

Economic Impact of North Carolina Airports – 2006 Study

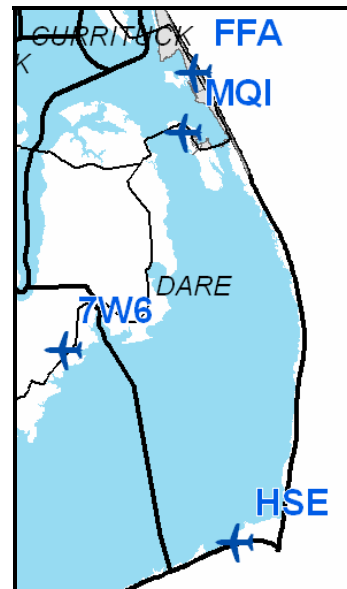
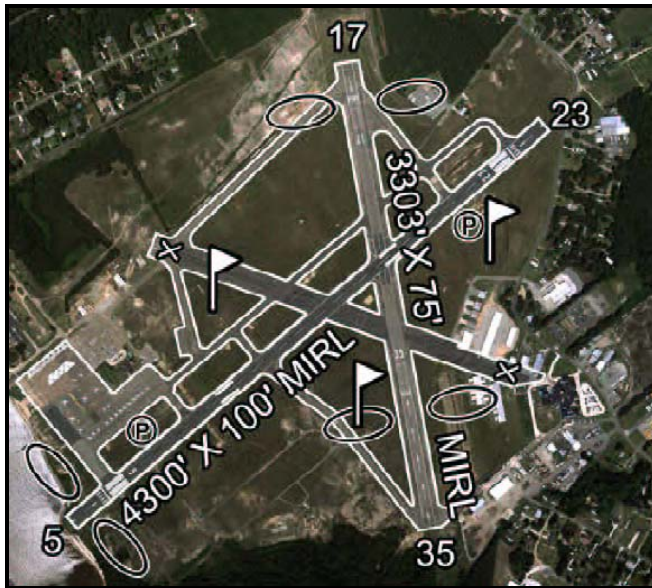
Dare County Regional Airport (MQI)

Dare County

Runways: 4,300' x 100' and 3,303' x 75'

Services: Charter Aircraft, General Aviation, Helicopter, Aircraft Rental, Jet Fuel, Avgas, Aircraft Repair, Flight Instruction, Car Rental, Vending, Hangar Rental, and Tie Down.

Tenants/Users Reporting: 11 - 15



Economic impacts consist of three types: direct, indirect, and induced impacts. Direct impacts result from economic activities that result from tenants and other business users who have a direct involvement with the airport. Indirect impacts result from economic activities that typically take place away from the airport, but are still attributable to the airport. Induced impacts result from successive spending and are the multiplier effects of the direct and indirect impacts.

Dare County Regional Airport Economic Impact Summary

<u>Impact Type</u>	<u>Jobs</u>	<u>Economic Impact per Year</u>	<u>Payroll per Year</u>
Direct	46	\$4,699,700	\$1,130,800
Indirect	108	\$18,174,300	\$537,400
<u>Induced</u>	<u>21</u>	<u>\$2,479,200</u>	<u>\$219,400</u>
Total Impact	175	\$25,353,200	\$1,887,600

The airport also provides the county with a significant source of property tax revenue with 55 based aircraft at a calculated value of \$8,050,000, which would result in ad valorem taxes of \$20,125, based on the county rate of \$0.25 per \$100. This study estimated that there were 37,710 visitors to the area that utilized the Dare County Regional Airport.