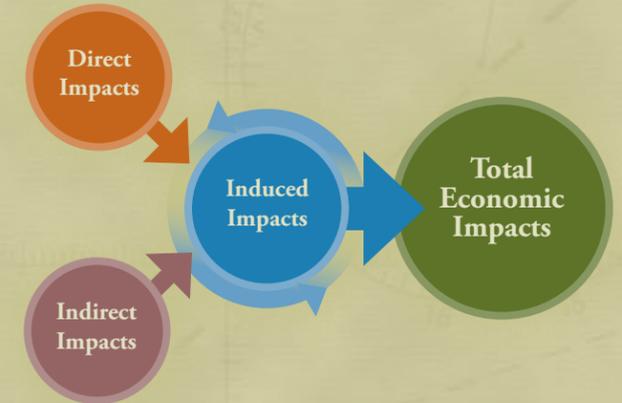
Second-Round Impact

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 Poplar Airport was approximately \$1.7 million. Total full-time employment related to airport tenants and general aviation visitors, including all second-round impacts, is estimated at approximately 17 persons with \$563,100 associated with these jobs.

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 |
| 8.5 Jobs \$320,000 in Payroll \$1,034,800 in Economic Output | |

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 |
| 8.0 Jobs \$243,100 in Payroll \$668,300 in Economic Output |

TOTAL ECONOMIC IMPACTS

| |
|--|
| 16.5 Jobs \$563,100 in Wages \$1,703,100 in Economic Activity |
|--|