Firstair Field

13820 179th Ave. SE Monroe, WA 98272



Firstair Field is located two miles NW of Monroe in Snohomish County. The Airport has 70 based aircraft, including 68 single-engine and 2 multi-engine piston-powered. The latest available data indicate that Firstair Field had a total of 18,169 annual operations. Runway 7-25, which is unlighted, is the Airport's only runway. This runway is 2,095 feet long, 34 feet wide, and has an asphalt surface. Both runway ends have visual approaches. The threshold of Runway 25 is displaced 500 feet.

NOTE: Data on this page comes from the WA Airport Information System Database (AIS).

AIRPORT CHARACTERISTICS

| Location | | Service Cla | assification | Approach | | |
|--------------------------|-----------------|-------------|--------------|--------------------|-------|--|
| Legislative Dist: | 39 | Federal: | | Airport Elevation: | 50 | |
| Associated City: | Monroe | | | Approach Category | | |
| County: | Snohomish | State: | Service | | knots | |
| Organizational Structure | | Runway(s) |) | Type of Airport | | |
| Ownership Type: | Privately Owned | Number: | 1 | FAA: IsA | | |
| Owner: | Daryl Habich | Type(s): | Asphalt | Description: | | |

| AIRPORT ACTIVITY | | | | | | |
|------------------------------|-------|----------|-------------------------|---------|-----------------------------|---------------------|
| Activities | | | Based Aircraft | | Cargo | |
| | Based | Transien | t AIS Last Updated: 1/1 | 10/2008 | | |
| Agricultural Spraying | | | Jet | 0 | Number of Cargo Carriers | - |
| Air Ambulance | | | Multi-Engine | 4 | Total Cargo Volume (Tons) | |
| Medical Transport | | | Single-Engine | 68 | | |
| Airplane Parts Manufacturing | | | Rotor Based | 0 | Ground Transportation | |
| Aerial Surveying | | | Glider | 0 | AIS Last Updated: | |
| Wildland Firefighting | | | Military | 0 | Bus Service | |
| Skydiving/Parachute Drops | | | Ultralight | 1 | Taxi Service | ~ |
| Aerial Tours | | | Seaplane | 0 | Marine Service | |
| Civil Air Patrol | | | Total | 73 | Rail Service | ✓ |
| Cargo Activity | | | Fixed Based Ope | erators | Shuttle Service | |
| Flight Training | | | AIS Last Updated: | | Limo Town Car | |
| Commercial Carrier Activity | | | No. of FBOs | | Other Ground Transportation | ✓ |

General Local

Take Offs and Landings (Operations)

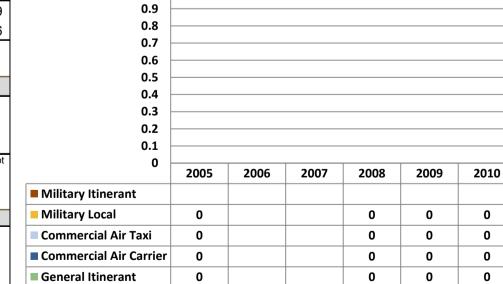
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Comparison by State Classification

| | Airport | Classification | | |
|----------------|---------|----------------|--------|--|
| | | Low | High | |
| Based Aircraft | 73 | 21 | 239 | |
| Operations | - | - | 90,006 | |
| | | | , | |

Commercial Enplanements*

| | | 0 |
|---|---|--------------------|
| | | 0 |
| 2010 | - | 0 |
| 2009 | - | 0 |
| 2008 | - | 0 |
| *Enplanements are passe include disembarking pas | engers boarding a commercial aircraft. Does sengers. | not |
| Fuel Service | | Military Itinerant |
| | | Military Local |
| 80 LL | | Commercial Air Tax |
| 10011 | | |
| 100 LL | | Commercial Air Car |
| MoGas Jet A | | Commercial Air Car |



0



Helicopter Fuel

0

0

0

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Airport Businesses and Visitors

Economic and Fiscal impacts calculated for each airport start with activity that can be directly associated with the airport, namely the businesses operating at the airport and the visitors traveling through the airport. For economic impacts, multiplier effects are estimated from this initial activity as portions of wages and business and visitor spending are re-spent within the local economy. Impacts of airport businesses are analyzed within the defined economic impact region, visitor spending is analyzed statewide, since once visitors land they may spend their dollars throughout the state. For fiscal impacts, taxes paid to various types of jurisdictions from this business and visitor activity are estimated.



NOTE: All impacts are shown in 2010 dollars. ECONOMIC IMPACTS

AIRPORT BUSINESSES

| Counties in Impact Region: | Snohomish |
|----------------------------|---|
| Direct Jobs: | Estimated jobs on the airport footprint (excluding businesses that are not aviation-dependent). |
| Direct Labor Income: | Estimated income paid to the Direct Jobs located on the airport footprint. |
| Direct Output: | Estimated value of original business activity that remains in the economic impact region (some business activity will be exported outside of the region). |
| Indirect/Induced Impacts: | Increases in regional impacts from the local re-spending of direct dollars. |
| Total Impacts: | The sum of Direct, Indirect, and Induced Impacts, for a total regional impact. |

Estimated Regional Impact from Airport Businesses

| Estimated Economic Impact | Dire | ect | Indirect/Induced | Total Impact |
|---------------------------|------|------|------------------|--------------|
| Jobs | | - | - | - |
| Labor Income | \$ | - \$ | - | - |
| Output | \$ | - \$ | - | - |

| VISITOR SPENDING Impact Region: Total Visitor Spending: | Washington State (once visitors land they may spend their money throughout the state). Estimated total annual spending by visitors traveling through this airport. |
|---|---|
| • • | |
| Direct Jobs: | Estimated jobs supported by the total estimated visitor expenditures. |
| Direct Labor Income: | Estimated income paid to the Direct Jobs supported by visitor expenditures. |
| Direct Output: | Estimated value of original visitor spending that remains in the state (some visitor spending dollars paid to businesses will be exported out of the state). |
| Indirect/Induced Impacts: | Increases in regional impacts from the local re-spending of direct dollars. |
| Total Impacts: | The sum of Direct, Indirect, and Induced Impacts, for a total regional impact. |

Estimated Regional Impacts from Visitor Spending

| Total Estimated Visito | r Spending: | | \$ | - | | | | |
|-------------------------------|-------------|--------|---------|-----------|-------|--------|-------------------|----------------|
| | | Direct | Indired | t/Induced | Total | Impact | All State Impacts | % State Impact |
| Jobs | | | - | - | | - | 94,000 | 0.00% |
| Labor Income | \$ | | - \$ | - | \$ | - | \$ 3,311,700,000 | 0.00% |
| Output | \$ | | - \$ | - | \$ | - | \$ 10,160,600,000 | 0.00% |

FISCAL IMPACTS

Estimated Taxes Paid to Each Jurisdiction Type

| | C | Cities | Counties | Spo | ecial Districts | State | ٦ | otal Taxes |
|--------------------|----|--------|-------------|-----|-----------------|--------------|----|------------|
| Airport Businesses | \$ | 3,500 | \$ 2,700 | \$ | 24,000 | \$ 17,000 | \$ | 47,200 |
| Visitors | \$ | - | \$ - | \$ | - | \$ - | \$ | - |
| Total | \$ | 3,500 | \$ 2,700 | \$ | 24,000 | \$ 17,000 | \$ | 47,200 |

NOTE: Tax estimates include Aircraft Excise Tax, Property Tax, Business & Occupation Tax, Sales Tax, Aviation Fuel Tax, State and Local Utility Taxes, Rental Car Tax, and Lodging Tax.

Special Districts include Transit, Schools, Hospitals, Fire, EMS, Parks, Ports, Utilities, and others.



Data Sheet A: Airport Footprint Map

The analysis of economic activity on each airport is based on an airport footprint boundary. The airport boundaries are composed of property owned or leased by the airport.

Through-the-fence Connections. In rare cases, additional properties with physical connections to the airport and aviation-dependent activity are included in the footprint. These properties are considered "through-the-fence" connections and are indicated on footprint maps shaded in red. Examples of these connections include Boeing's aircraft manufacturing operations at some airports and rural airparks that have direct connections to an airport.

When reviewing your airport footprint map, keep in mind that some footprints will show rights-of-way and other irregularities that do not affect the underlying analysis.

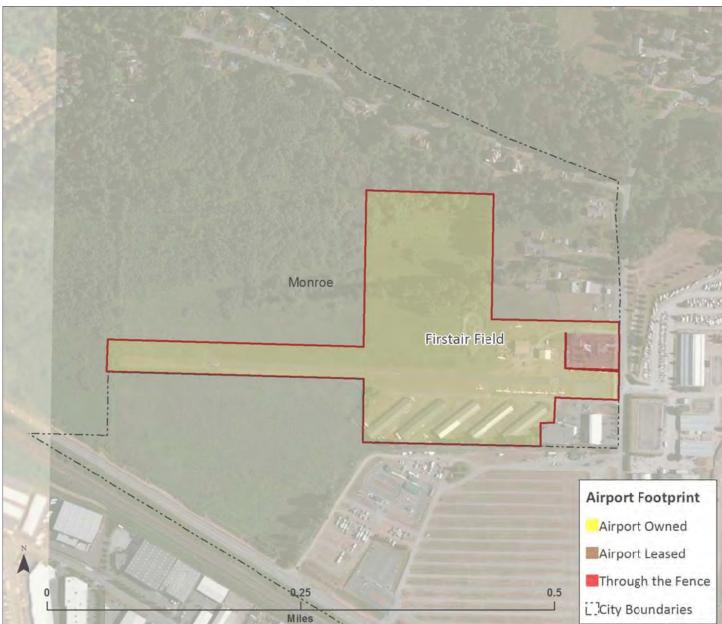


Exhibit 1 Airport Footprint Map