

LIBERTY COUNTY AIRPORT – CHESTER

QUALITATIVE BENEFITS

In addition to the economic benefits described above, Liberty County Airport provides access and services that promote the well being of the local community. The airport is primarily a base for recreational flying and seasonal agricultural spraying. Liberty County Hospital and Nursing Home in Chester, 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 for patient transfer. Survey data indicated Montana State Hospital uses Liberty County Airport three times per month on average for emergency patient transfer via air ambulance. Other aviation activities that occur occasionally at the airport include corporate aviation, medical shipments and patient transfer, and Border Patrol operations by the Department of Homeland Security. The airport is in close proximity to the U. S.-Canadian border.

FAA data indicates Native American Air Service Inc. and True Drilling LLC utilized the airport for general aviation during the past year.



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LIBERTY COUNTY AIRPORT CHESTER



MONTANA
ECONOMIC IMPACT OF AIRPORTS STUDY

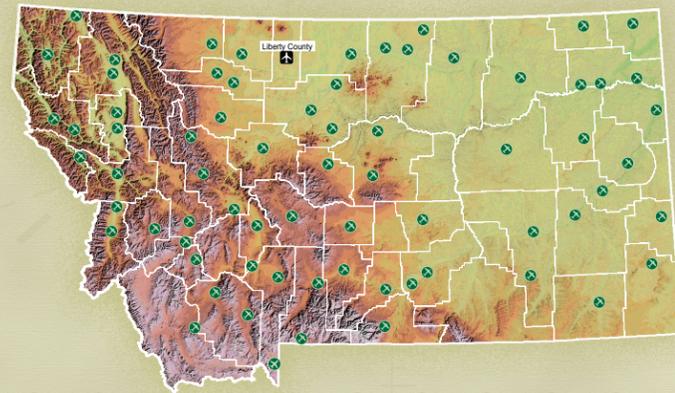
LIBERTY COUNTY AIRPORT – CHESTER

AIRPORT LOCATION

Liberty County Airport is located one mile west of Chester, Montana, in Liberty County. In the Chester area, plenty of outdoor recreational opportunities, including camping, boating, and fishing, can be found at Lake Elwell and Tiber Dam, located on the Marias River. The rich history and culture of the area can be explored at the Liberty County Museum and Liberty Village Arts Center and Gallery. Liberty County Airport is located along US Highway 2, which provides immediate access to Shelby, Montana to the west and Havre, Montana to the east. Chester is the county seat of Liberty County.

Chester has a population of approximately 760. Major employment sectors in the area include agriculture, forestry, fishing and hunting, educational services, construction, and health care and social assistance.

The 279-acre airport's primary runway, Runway 7/25, measures 4,607 feet in length and 75 feet in width. An additional turf runway, Runway 16/34, measures 1,710 feet in length and 60 feet in width. The airport, with 15 based aircraft, experiences approximately 4,700 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 three aviation-related tenants on the airport, including airport management, who supported over four employees. These tenants' direct or first-round employment, payroll, and output impacts were derived from survey data. Direct output from all on-airport aviation-related tenants is estimated at \$1.2 million annually. The estimated direct annual payroll of these tenants is \$143,200. Operational data indicated that approximately 119 visitors used the airport. Indirect output from general aviation visitors is estimated at \$1,100.

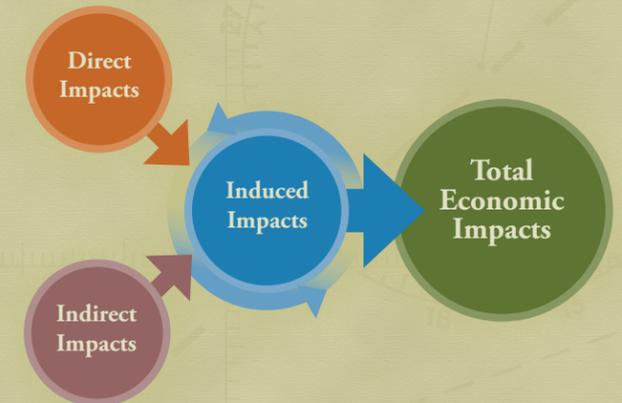
Second-Round Impact

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 Liberty County 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 nine persons, with a total annual payroll (first round and second-round) of approximately \$267,700 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 |
| <p>4.0 Jobs \$143,200 in Payroll \$1,195,000 in Economic Output</p> | <p>0 Jobs \$0 in Payroll \$1,100 in Economic Output</p> |

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 |
| <p>5.0 Jobs \$124,500 in Payroll \$764,300 in Economic Output</p> |

TOTAL ECONOMIC IMPACTS

| |
|--|
| <p>9.0 Jobs \$267,700 in Wages \$1,960,400 in Economic Activity</p> |
|--|