

TERRY AIRPORT – TERRY

QUALITATIVE BENEFITS

In addition to the economic benefits described above, Terry 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. 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 Prairie Community Health Center uses Terry Airport once per month on average for emergency patient transfer via air ambulance.

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

FAA data indicates Ires USA and Billings based Trebro Manufacturing utilized the airport during the past year



TERRY AIRPORT TERRY



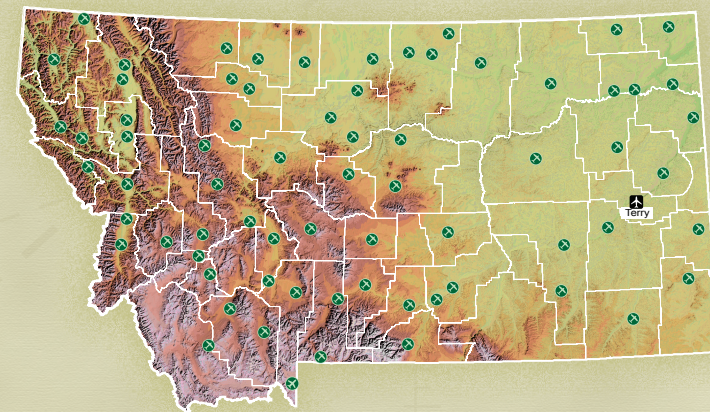
TERRY AIRPORT – TERRY

AIRPORT LOCATION

Terry Airport is located one mile southeast of Terry, Montana, in Prairie County. Located along the Yellowstone River on the scenic badlands of eastern Montana, Terry has a rich frontier history that visitors can explore at the Cameron Gallery and Prairie County Museum. The area is renowned for its abundance of agates found along the Yellowstone River and nearby hills and draws visitors from all over the United States. Recreation activities also abound in Terry and include outstanding hunting and fishing. Terry is the county seat of Prairie County.

Terry has a population of approximately 550. Major employment sectors in the area include education services, health care and social assistance, agriculture, forestry, fishing, and hunting, and construction.

The 95-acre airport's primary runway, Runway 8/26, measures 4,300 feet in length and 75 feet in width. The airport, with one based aircraft, experiences approximately 800 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 no aviation-related tenants located on the airport. All economic impacts generated by the airport are the result of sponsor operation of the airport and visitor related impacts. For 2008, the total combined first round output stemming from all sponsor activity and general aviation visitors to Terry Airport was approximately \$500. There is not enough activity at the airport, however, to generate employment. Survey data indicated that approximately 53 visitors used the airport in 2008.

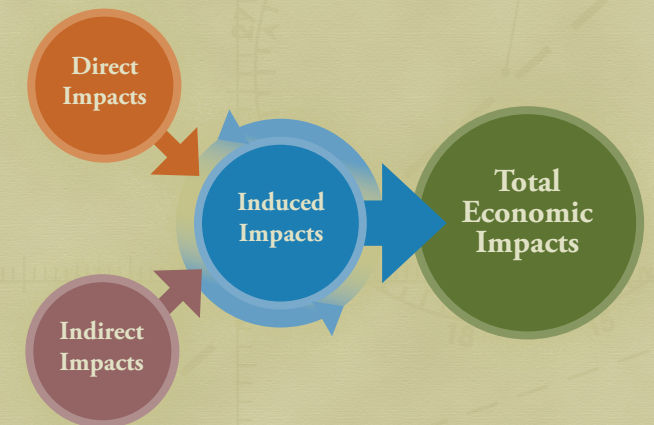
Second-Round Impact

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 Terry Airport was approximately \$800.

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>0 Jobs \$0 in Payroll \$0 in Economic Output</p>	<p>0 Jobs \$0 in Payroll \$500 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>0 Jobs \$0 in Payroll \$300 in Economic Output</p>

TOTAL ECONOMIC IMPACTS

<p>0 Jobs \$0 in Wages \$800 in Economic Activity</p>
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