

APPENDIX D. INDIVIDUAL AIRPORT REPORTS

Appendix D features an airport-specific report for each of the 24 study airports. Each report is two pages in length and includes airport-specific data related to facilities and activities, and features the airport's individual economic contribution to West Virginia's economy. The reports also include system wide economic impact findings for additional context. The airport reports are presented in alphabetical order by associated city with commercial service airports presented first, followed by general aviation (GA) airports, as shown in **Table 1**.

Table 1: Order of Individual Airport Reports

Associated City	Airport Name	FAA ID
Commercial Service		
Beckley	Raleigh County Memorial	BKW
Charleston	Yeager	CRW
Clarksburg	North Central West Virginia	CKB
Huntington	Tri-State/Milton J. Ferguson Field	HTS
Lewisburg	Greenbrier Valley	LWB
Morgantown	Morgantown Municipal - Walter L. Bill Hart Field	MGW
Parkersburg	Mid-Ohio Valley Regional	PKB
General Aviation		
Bluefield	Mercer County	BLF
Buckhannon	Upshur County Regional	W22
Cumberland	Greater Cumberland Regional	CBE
Elkins	Elkins-Randolph County - Jennings Randolph Field	EKN
Fairmont	Fairmont Municipal - Frankman Field	4G7
Logan	Logan County	6L4
Martinsburg	Eastern West Virginia Regional/Shepherd Field	MRB
Moundsville	Marshall County	MPG
Petersburg	Grant County	W99
Philippi	Philippi/Barbour County Regional	79D
Pineville	Kee Field	I16
Point Pleasant	Mason County	3I2
Ravenswood	Jackson County	I18
Summersville	Summersville	SXL
Sutton	Braxton County	48I
Wheeling	Wheeling Ohio County	HLG
Williamson	Appalachian Regional	EBD

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BKW

RALEIGH COUNTY MEMORIAL AIRPORT

Raleigh County Memorial Airport is a commercial service airport that provides daily non-stop flights to Parkersburg, and Charlotte, North Carolina, through Contour Airlines, and supports the general aviation (GA) community with a full-service fixed-based operator (FBO) on the field. The airport offers flight training and aircraft maintenance through their FBO, Albatross Air. The airport and FBO work hard to introduce the younger population to exciting careers in aviation, including offering scholarships to high school students interested in flight instruction. The airport also provides Federal Aviation Administration (FAA) Part 139 fire training to the local volunteer fire department. An industrial park is co-located with the airport, spanning approximately 300 acres and hosts a variety of businesses that serve the surrounding region. New expansions are underway at the airport for the aerospace industry, including runway access site development and partnership agreements with New River Community Technical College for a FAA-certified Part 147 Aviation Maintenance and Technician School. Additionally, the nearby West Virginia University Institute of Technology offers a four-year degree in Aerospace Engineering.

AIRPORT ACTIVITIES



**Corporate/
Business Activity**



**Aircraft Flight
Testing**



**Career Training/
Flight Instruction**



**Medical Transport/
Evacuation**



**Search and Rescue/
Civil Air Patrol**

City: Beckley
(BKW is approximately 3 miles east)

County: Raleigh

Tourism Region:
New River-Greenbrier Valley

Ownership: Public

Primary Runway 01/19:
6,750' x 150'



AIRPORT CLASSIFICATION

Raleigh County Memorial Airport is one of seven commercial service airports in West Virginia's aviation system. Commercial service airports offer scheduled air carrier services and are critical access points to larger metropolitan areas in the state. These airports often facilitate travel between domestic and international destinations and accommodate a larger variety of users and services, including GA. The airport is classified by the FAA as a Nonprimary – Regional airport and is eligible for federal aviation funding through the Airport Improvement Program (AIP).




AVIATION'S ECONOMIC IMPACT


The 2020 West Virginia Aviation Economic Impact Study (WV AEIS) was conducted using 2019 data to quantify the economic contributions of West Virginia's airport system to the state's economy. The 24 publicly owned airports in the state support the transportation of people, goods, and services to, from, and within the Mountain State. This generates quantitative economic value in the form of jobs, payroll, value added, and business revenues, but airports also enhance the quality of life for West Virginians by supporting air ambulance operations, remote access and evacuation, just-in-time deliveries of freight, aerial firefighting, aviation career opportunities, and much more.


Economic benefits are generated by on-airport activities including employment (e.g., airport administration and tenants) and capital improvements (e.g., construction). Economic impacts are also generated off-airport when money is spent by out-of-state visitors traveling to West Virginia via the state's seven commercial service airports and 17 GA airports, and when air cargo transported via the state's airports supports the operation of off-airport businesses.

This initial economic activity, known as direct impacts, generates additional impacts as money flows through the economy. These "multiplier" effects result when a portion of direct business revenues are used to purchase goods and services in West Virginia (called supplier sales) and payroll is re-spent within the state (called income re-spending). In addition, direct impacts for on-airport activities and visitor spending also generate \$75.5 million in tax impacts annually.

Economic Impact Indicators

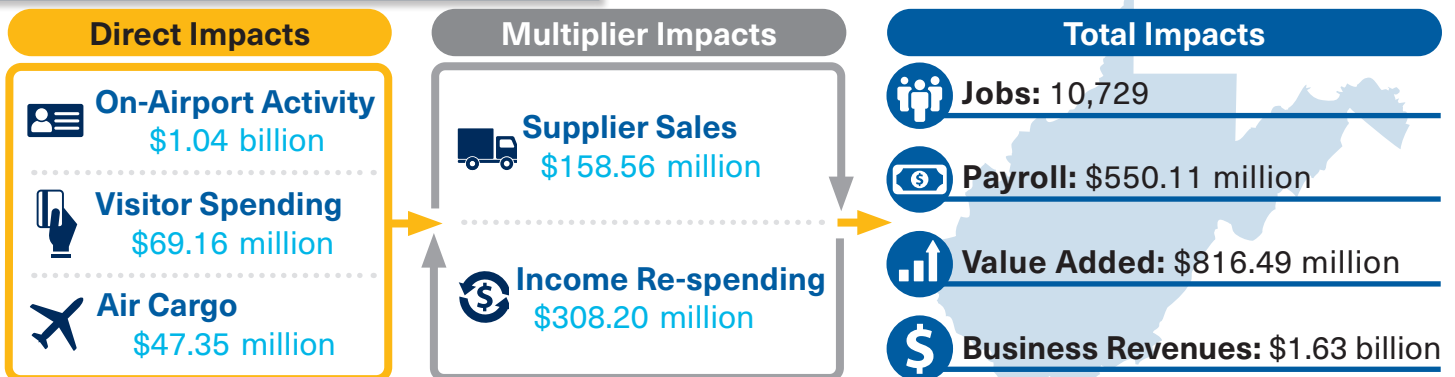
 **Jobs:** The number of employed people

 **Payroll:** The sum of compensation to workers (salaries, wages, and benefits) and proprietor income

 **Value Added:** The value contributed to a product or service provided by a firm or group of firms. Value added is aviation's contribution to West Virginia's Gross State Product (GSP)

 **Business Revenues:** An airport's total aviation-supported output including the sum of business sales and budget expenditures

Statewide Economic Impacts



Raleigh County Memorial Airport's Economic Impacts

	 Jobs	 Payroll	 Value Added	 Business Revenues
On-Airport Activity	74	\$3,774,000	\$5,215,000	\$9,599,000
Visitor Spending	16	\$449,000	\$752,000	\$1,437,000
Total Direct Impacts	90	\$4,224,000	\$5,966,000	\$11,036,000
Supplier Sales	21	\$1,075,000	\$1,666,000	\$3,305,000
Income Re-spending	29	\$1,153,000	\$1,720,000	\$3,692,000
Total Multiplier Impacts	50	\$2,228,000	\$3,386,000	\$6,997,000
Total	141	\$6,452,000	\$9,352,000	\$18,033,000

Notes: Totals may not add due to rounding. Metrics (jobs, payroll, value added, and business revenues) represent various components of an airport's economic impact and are not additive. Sources: WV AEIS Airport Manager Survey; Airport Tenant Survey; Commercial Air Passenger Survey; Transient GA Pilot & Passenger Survey, 2020; FAA 5010 Airport Master Record, FAA Terminal Area Forecast, Airline Data, Inc., 2019; Longwoods International, 2018; Calculations by EBP US using IMPLAN V.3 2018, 2021.

CRW

YEAGER AIRPORT

Yeager Airport is the busiest commercial service airport in West Virginia and is located in the state capital of Charleston. Yeager Airport has service provided by American Airlines, Delta Air Lines, United Airlines, and Spirit Airlines with nonstop service to Charlotte; Washington, D.C.; Philadelphia; Chicago; Atlanta; Orlando; and seasonally to Myrtle Beach. Yeager Airport also has a full-service fixed-base operator (FBO) for general aviation (GA) users and is considered one of West Virginia's home bases for military flight training operations. The airport is home to the Woody Williams Military Operations Center that provides a variety of amenities, including a flight planning room and a 12,000-square-foot heated hangar with direct access to the ramp. The airport also hosts the McLaughlin Air National Guard Base, 130th Airlift Wing. In addition to the strong military presence, the airport partners with the Bill Noe Flight School at Marshall University to support multiple degree programs in aviation. The Bill Noe Flight School will be opening a new Federal Aviation Administration (FAA)-certified Part 141 flight school at the airport in 2021. Currently, there are only two other Part 141 flight school in West Virginia. The airport is committed to remaining a major gateway connecting West Virginia residents to far-reaching destinations well into the future and is dedicated to strategic and innovative practices that enhance their positive impact on the community.

AIRPORT ACTIVITIES



**Military Exercises/
Training**



**Corporate/
Business Activity**



**Career Training/
Flight Instruction**



Aerial Inspections



**Medical Transport/
Evacuation**

City: Charleston
(CRW is approximately 3 miles east)

County: Kanawha

Tourism Region: Metro Valley

Ownership: Public

Primary Runway 06/23:
6,715' x 150'



AIRPORT CLASSIFICATION

Yeager Airport is one of seven commercial service airports in West Virginia's aviation system. Commercial service airports offer scheduled air carrier services and are critical access points to larger metropolitan areas in the state. These airports often facilitate travel between domestic and international destinations and accommodate a larger variety of users and services, including GA. The airport is classified by the FAA as a Primary – Nonhub airport and is eligible for federal aviation funding through the Airport Improvement Program (AIP).




AVIATION'S ECONOMIC IMPACT


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Economic Impact Indicators

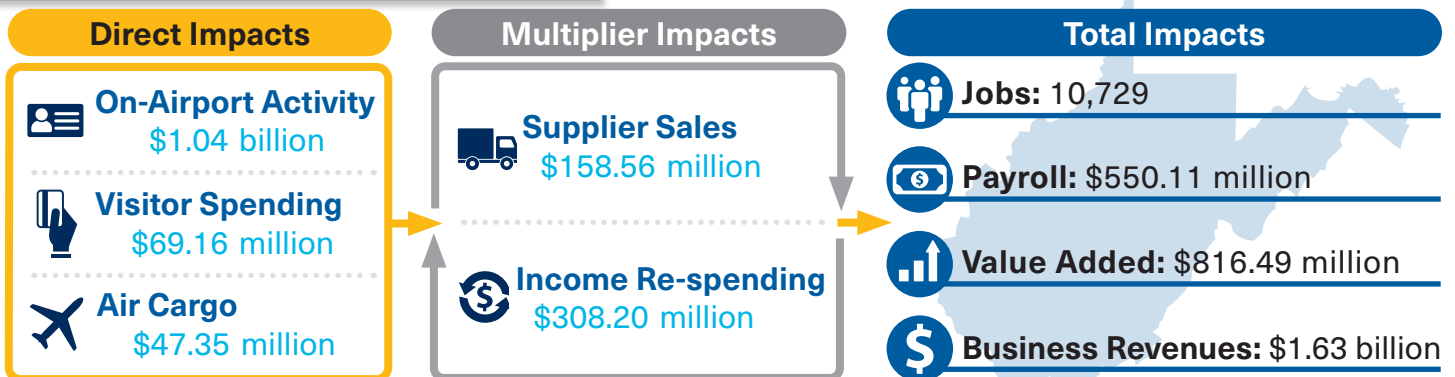
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 **Business Revenues:** An airport's total aviation-supported output including the sum of business sales and budget expenditures

Statewide Economic Impacts



Yeager Airport's Economic Impacts

	 Jobs	 Payroll	 Value Added	 Business Revenues
On-Airport Activity	1,982	\$67,535,000	\$86,395,000	\$107,062,000
Visitor Spending	381	\$10,826,000	\$18,170,000	\$35,033,000
Total Direct Impacts	2,363	\$78,361,000	\$104,565,000	\$142,095,000
Supplier Sales	158	\$8,714,000	\$13,728,000	\$25,518,000
Income Re-spending	418	\$19,075,000	\$28,578,000	\$57,692,000
Total Multiplier Impacts	576	\$27,789,000	\$42,306,000	\$83,211,000
Total	2,940	\$106,150,000	\$146,871,000	\$225,306,000

Notes: Totals may not add due to rounding. Metrics (jobs, payroll, value added, and business revenues) represent various components of an airport's economic impact and are not additive. Sources: WV AEIS Airport Manager Survey; Airport Tenant Survey; Commercial Air Passenger Survey; Transient GA Pilot & Passenger Survey, 2020; FAA 5010 Airport Master Record, FAA Terminal Area Forecast, Airline Data, Inc., 2019; Longwoods International, 2018; Calculations by EBP US using IMPLAN V.3 2018, 2021.

CKB

NORTH CENTRAL WEST VIRGINIA AIRPORT

North Central West Virginia Airport is the fastest growing commercial service airport in West Virginia, known for its convenience and award-winning customer service. United Airlines offers daily jet service with connections in Chicago and Washington, D.C., and low-cost carrier, Allegiant, offers seasonal service to Orlando, Destin, Myrtle Beach, and Chicago. The airport's fixed-base operator (FBO), V1 Aviation, accommodates general and corporate aviation traffic on a 7,800' runway with a Federal Aviation Administration (FAA) air traffic control tower. The Mid-Atlantic Aerospace Complex (MAAC) is located on the airport and is comprised of aviation and aerospace industry leaders, including Fortune 500 companies that provide first-class innovation, development, maintenance, and other services for the aerospace industry. The aerospace cluster at North Central West Virginia Airport also includes the niche training needed in the aerospace industry, including FAA-certified Part 147 Aviation Maintenance Technician School through Pierpont Community & Technical College and FAA-certified Part 141 Professional Flight programs through Fairmont State University. The airport's support of a growing technology and aviation industry contributes to the region being consistently rated amongst USA Today's best cities to live in.

AIRPORT ACTIVITIES



**Aerospace
Manufacturing**



**Aerospace Technology
Research**



**Corporate/
Business Activity**



**Military Exercises/
Training**



**Career Training/
Flight Instruction**

City: Clarksburg
(CKB is approximately 1 mile NE)

County: Harrison

Tourism Region:
Mountaineer Country

Ownership: Public

Primary Runway 03/21: 7,800' x 150'



AIRPORT CLASSIFICATION

North Central West Virginia Airport is one of seven commercial service airports in West Virginia's aviation system. Commercial service airports offer scheduled air carrier services and are critical access points to larger metropolitan areas in the state. These airports often facilitate travel between domestic and international destinations and accommodate a larger variety of users and services, including general aviation (GA). The airport is classified by the FAA as a Primary – Nonhub airport and is eligible for federal aviation funding through the Airport Improvement Program (AIP).




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Economic Impact Indicators

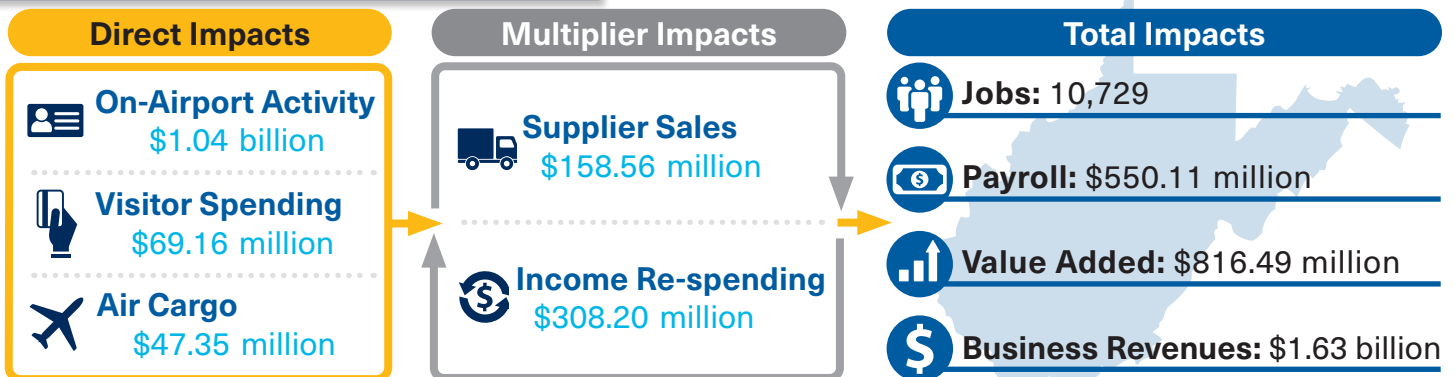
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 **Business Revenues:** An airport's total aviation-supported output including the sum of business sales and budget expenditures

Statewide Economic Impacts



North Central West Virginia Airport's Economic Impacts

	 Jobs	 Payroll	 Value Added	 Business Revenues
On-Airport Activity	1,267	\$118,077,000	\$220,049,000	\$621,192,000
Visitor Spending	58	\$1,489,000	\$2,468,000	\$4,917,000
Total Direct Impacts	1,325	\$119,566,000	\$222,517,000	\$626,109,000
Supplier Sales	308	\$18,292,000	\$27,809,000	\$54,595,000
Income Re-spending	712	\$30,320,000	\$45,378,000	\$94,744,000
Total Multiplier Impacts	1,020	\$48,612,000	\$73,188,000	\$149,338,000
Total	2,345	\$168,177,000	\$295,704,000	\$775,448,000

Notes: Totals may not add due to rounding. Metrics (jobs, payroll, value added, and business revenues) represent various components of an airport's economic impact and are not additive. CKB's "2019 Economic Activity Analysis" accounted for off-airport employment which is not reflected in this study to maintain consistency among study airports. Sources: WV AEIS Airport Manager Survey; Airport Tenant Survey; Commercial Air Passenger Survey; Transient GA Pilot & Passenger Survey, 2020; FAA 5010 Airport Master Record, FAA Terminal Area Forecast, Airline Data, Inc., 2019; Longwoods International, 2018; Calculations by EBP US using IMPLAN V.3 2018, 2021.

HTS

TRI-STATE/MILTON J. FERGUSON FIELD

Tri-State/Milton J. Ferguson Field is a commercial service airport that serves nearby communities from West Virginia, Kentucky, and Ohio. The airport offers regularly scheduled commercial service passenger flights on Allegiant Airlines to destinations in South Carolina and Florida, while American Airlines provides service to Charlotte, North Carolina. The airport also caters to the general aviation (GA) community through its fixed-based operator (FBO), Huntington Jet Center, which offers a modernized pilot's lounge, flight planning area, and other amenities. Tri-State/Milton J. Ferguson Field is home to both FedEx Freight and FedEx Express which facilitate the shipping and distribution of cargo freight and goods in the region. The airport is partnering with Marshall University's Bill Noe Flight School to establish a Federal Aviation Administration (FAA)-certified Part 147 Aircraft Maintenance and Technician School located at the airport.

AIRPORT ACTIVITIES



**Corporate/
Business Activity**



**Medical Transport/
Evacuation**



**Military Exercises/
Training**



**Career Training/
Flight Instruction**



**Aerial Photography/
Surveying**

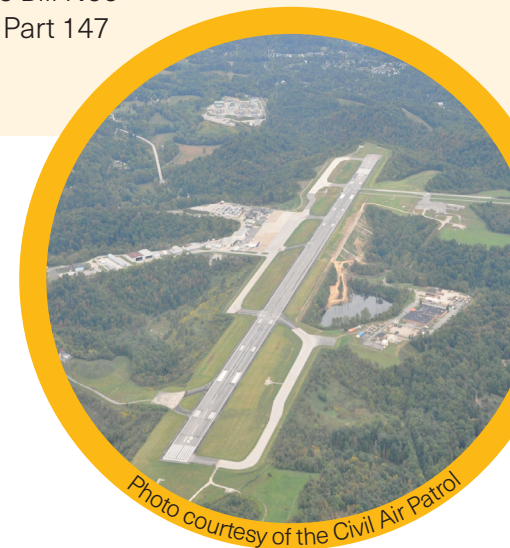
City: Huntington
(HTS is approximately 3 miles south)

County: Wayne

Tourism Region:
Hatfield McCoy Mountains

Ownership: Public

Primary Runway 12/30:
7,017' x 150'



AIRPORT CLASSIFICATION

Tri-State/Milton J. Ferguson Field is one of seven commercial service airports in West Virginia's aviation system. Commercial service airports offer scheduled air carrier services and are critical access points to larger metropolitan areas in the state. These airports often facilitate travel between domestic and international destinations and accommodate a larger variety of users and services, including GA. The airport is classified by the FAA as a Primary – Nonhub airport and is eligible for federal aviation funding through the Airport Improvement Program (AIP).




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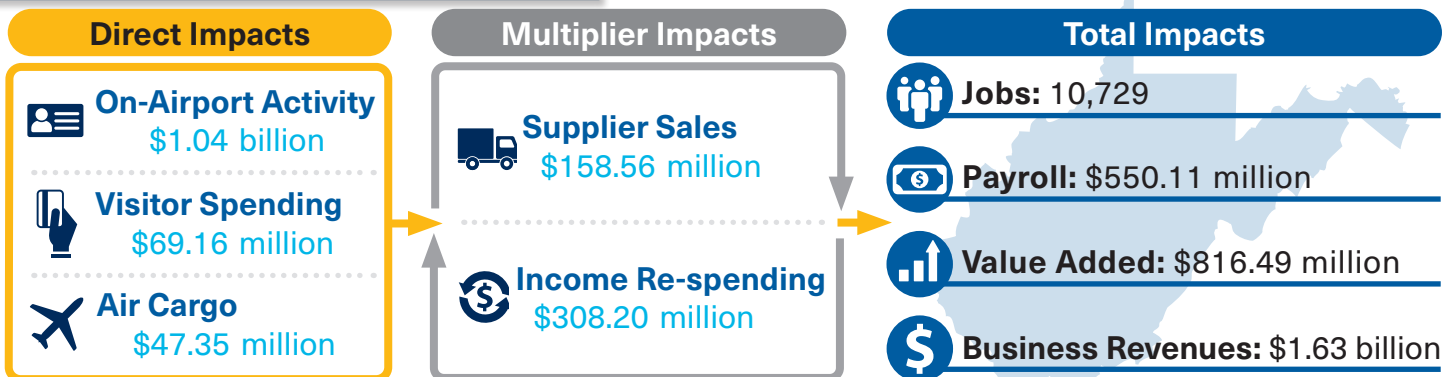
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 **Business Revenues:** An airport's total aviation-supported output including the sum of business sales and budget expenditures

Statewide Economic Impacts



Tri-State/Milton J. Ferguson Field's Economic Impacts

	 Jobs	 Payroll	 Value Added	 Business Revenues
On-Airport Activity	260	\$13,188,000	\$19,422,000	\$35,142,000
Visitor Spending	55	\$1,593,000	\$2,584,000	\$5,068,000
Total Direct Impacts	315	\$14,781,000	\$22,006,000	\$40,210,000
Supplier Sales	65	\$3,280,000	\$5,148,000	\$10,202,000
Income Re-spending	90	\$3,553,000	\$5,304,000	\$11,516,000
Total Multiplier Impacts	155	\$6,833,000	\$10,453,000	\$21,717,000
Total	471	\$21,614,000	\$32,459,000	\$61,927,000

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LWB

GREENBRIER VALLEY AIRPORT

Greenbrier Valley Airport is in the heart of the beautiful Greenbrier Valley in Lewisburg, West Virginia. Named “America’s Coolest Small Town” by Budget Travel Magazine in 2011, this town is full of unique community and regional assets that make it a sought-after destination. The airport provides scheduled airline service on United Airlines to Chicago and Washington, D.C. and supports general aviation (GA) activities through a full-service fixed-base operator (FBO). The airport’s close proximity to the Lewisburg community is essential for business and leisure travelers arriving by commercial service or private aircraft. Visitors can enjoy a vibrant downtown district that has impressive historic and cultural value, such as one of only four Carnegie Hall’s in the world still in continuous use and Greenbrier Valley Theatre, the State Professional Theatre of West Virginia. The airport also sees significant passenger activity traveling to Greenbrier Valley Airport to reach The Greenbrier, a world-famous resort located just 12 miles from the airport. The resort brings crowds of visitors to the region year-round.

AIRPORT ACTIVITIES



**Corporate/
Business Activity**



**Medical Transport/
Evacuation**



Aerial Inspections



**Police/Law
Enforcement**



**Career Training/
Flight Instruction**

City: Lewisburg
(LWB is approximately 3 miles north)

County: Greenbrier

Tourism Region:
New River-Greenbrier Valley

Ownership: Public

Primary Runway 04/22: 7,003' x 150'



AIRPORT CLASSIFICATION

Greenbrier Valley Airport is one of seven commercial service airports in West Virginia’s aviation system. Commercial service airports offer scheduled air carrier services and are critical access points to larger metropolitan areas in the state. These airports often facilitate travel between domestic and international destinations and accommodate a larger variety of users and services, including GA. The airport is classified by the Federal Aviation Administration (FAA) as a Primary – Nonhub airport and is eligible for federal aviation funding through the Airport Improvement Program (AIP).




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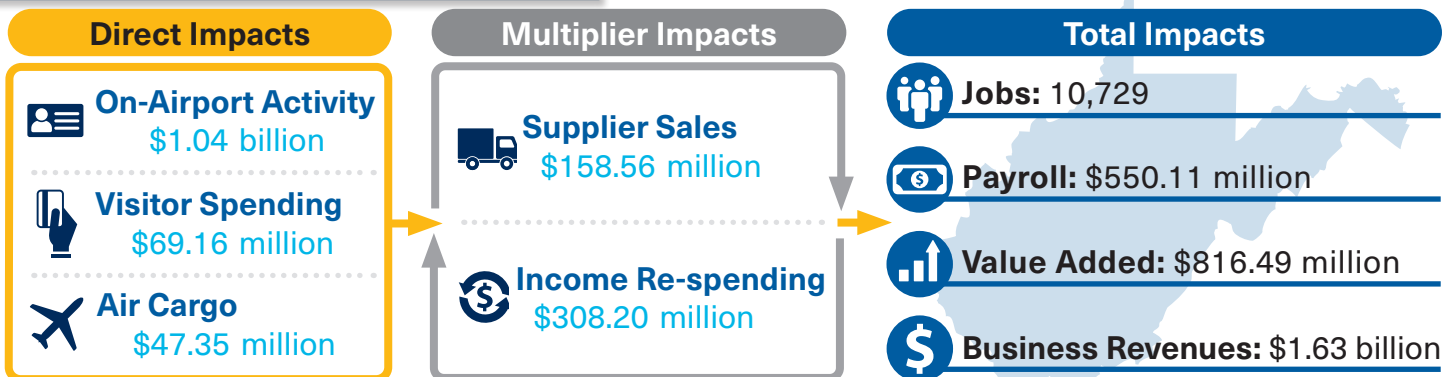
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Statewide Economic Impacts



Greenbrier Valley Airport's Economic Impacts

	 Jobs	 Payroll	 Value Added	 Business Revenues
On-Airport Activity	100	\$5,720,000	\$11,319,000	\$20,384,000
Visitor Spending	136	\$3,795,000	\$6,400,000	\$11,779,000
Total Direct Impacts	236	\$9,515,000	\$17,719,000	\$32,163,000
Supplier Sales	64	\$3,095,000	\$4,983,000	\$9,858,000
Income Re-spending	66	\$2,650,000	\$3,951,000	\$8,484,000
Total Multiplier Impacts	130	\$5,744,000	\$8,934,000	\$18,342,000
Total	365	\$15,260,000	\$26,652,000	\$50,505,000

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MGW

MORGANTOWN MUNICIPAL - WALTER L. BILL HART FIELD

Morgantown Municipal - Walter L. Bill Hart Field is a commercial service airport that provides daily flights operated by Southern Airways Express to Baltimore-Washington International in Maryland and Pittsburgh International in Pennsylvania, allowing users access to both domestic and international destinations from those airports. The airport recently broke ground on a 1,001-foot-long runway extension project to improve runway safety and better accommodate all airport users. Due to the airport's close proximity to West Virginia University (WVU), it is frequently used by parents, alumni, and other competing teams during the Big 12 sports season and constitutes the busiest time for general aviation (GA) activity in the area. Multiple medical flight companies conduct daily transport and evacuation operations from Morgantown Municipal - Walter L. Bill Hart Field as two major hospitals are located within the vicinity of the airport. In addition to serving the local community through emergency health services, the airport supports a Young Eagles program which introduces school-aged children to careers in aviation. The airport provides terminal space, a staging area, security measures, and waives landing fees, allowing operators to provide free flights to hundreds of children annually.

AIRPORT ACTIVITIES



**Corporate/
Business Activity**



**Medical Transport/
Evacuation**



**Career Training/
Flight Instruction**



**Skydiving/
Parachute Jumping**



**Aircraft Flight
Testing**

City: Morgantown
(MGW is approximately 3 miles east)

County: Monongalia

Tourism Region:
Mountaineer Country

Ownership: Public

Primary Runway 18/36: 5,199' x 150'



AIRPORT CLASSIFICATION

Morgantown Municipal - Walter L. Bill Hart Field is one of seven commercial service airports in West Virginia's aviation system. Commercial service airports offer scheduled air carrier services and are critical access points to larger metropolitan areas in the state. These airports often facilitate travel between domestic and international destinations and accommodate a larger variety of users and services, including GA. The airport is classified by the Federal Aviation Administration (FAA) as a Nonprimary – Regional airport and is eligible for federal aviation funding through the Airport Improvement Program (AIP).




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Economic Impact Indicators

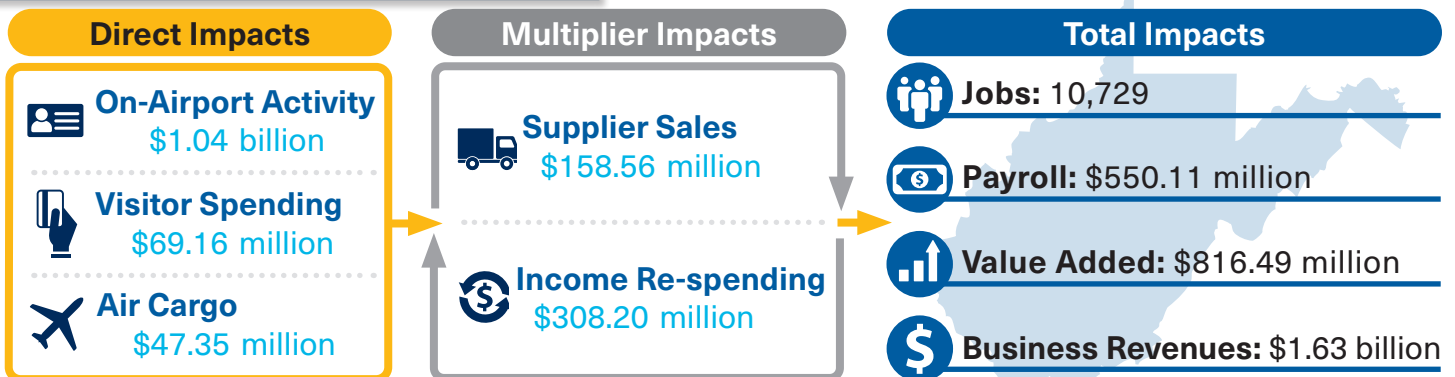
 **Jobs:** The number of employed people

 **Payroll:** The sum of compensation to workers (salaries, wages, and benefits) and proprietor income

 **Value Added:** The value contributed to a product or service provided by a firm or group of firms. Value added is aviation's contribution to West Virginia's Gross State Product (GSP)

 **Business Revenues:** An airport's total aviation-supported output including the sum of business sales and budget expenditures

Statewide Economic Impacts



Morgantown Municipal - Walter L. Bill Hart Field's Economic Impacts

	 Jobs	 Payroll	 Value Added	 Business Revenues
On-Airport Activity	130	\$6,804,000	\$10,265,000	\$21,662,000
Visitor Spending	54	\$1,345,000	\$2,183,000	\$4,268,000
Total Direct Impacts	184	\$8,149,000	\$12,448,000	\$25,931,000
Supplier Sales	50	\$2,519,000	\$4,016,000	\$7,991,000
Income Re-spending	59	\$2,516,000	\$3,762,000	\$7,860,000
Total Multiplier Impacts	109	\$5,035,000	\$7,778,000	\$15,851,000
Total	293	\$13,184,000	\$20,226,000	\$41,782,000

Notes: Totals may not add due to rounding. Metrics (jobs, payroll, value added, and business revenues) represent various components of an airport's economic impact and are not additive. Sources: WV AEIS Airport Manager Survey; Airport Tenant Survey; Commercial Air Passenger Survey; Transient GA Pilot & Passenger Survey, 2020; FAA 5010 Airport Master Record, FAA Terminal Area Forecast, Airline Data, Inc., 2019; Longwoods International, 2018; Calculations by EBP US using IMPLAN V.3 2018, 2021.

PKB

MID-OHIO VALLEY REGIONAL AIRPORT

Mid-Ohio Valley Regional Airport is a commercial service airport that provides scheduled airline service to Charlotte, North Carolina, through Contour Airlines. The airport also operates full-service general aviation (GA) facilities, including a recently remodeled pilot's lounge. The airport is equipped with a crosswind runway and supports all types of instrument approaches. This also makes the airport a popular training destination, as pilots-in-training can use the airport for all levels of licensure. The airport has goals to establish a full flight school at the facility and would convert the vacant former Army National Guard buildings on-site into classrooms and facilities. The Army National Guard is still on-site, employing over 200 people (some part-time), but recently moved to newer facilities. The airport builds strong community ties by hosting fly-ins, interacting with the Experimental Aircraft Association (EAA) Young Eagles, and offering a much-loved airport restaurant – Jerry's Fly Away Kitchen. It is not uncommon to have lines forming out the door on Sunday mornings for the freshly baked pies at the restaurant, which attracts aviation and non-aviation customers alike.

AIRPORT ACTIVITIES



**Career Training/
Flight Instruction**



**Corporate/
Business Activity**



**Police/Law
Enforcement**



**Military Exercises/
Training**



**Medical Transport/
Evacuation**

City: Parkersburg
(PKB is approximately 6 miles northeast)

County: Wood

Tourism Region: Mid-Ohio Valley

Ownership: Public

Primary Runway 03/21: 7,240' x 150'

AIRPORT CLASSIFICATION

Mid-Ohio Valley Regional Airport is one of seven commercial service airports in West Virginia's aviation system. Commercial service airports offer scheduled air carrier services and are critical access points to larger metropolitan areas in the state. These airports often facilitate travel between domestic and international destinations and accommodate a larger variety of users and services, including GA. The airport is classified by the Federal Aviation Administration (FAA) as a Nonprimary – Regional airport and is eligible for federal aviation funding through the Airport Improvement Program (AIP).




AVIATION'S ECONOMIC IMPACT


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Economic Impact Indicators

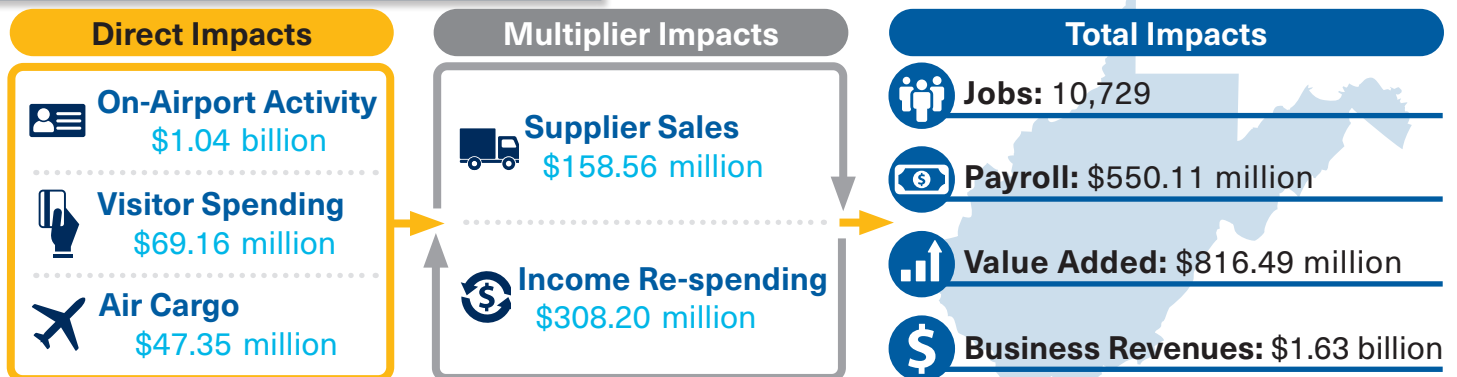
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 **Value Added:** The value contributed to a product or service provided by a firm or group of firms. Value added is aviation's contribution to West Virginia's Gross State Product (GSP)

 **Business Revenues:** An airport's total aviation-supported output including the sum of business sales and budget expenditures

Statewide Economic Impacts



Mid-Ohio Valley Regional Airport's Economic Impacts

	 Jobs	 Payroll	 Value Added	 Business Revenues
On-Airport Activity	580	\$61,448,000	\$73,128,000	\$92,139,000
Visitor Spending	24	\$554,000	\$934,000	\$1,889,000
Total Direct Impacts	604	\$62,001,000	\$74,062,000	\$94,028,000
Supplier Sales	96	\$4,580,000	\$7,471,000	\$15,300,000
Income Re-spending	350	\$13,819,000	\$20,659,000	\$44,635,000
Total Multiplier Impacts	446	\$18,399,000	\$28,130,000	\$59,935,000
Total	1,050	\$80,400,000	\$102,191,000	\$153,963,000

Notes: Totals may not add due to rounding. Metrics (jobs, payroll, value added, and business revenues) represent various components of an airport's economic impact and are not additive. Sources: WV AEIS Airport Manager Survey; Airport Tenant Survey; Commercial Air Passenger Survey; Transient GA Pilot & Passenger Survey, 2020; FAA 5010 Airport Master Record, FAA Terminal Area Forecast, Airline Data, Inc., 2019; Longwoods International, 2018; Calculations by EBP US using IMPLAN V.3 2018, 2021.

BLF

MERCER COUNTY AIRPORT

Mercer County Airport is a bustling general aviation (GA) facility located between Princeton and Bluefield that serves southern West Virginia and surrounding communities. The airport opened in 1954 and provided scheduled airline service until 2007. The airport works diligently to support business aviation by forming strong community and business partnerships with local agencies and the general public. In addition to an airport-managed fixed-base operator (FBO), the airport is home to Helicopter Powerline Services, a Federal Aviation Administration (FAA)-certified Part 133 operation that provides services for powerline construction, aerial sawing, and right-of-way management. The airport also attracts many visitors to the area for nearby recreational activities, including the ATV Hatfield & McCoy Trail System. An annual Coal Show brings international crowds to the area, and the aircraft parking apron fills up with visiting transient aircraft. The airport also hosts its own Annual Airshow, a six-year-running tradition that attracts visitors from surrounding communities and both entertains and educates them on the value of aviation. Airport staff are also active in educating students, and they visit local schools across the county by helicopter.



AIRPORT ACTIVITIES



**Corporate/
Business Activity**



Aerial Inspections



**Medical Transport/
Evacuation**



**Career Training/
Flight Instruction**



**Police/Law
Enforcement**

City: Bluefield
(BLF is approximately 3 miles NE)

County: Mercer

Tourism Region:
New River-Greenbrier Valley

Ownership: Public

Primary Runway 05/23:
4,743' x 100'

AIRPORT CLASSIFICATION

Mercer County Airport is one of 17 GA facilities in West Virginia's aviation system. GA airports serve as integral gateways to communities across the state and accommodate activities such as emergency medical operations, business and recreational operations, mail and cargo transportation, remote access, and many more. The airport is classified by the FAA as a Nonprimary – Regional airport and is eligible for federal aviation funding through the Airport Improvement Program (AIP).




AVIATION'S ECONOMIC IMPACT


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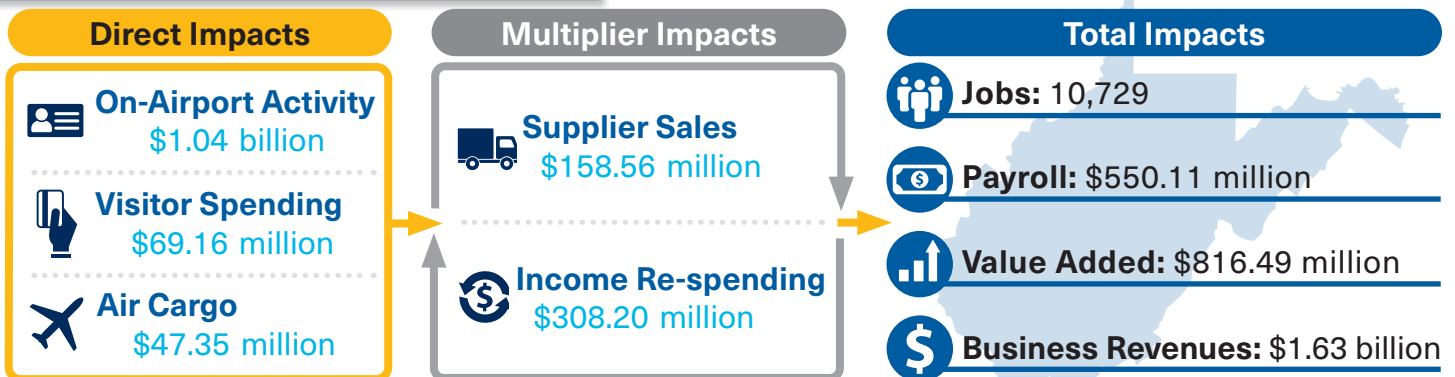
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 **Business Revenues:** An airport's total aviation-supported output including the sum of business sales and budget expenditures

Statewide Economic Impacts



Mercer County Airport's Economic Impacts

	 Jobs	 Payroll	 Value Added	 Business Revenues
On-Airport Activity	29	\$1,047,000	\$1,562,000	\$2,731,000
Visitor Spending	21	\$483,000	\$763,000	\$1,563,000
Total Direct Impacts	50	\$1,530,000	\$2,325,000	\$4,294,000
Supplier Sales	7	\$334,000	\$541,000	\$1,088,000
Income Re-spending	17	\$681,000	\$1,015,000	\$2,182,000
Total Multiplier Impacts	24	\$1,015,000	\$1,556,000	\$3,270,000
Total	74	\$2,545,000	\$3,881,000	\$7,564,000

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W22

UPSHUR COUNTY REGIONAL AIRPORT

Upshur County Regional Airport is a general aviation (GA) facility which provides services to Upshur and Lewis counties. The airport is located at an elevation of 1,635 feet above sea level, providing a nearly fog-free airport with visibility up to 20 miles in all directions. The current facility replaced the original landing strip in 1998, which was located at the base of the hill the airport currently sits on. The original landing strip was used by the nearby West Virginia Wesleyan College as a pilot pre-flight training facility for World War II. Today, Upshur County Regional Airport is used as a regional hub for multiple daily medical flights conducted by its tenant, HealthNet Aeromedical Services. HealthNet houses a 24/7 emergency response team at the airport to quickly transport patients to nearby medical facilities, cutting down transportation time to a quarter of what it would take by ground transport. The airport also serves as a base for operations related to interstate improvement coordination, aerial sawing, and rabies population control methods across the region.



City: Buckhannon
(W22 is approximately 2 miles west)

County: Upshur

Tourism Region: Mountain Lakes

Ownership: Public

Primary Runway 11/29: 4,201' x 75'

AIRPORT CLASSIFICATION

Upshur County Regional Airport is one of 17 GA facilities in West Virginia's aviation system. GA airports serve as integral gateways to communities across the state and accommodate activities such as emergency medical operations, business and recreational operations, mail and cargo transportation, remote access, and many more emergency medical services, civil air patrol, and land surveying. The airport is classified by the Federal Aviation Administration (FAA) as a Nonprimary – Unclassified airport and is eligible for federal aviation funding through the Airport Improvement Program (AIP).

AIRPORT ACTIVITIES



**Medical Transport/
Evacuation**



Sightseeing



**Corporate/
Business Activity**



Aerial Inspections



**Police/Law
Enforcement**




AVIATION'S ECONOMIC IMPACT


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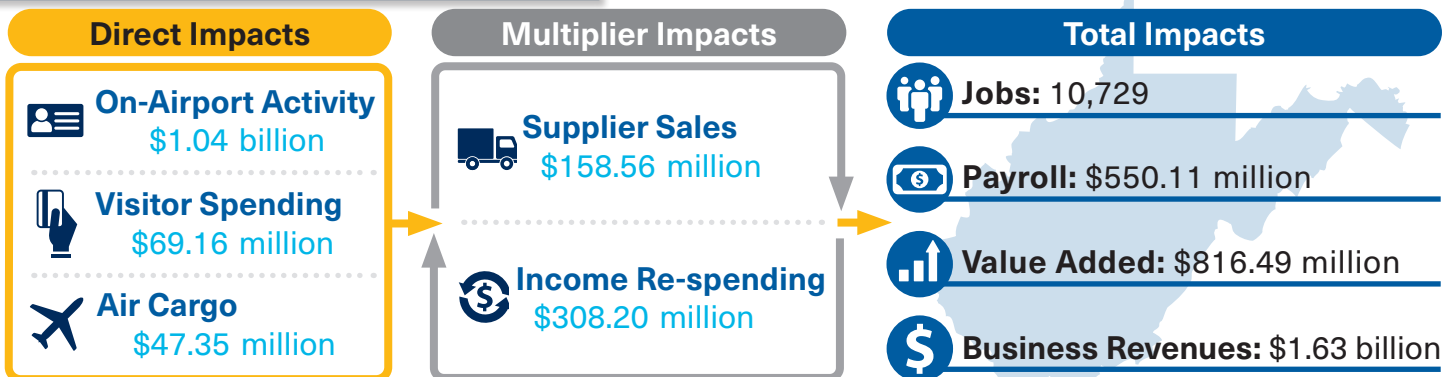
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Statewide Economic Impacts



Upshur County Regional Airport's Economic Impacts

	 Jobs	 Payroll	 Value Added	 Business Revenues
On-Airport Activity	25	\$1,887,000	\$2,512,000	\$5,024,000
Visitor Spending	2	\$52,000	\$83,000	\$173,000
Total Direct Impacts	27	\$1,939,000	\$2,595,000	\$5,198,000
Supplier Sales	8	\$383,000	\$628,000	\$1,305,000
Income Re-spending	12	\$459,000	\$686,000	\$1,509,000
Total Multiplier Impacts	20	\$842,000	\$1,314,000	\$2,815,000
Total	48	\$2,781,000	\$3,908,000	\$8,012,000

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CBE

GREATER CUMBERLAND REGIONAL AIRPORT

Greater Cumberland Regional Airport is a general aviation (GA) facility that not only serves the surrounding region in West Virginia, but because of its location, also serves nearby areas of Maryland and Pennsylvania. Greater Cumberland Regional Airport's tri-state service area makes it a unique airport in West Virginia's system. Historically, the airport served as the manufacturing and distribution site for one of America's first tire companies, whose original commercial center is still located on the airfield and has been redeveloped as hangar storage and administration offices for potential tenants. The airport's competitive facility rates and designation as a non-profit 501c (3) organization makes it a highly desirable location to base aircraft according to airport users in the tri-state area and beyond. The airport maintains a commercial-sized box hangar capable of housing several large itinerant and based aircraft.

City: Cumberland
(CBE is approximately 2 miles south)

County: Mineral

Tourism Region:
Potomac Highlands

Ownership: Public

Primary Runway 05/23:
5,047' x 150'



AIRPORT ACTIVITIES



Glider/Soaring



Corporate/
Business Activity



Search and Rescue/
Civil Air Patrol



Career Training/
Flight Instruction



Hunting/Fishing

AIRPORT CLASSIFICATION

Greater Cumberland Regional Airport is one of 17 GA facilities in West Virginia's aviation system. GA airports serve as integral gateways to communities across the state and accommodate activities such as emergency medical operations, business and recreational operations, mail and cargo transportation, remote access, and many more. The airport is classified by the Federal Aviation Administration (FAA) as a Nonprimary – Basic airport and is eligible for federal aviation funding through the Airport Improvement Program (AIP).




AVIATION'S ECONOMIC IMPACT


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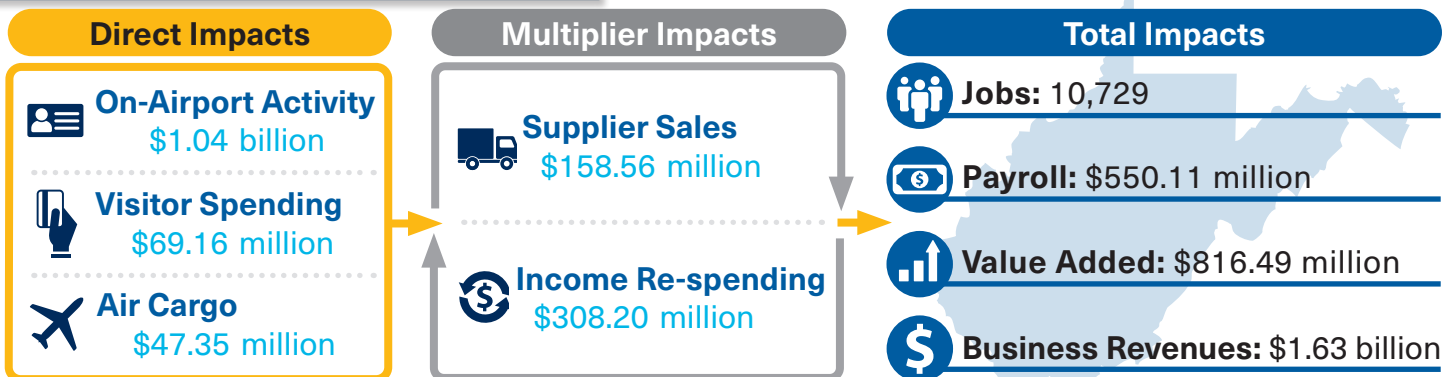
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 **Business Revenues:** An airport's total aviation-supported output including the sum of business sales and budget expenditures

Statewide Economic Impacts



Greater Cumberland Regional Airport's Economic Impacts

	 Jobs	 Payroll	 Value Added	 Business Revenues
On-Airport Activity	56	\$1,981,000	\$2,844,000	\$5,615,000
Visitor Spending	1	\$22,000	\$35,000	\$75,000
Total Direct Impacts	57	\$2,003,000	\$2,880,000	\$5,690,000
Supplier Sales	8	\$383,000	\$643,000	\$1,344,000
Income Re-spending	16	\$592,000	\$886,000	\$1,962,000
Total Multiplier Impacts	24	\$975,000	\$1,530,000	\$3,306,000
Total	81	\$2,978,000	\$4,409,000	\$8,996,000

Notes: Totals may not add due to rounding. Metrics (jobs, payroll, value added, and business revenues) represent various components of an airport's economic impact and are not additive. Sources: WV AEIS Airport Manager Survey; Airport Tenant Survey; Transient GA Pilot & Passenger Survey, 2020; FAA 5010 Airport Master Record, FAA Terminal Area Forecast, Airline Data, Inc., 2019; Longwoods International, 2018; Calculations by EBP US using IMPLAN V.3 2018, 2021.

EKN

ELKINS-RANDOLPH COUNTY - JENNINGS RANDOLPH FIELD

Elkins-Randolph County - Jennings Randolph Field is a general aviation (GA) facility located near some of West Virginia's most scenic landscape in the middle of the Appalachian Mountains. This area is a prime region for ski resorts and other outdoor activities such as hiking, camping, hunting, fishing, rafting, and kayaking. Elkins is also home to the headquarters of the famous Monongahela National Forest. Centrally located near several state parks, the airport serves as a gateway to a wide range of outdoor activities not found elsewhere in the state. The airport also serves a variety of activities including business aviation, flight instruction, military operations, medical transport, power and gas line aerial inspection and maintenance, and the state's wood technology industry. The Elkins Squadron of the Civil Air Patrol, Elkins Experimental Aircraft Association (EAA) Chapter 1530, and Elkins Pilots Club are also located at the airport.

AIRPORT ACTIVITIES



**Career Training/
Flight Instruction**



**Corporate/
Business Activity**



Skiing



**Police/Law
Enforcement**



Sightseeing

City: Elkins
(EKN is approximately 2 miles south)

County: Randolph

Tourism Region:
Potomac Highlands

Ownership: Public

Primary Runway 05/23:
4,501' x 75'



AIRPORT CLASSIFICATION

Elkins-Randolph County - Jennings Randolph Field is one of 17 GA facilities in West Virginia's aviation system. GA airports serve as integral gateways to communities across the state and accommodate activities such as emergency medical operations, business and recreational operations, mail and cargo transportation, remote access, and many more. The airport is classified by the Federal Aviation Administration (FAA) as a Nonprimary – Basic airport and is eligible for federal aviation funding through the Airport Improvement Program (AIP).




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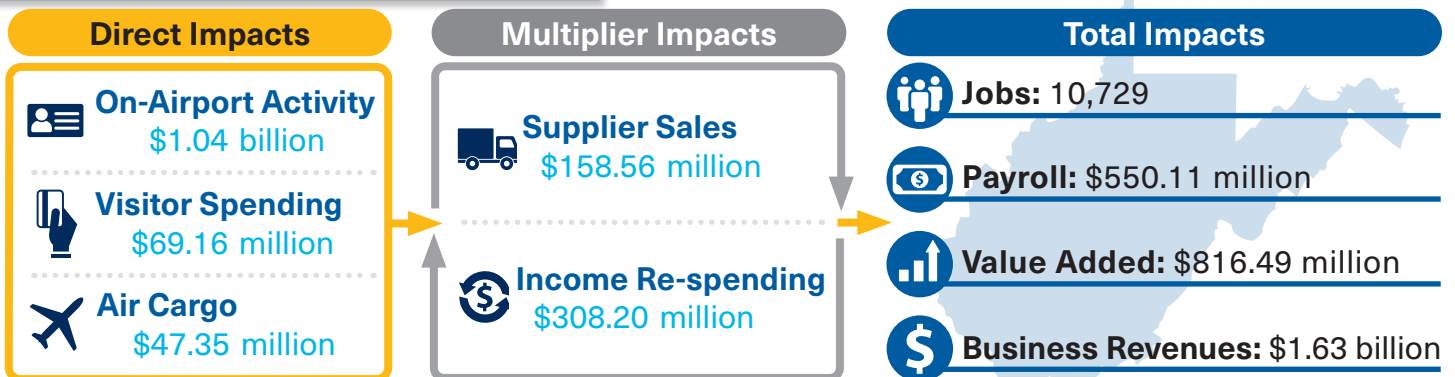
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 **Value Added:** The value contributed to a product or service provided by a firm or group of firms. Value added is aviation's contribution to West Virginia's Gross State Product (GSP)

 **Business Revenues:** An airport's total aviation-supported output including the sum of business sales and budget expenditures

Statewide Economic Impacts



Elkins-Randolph County - Jennings Randolph Field's Economic Impacts

	 Jobs	 Payroll	 Value Added	 Business Revenues
On-Airport Activity	76	\$3,819,000	\$5,515,000	\$8,837,000
Visitor Spending	3	\$66,000	\$108,000	\$217,000
Total Direct Impacts	79	\$3,884,000	\$5,623,000	\$9,054,000
Supplier Sales	17	\$667,000	\$1,057,000	\$2,293,000
Income Re-spending	27	\$1,010,000	\$1,513,000	\$3,361,000
Total Multiplier Impacts	44	\$1,676,000	\$2,570,000	\$5,654,000
Total	122	\$5,561,000	\$8,192,000	\$14,709,000

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4G7

FAIRMONT MUNICIPAL - FRANKMAN FIELD

Fairmont Municipal - Frankman Field is a general aviation (GA) airport that services business and recreational users. The airport's close proximity to numerous highway and interstate corridors, nearby accommodations, and restaurants make it an ideal airport for transient visitors. Fairmont Municipal - Frankman Field hosts monthly Experimental Aircraft Association (EAA) Chapter 849 meetings and the Chapter's Young Eagles program which introduces school-aged children to careers in aviation. The airport is also the site of a popular annual event, Aviation Day. On Aviation Day, the airport's gates are opened to the community to generate interest and support of aviation by providing free plane rides, hosting pilots within a 50-mile radius, having the local Civil Air Patrol Squadron participate, and demonstrating medical helicopters.

City: Fairmont
(4G7 is approximately 2 miles SW)

County: Marion

Tourism Region:
Mountaineer Country

Ownership: Public

Primary Runway 05/23:
2,965' x 75'



AIRPORT ACTIVITIES



Sightseeing



**Military
Exercises/Training**



Kayaking/Rafting



**Police/Law
Enforcement**



**Career Training/
Flight Instruction**

AIRPORT CLASSIFICATION

Fairmont Municipal - Frankman Field is one of 17 GA facilities in West Virginia's aviation system. GA airports serve as integral gateways to communities across the state and accommodate activities such as emergency medical operations, business and recreational operations, mail and cargo transportation, remote access, and many more. The airport is classified by the Federal Aviation Administration (FAA) as a Nonprimary - Local airport and is eligible for federal aviation funding through the Airport Improvement Program (AIP).




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Economic Impact Indicators

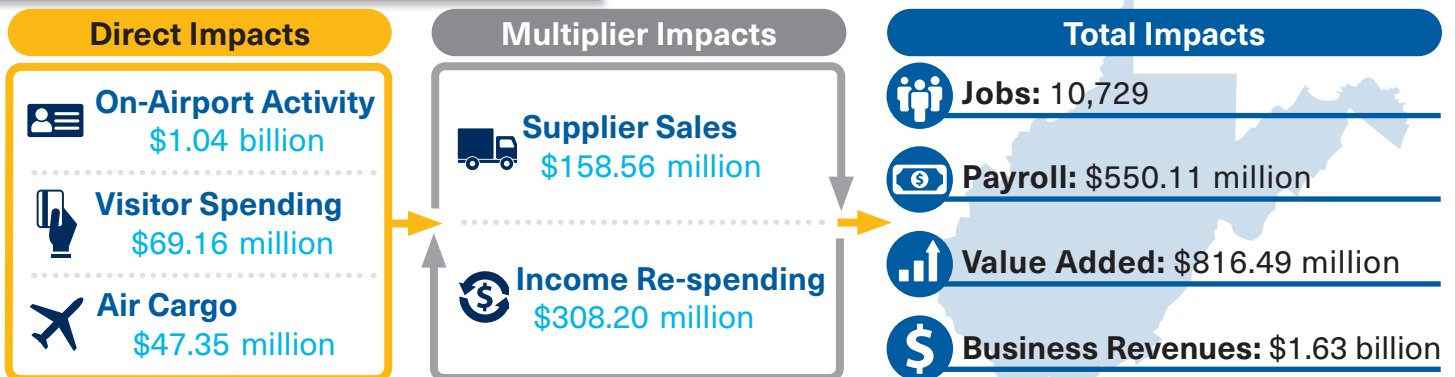
 **Jobs:** The number of employed people

 **Payroll:** The sum of compensation to workers (salaries, wages, and benefits) and proprietor income

 **Value Added:** The value contributed to a product or service provided by a firm or group of firms. Value added is aviation's contribution to West Virginia's Gross State Product (GSP)

 **Business Revenues:** An airport's total aviation-supported output including the sum of business sales and budget expenditures

Statewide Economic Impacts



Fairmont Municipal - Frankman Field's Economic Impacts

	 Jobs	 Payroll	 Value Added	 Business Revenues
On-Airport Activity	7	\$285,000	\$520,000	\$1,635,000
Visitor Spending	2	\$55,000	\$89,000	\$172,000
Total Direct Impacts	9	\$341,000	\$609,000	\$1,807,000
Supplier Sales	2	\$93,000	\$142,000	\$280,000
Income Re-spending	3	\$115,000	\$173,000	\$360,000
Total Multiplier Impacts	5	\$209,000	\$315,000	\$640,000
Total	13	\$549,000	\$924,000	\$2,447,000

Notes: Totals may not add due to rounding. Metrics (jobs, payroll, value added, and business revenues) represent various components of an airport's economic impact and are not additive. Sources: WV AEIS Airport Manager Survey; Airport Tenant Survey; Transient GA Pilot & Passenger Survey, 2020; FAA 5010 Airport Master Record, FAA Terminal Area Forecast, Airline Data, Inc., 2019; Longwoods International, 2018; Calculations by EBP US using IMPLAN V.3 2018, 2021.

6L4

LOGAN COUNTY AIRPORT

Given the nickname “the friendliest town in West Virginia,” Logan is home to the Logan County Airport. The airport is a general aviation (GA) facility that serves the surrounding business community, the Air National Guard, and recreational flyers. The Air National Guard is located off-airport nearby, and uses the airport for a number of trainings including dark operations. The airport has developed a strong relationship with the nearby community and hosts an annual Veteran Reunion Fly-In. Members of the community and veterans travel from all over the region for the event, particularly to see the UH-1B “Huey” Helicopter, nicknamed “Miss Fit,” that served in the Vietnam War. The veteran helicopter is owned by Marpat Aviation, a Federal Aviation Administration (FAA)-certified Part 145 Repair Station located at the airport, and is on display for airport visitors.

City: Logan
(6L4 is approximately 4 miles east)

County: Logan

Tourism Region:
Hatfield McCoy Mountains

Ownership: Public

Primary Runway 06/24:
3,605' x 75'



AIRPORT ACTIVITIES



Corporate/Business Activity



Medical Transport/ Evacuation



Aircraft Flight Testing



Career Training/ Flight Instruction



Aerial Inspections

AIRPORT CLASSIFICATION

Logan County Airport is one of 17 GA facilities in West Virginia's aviation system. GA airports serve as integral gateways to communities across the state and accommodate activities such as emergency medical operations, business and recreational operations, mail and cargo transportation, remote access, and many more. The airport is classified by the FAA as a Nonprimary – Basic airport and is eligible for federal aviation funding through the Airport Improvement Program (AIP).




AVIATION'S ECONOMIC IMPACT


The 2020 West Virginia Aviation Economic Impact Study (WV AEIS) was conducted using 2019 data to quantify the economic contributions of West Virginia's airport system to the state's economy. The 24 publicly owned airports in the state support the transportation of people, goods, and services to, from, and within the Mountain State. This generates quantitative economic value in the form of jobs, payroll, value added, and business revenues, but airports also enhance the quality of life for West Virginians by supporting air ambulance operations, remote access and evacuation, just-in-time deliveries of freight, aerial firefighting, aviation career opportunities, and much more.


Economic benefits are generated by on-airport activities including employment (e.g., airport administration and tenants) and capital improvements (e.g., construction). Economic impacts are also generated off-airport when money is spent by out-of-state visitors traveling to West Virginia via the state's seven commercial service airports and 17 GA airports, and when air cargo transported via the state's airports supports the operation of off-airport businesses.

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Economic Impact Indicators

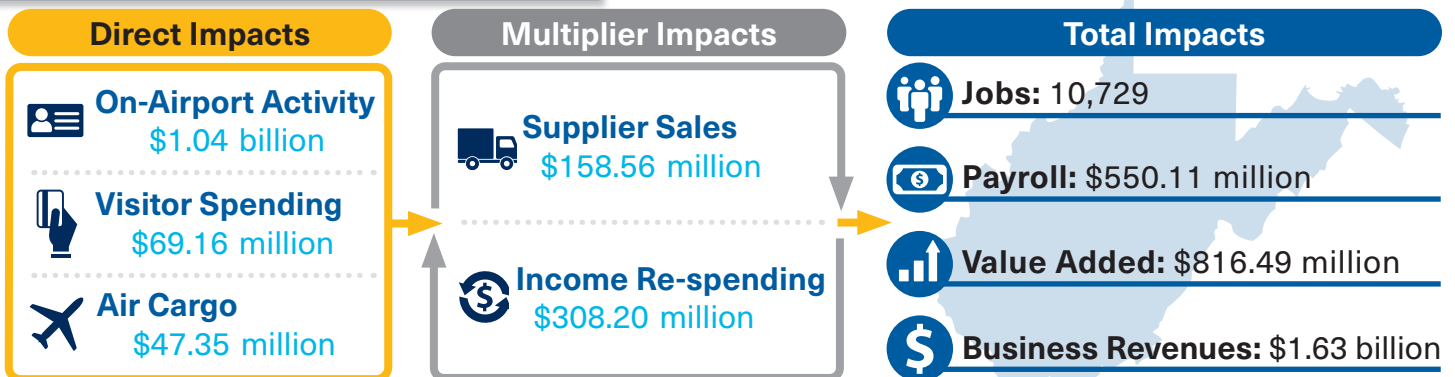
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 **Value Added:** The value contributed to a product or service provided by a firm or group of firms. Value added is aviation's contribution to West Virginia's Gross State Product (GSP)

 **Business Revenues:** An airport's total aviation-supported output including the sum of business sales and budget expenditures

Statewide Economic Impacts



Logan County Airport's Economic Impacts

	 Jobs	 Payroll	 Value Added	 Business Revenues
On-Airport Activity	20	\$851,000	\$1,240,000	\$2,397,000
Visitor Spending	1	\$12,000	\$19,000	\$41,000
Total Direct Impacts	21	\$863,000	\$1,260,000	\$2,438,000
Supplier Sales	4	\$173,000	\$289,000	\$582,000
Income Re-spending	5	\$194,000	\$290,000	\$630,000
Total Multiplier Impacts	9	\$368,000	\$579,000	\$1,212,000
Total	29	\$1,231,000	\$1,839,000	\$3,650,000

Notes: Totals may not add due to rounding. Metrics (jobs, payroll, value added, and business revenues) represent various components of an airport's economic impact and are not additive. Sources: WV AEIS Airport Manager Survey; Airport Tenant Survey; Transient GA Pilot & Passenger Survey, 2020; FAA 5010 Airport Master Record, FAA Terminal Area Forecast, Airline Data, Inc., 2019; Longwoods International, 2018; Calculations by EBP US using IMPLAN V.3 2018, 2021.

MRB

EASTERN WEST VIRGINIA REGIONAL/SHEPHERD FIELD

Eastern West Virginia Regional/Shepherd Field (MRB) serves fast-growing and relatively affluent communities in the Eastern Panhandle and in nearby Virginia, Maryland, and Pennsylvania. MRB is West Virginia's general aviation (GA) leader, being home to more based aircraft than any other airport. The facility offers a fixed-base operation (FBO) and in-house, Federal Aviation Administration (FAA)-Part 135-certified charter service using the "MRB Aviation" trade name. Possessing the longest, widest, and strongest runway in the state and designed for regular use by some of the world's largest aircraft, MRB frequently receives training visits by all branches of the military, including Presidential VIP transport. The West Virginia Air National Guard's 167th Airlift Wing at MRB maintains the state's largest airbase and conducts global strategic airlift operations. Martinsburg's desirable location attracts major investment by federal government agencies, along with data centers, distribution warehouses, and manufacturing plants. With proximity to numerous interstate corridors and intermodal transfer facilities, MRB offers more than 160 acres of developable land within the state's only on-airport Foreign Trade Zone. MRB is also home to two flight training companies, including an FAA Part 141-certified flight training school. Despite the pandemic, 2020 saw the Airport Authority welcome four new businesses and significant increases in aircraft takeoffs and landings, flight school training hours, fuel gallons sold, and charter trips booked.

AIRPORT ACTIVITIES



**Military
Exercises/Training**



**Corporate/Business
Activity**



**Career Training/
Flight Instruction**



**Medical Transport/
Evacuation**



**Location of
Community Facilities**

City: Martinsburg
(MRB is approximately 4 miles south)

County: Berkeley

Tourism Region:
Eastern Panhandle

Ownership: Public

Primary Runway 08/26:
8,815' x 150'



AIRPORT CLASSIFICATION

Eastern West Virginia Regional/Shepherd Field is one of 17 GA facilities in West Virginia's aviation system. GA airports serve as integral gateways to communities across the state and accommodate activities such as emergency medical operations, business and recreational operations, mail and cargo transportation, remote access, and many more. The airport is categorized by the Federal Aviation Administration (FAA) as a Reliever airport and is eligible for federal aviation funding through the Airport Improvement Program (AIP).




AVIATION'S ECONOMIC IMPACT


The 2020 West Virginia Aviation Economic Impact Study (WV AEIS) was conducted using 2019 data to quantify the economic contributions of West Virginia's airport system to the state's economy. The 24 publicly owned airports in the state support the transportation of people, goods, and services to, from, and within the Mountain State. This generates quantitative economic value in the form of jobs, payroll, value added, and business revenues, but airports also enhance the quality of life for West Virginians by supporting air ambulance operations, remote access and evacuation, just-in-time deliveries of freight, aerial firefighting, aviation career opportunities, and much more.


Economic benefits are generated by on-airport activities including employment (e.g., airport administration and tenants) and capital improvements (e.g., construction). Economic impacts are also generated off-airport when money is spent by out-of-state visitors traveling to West Virginia via the state's seven commercial service airports and 17 GA airports, and when air cargo transported via the state's airports supports the operation of off-airport businesses.

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Economic Impact Indicators

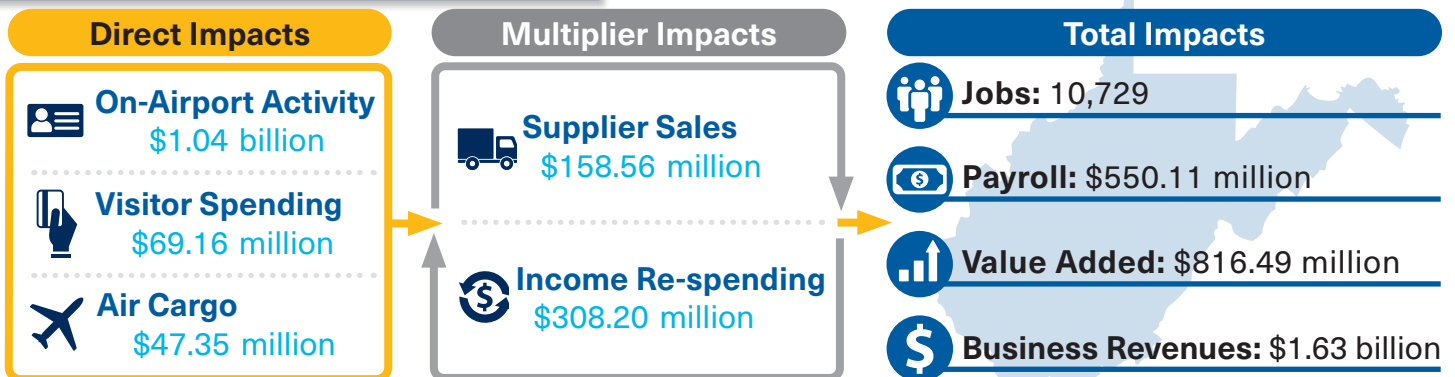
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 **Payroll:** The sum of compensation to workers (salaries, wages, and benefits) and proprietor income


 **Value Added:** The value contributed to a product or service provided by a firm or group of firms. Value added is aviation's contribution to West Virginia's Gross State Product (GSP)

 **Business Revenues:** An airport's total aviation-supported output including the sum of business sales and budget expenditures

Statewide Economic Impacts



Eastern West Virginia Regional/Shepherd Field's Economic Impacts

	 Jobs	 Payroll	 Value Added	 Business Revenues
On-Airport Activity	1,688	\$72,125,000	\$82,345,000	\$94,495,000
Visitor Spending	9	\$236,000	\$378,000	\$706,000
Total Direct Impacts	1,697	\$72,362,000	\$82,723,000	\$95,201,000
Supplier Sales	53	\$2,432,000	\$3,877,000	\$7,982,000
Income Re-spending	392	\$15,830,000	\$23,611,000	\$50,626,000
Total Multiplier Impacts	445	\$18,262,000	\$27,488,000	\$58,608,000
Total	2,142	\$90,623,000	\$110,211,000	\$153,809,000

Notes: Totals may not add due to rounding. Metrics (jobs, payroll, value added, and business revenues) represent various components of an airport's economic impact and are not additive. Sources: WV AEIS Airport Manager Survey; Airport Tenant Survey; Commercial Air Passenger Survey; Transient GA Pilot & Passenger Survey, 2020; FAA 5010 Airport Master Record, FAA Terminal Area Forecast, Airline Data, Inc., 2019; Longwoods International, 2018; Calculations by EBP US using IMPLAN V.3 2018, 2021.

MPG

MARSHALL COUNTY AIRPORT

Marshall County Airport is a general aviation (GA) facility located in the northern panhandle of the state. As an “uncontrolled” airfield (meaning its airspace is less restrictive), simple radio or visual communication is all that is needed to take off or land. This makes Marshall County Airport an ideal location for helicopter operations and recreational aircraft operations. Because of the advantages its location offers, West Virginia’s largest medical helicopter service established a base in 2018 that houses a helicopter and flight crew 24/7 to serve the surrounding communities. In recent years, the airport has proven an invaluable asset as a helicopter staging area for contractors in oil and gas development. Whatever the activity, the airport remains a reflection of the hospitable and hardworking nature of the citizens of Marshall County, providing a safe and inviting facility for the everyday flyer.

AIRPORT ACTIVITIES



**Military
Exercises/Training**



Aerial Inspections



**Aircraft Flight
Testing**



**Aerial Photography/
Surveying**



**Medical Transport/
Evacuation**

City: Moundsville
(MPG is approximately 3 miles south)

County: Marshall

Tourism Region:
Northern Panhandle

Ownership: Public

Primary Runway 06/24: 3,301' x 60'



AIRPORT CLASSIFICATION

Marshall County Airport is one of 17 GA facilities in West Virginia’s aviation system. GA airports serve as integral gateways to communities across the state and accommodate activities such as emergency medical operations, business and recreational operations, mail and cargo transportation, remote access, and many more. The airport is classified by the Federal Aviation Administration (FAA) as a Nonprimary – Local airport and is eligible for federal aviation funding through the Airport Improvement Program (AIP).



AVIATION'S ECONOMIC IMPACT

The 2020 West Virginia Aviation Economic Impact Study (WV AEIS) was conducted using 2019 data to quantify the economic contributions of West Virginia's airport system to the state's economy. The 24 publicly owned airports in the state support the transportation of people, goods, and services to, from, and within the Mountain State. This generates quantitative economic value in the form of jobs, payroll, value added, and business revenues, but airports also enhance the quality of life for West Virginians by supporting air ambulance operations, remote access and evacuation, just-in-time deliveries of freight, aerial firefighting, aviation career opportunities, and much more.

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Economic Impact Indicators

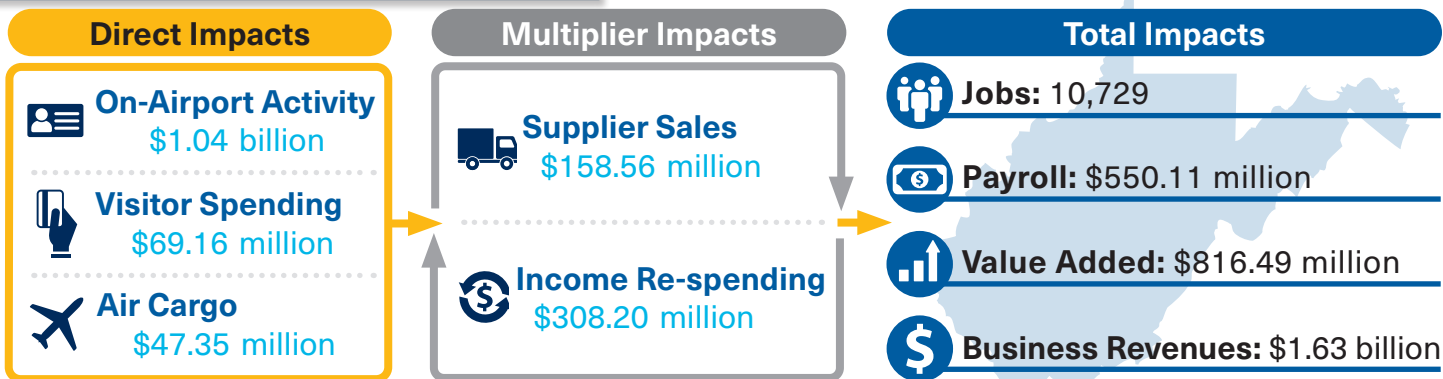
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Value Added: The value contributed to a product or service provided by a firm or group of firms. Value added is aviation's contribution to West Virginia's Gross State Product (GSP)

Business Revenues: An airport's total aviation-supported output including the sum of business sales and budget expenditures

Statewide Economic Impacts



Marshall County Airport's Economic Impacts

	Jobs	Payroll	Value Added	Business Revenues
On-Airport Activity	29	\$2,269,000	\$2,697,000	\$4,531,000
Visitor Spending	1	\$21,000	\$32,000	\$65,000
Total Direct Impacts	30	\$2,290,000	\$2,729,000	\$4,595,000
Supplier Sales	7	\$412,000	\$650,000	\$1,259,000
Income Re-spending	14	\$577,000	\$847,000	\$1,791,000
Total Multiplier Impacts	21	\$988,000	\$1,497,000	\$3,049,000
Total	51	\$3,279,000	\$4,226,000	\$7,645,000

Notes: Totals may not add due to rounding. Metrics (jobs, payroll, value added, and business revenues) represent various components of an airport's economic impact and are not additive. Sources: WV AEIS Airport Manager Survey; Airport Tenant Survey; Transient GA Pilot & Passenger Survey, 2020; FAA 5010 Airport Master Record, FAA Terminal Area Forecast, Airline Data, Inc., 2019; Longwoods International, 2018; Calculations by EBP US using IMPLAN V.3 2018, 2021.

W99

GRANT COUNTY AIRPORT

Grant County Airport is a general aviation (GA) facility located near the south branch of the Potomac River. The airport's location being adjacent to Cave Mountain provides optimal "lift" conditions that make it conducive to serve as one of the few glider flying and training operations in the state. Grant County Airport maintains the "Fly and Tie" camping site, where private planes can park on the field and use the airport-maintained campgrounds that include restroom and shower amenities. The airport also serves as the site for periodic military training operations specializing in nighttime operations. The surrounding region is known for a healthy forestry and lumber industry that the airport supports, including Allegheny Wood Products, a global leader of the hardwood industry using Appalachian hardwood species to produce their products.

City: Petersburg
(W99 is approximately 1 mile southwest)

County: Grant

Tourism Region:
Potomac Highlands

Ownership: Public

Primary Runway 13/31:
5,000' x 75'



AIRPORT ACTIVITIES



Glider/Soaring



Search and Rescue/
Civil Air Patrol



Location of
Community Facilities



Aircraft Flight
Testing



Military
Exercises/Training

AIRPORT CLASSIFICATION

Grant County Airport is one of 17 GA facilities in West Virginia's aviation system. GA airports serve as integral gateways to communities across the state and accommodate activities such as emergency medical operations, business and recreational operations, mail and cargo transportation, remote access, and many more. The airport is classified by the Federal Aviation Administration (FAA) as a Nonprimary – Basic airport and is eligible for federal aviation funding through the Airport Improvement Program (AIP).




AVIATION'S ECONOMIC IMPACT


The 2020 West Virginia Aviation Economic Impact Study (WV AEIS) was conducted using 2019 data to quantify the economic contributions of West Virginia's airport system to the state's economy. The 24 publicly owned airports in the state support the transportation of people, goods, and services to, from, and within the Mountain State. This generates quantitative economic value in the form of jobs, payroll, value added, and business revenues, but airports also enhance the quality of life for West Virginians by supporting air ambulance operations, remote access and evacuation, just-in-time deliveries of freight, aerial firefighting, aviation career opportunities, and much more.


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Economic Impact Indicators

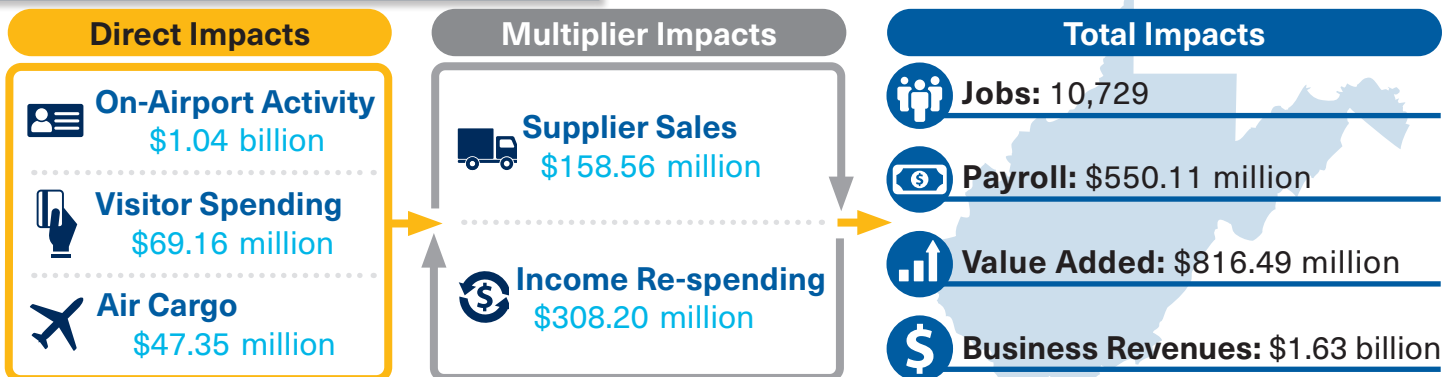
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 **Value Added:** The value contributed to a product or service provided by a firm or group of firms. Value added is aviation's contribution to West Virginia's Gross State Product (GSP)

 **Business Revenues:** An airport's total aviation-supported output including the sum of business sales and budget expenditures

Statewide Economic Impacts



Grant County Airport's Economic Impacts

	 Jobs	 Payroll	 Value Added	 Business Revenues
On-Airport Activity	6	\$120,000	\$170,000	\$429,000
Visitor Spending	7	\$146,000	\$240,000	\$483,000
Total Direct Impacts	13	\$267,000	\$410,000	\$912,000
Supplier Sales	2	\$81,000	\$126,000	\$264,000
Income Re-spending	2	\$87,000	\$131,000	\$290,000
Total Multiplier Impacts	4	\$168,000	\$257,000	\$554,000
Total	17	\$435,000	\$667,000	\$1,466,000

Notes: Totals may not add due to rounding. Metrics (jobs, payroll, value added, and business revenues) represent various components of an airport's economic impact and are not additive. Sources: WV AEIS Airport Manager Survey; Airport Tenant Survey; Transient GA Pilot & Passenger Survey, 2020; FAA 5010 Airport Master Record, FAA Terminal Area Forecast, Airline Data, Inc., 2019; Longwoods International, 2018; Calculations by EBP US using IMPLAN V.3 2018, 2021.

79D

PHILIPPI/BARBOUR COUNTY REGIONAL AIRPORT

Philippi/Barbour County Regional Airport is a general aviation (GA) facility situated atop a hill overlooking the Tygart Valley River. Rotor Blade, a company based in South Carolina, is a tenant of the airport and uses helicopters with large saw blade attachments to conduct aerial tree trimming, tree topping, and other vegetation management for the region. During the summer months, the airport is frequently used as a base of operations by law enforcement organizations, the local Civil Air Patrol Squadron, wildlife management agencies, and natural resource management representatives. Philippi/Barbour County Regional Airport's busiest months for GA activity take place during the regular sports season at Alderson Broaddus University where alumni, parents, and other supporters attend sporting events at the campus located approximately two miles away.

City: Philippi
(79D is approximately 2 miles NW)

County: Barbour

Tourism Region:
Mountaineer Country

Ownership: Public

Primary Runway 08/26:
3,275' x 60'



AIRPORT ACTIVITIES



**Corporate/Business
Activity**



Aerial Inspections



**Search and Rescue/
Civil Air Patrol**



Environmental Patrol



**Medical Transport/
Evacuation**

AIRPORT CLASSIFICATION

Philippi/Barbour County Regional Airport is one of 17 GA facilities in West Virginia's aviation system. GA airports serve as integral gateways to communities across the state and accommodate activities such as emergency medical operations, business and recreational operations, mail and cargo transportation, remote access, and many more. The airport is classified by the Federal Aviation Administration (FAA) as a Nonprimary – Basic airport and is eligible for federal aviation funding through the Airport Improvement Program (AIP).




AVIATION'S ECONOMIC IMPACT


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Economic Impact Indicators

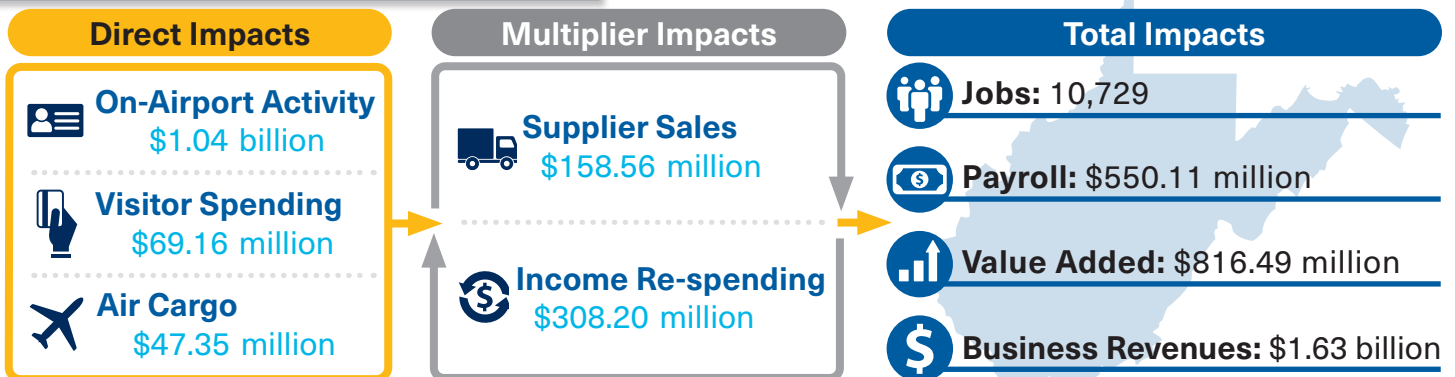
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 **Payroll:** The sum of compensation to workers (salaries, wages, and benefits) and proprietor income

 **Value Added:** The value contributed to a product or service provided by a firm or group of firms. Value added is aviation's contribution to West Virginia's Gross State Product (GSP)

 **Business Revenues:** An airport's total aviation-supported output including the sum of business sales and budget expenditures

Statewide Economic Impacts



Philippi/Barbour County Regional Airport's Economic Impacts

	 Jobs	 Payroll	 Value Added	 Business Revenues
On-Airport Activity	6	\$270,000	\$329,000	\$432,000
Visitor Spending	-	\$3,000	\$5,000	\$10,000
Total Direct Impacts	6	\$273,000	\$334,000	\$442,000
Supplier Sales	1	\$28,000	\$49,000	\$96,000
Income Re-spending	3	\$106,000	\$159,000	\$338,000
Total Multiplier Impacts	4	\$134,000	\$208,000	\$434,000
Total	9	\$408,000	\$542,000	\$876,000

Notes: Totals may not add due to rounding. Metrics (jobs, payroll, value added, and business revenues) represent various components of an airport's economic impact and are not additive. Where the table indicates no jobs but also includes estimates for payroll, value added, and business revenues, individuals worked less than half-time on airport-related activities. Sources: WV AEIS Airport Manager Survey; Airport Tenant Survey; Transient GA Pilot & Passenger Survey, 2020; FAA 5010 Airport Master Record, FAA Terminal Area Forecast, Airline Data, Inc., 2019; Longwoods International, 2018; Calculations by EBP US using IMPLAN V.3 2018, 2021.

I16

KEE FIELD

Kee Field is located in Pineville and is a general aviation (GA) facility serving the surrounding region and community. The airport is well maintained and favored by pilots who know that when they fly into Kee Field, they will always be met with a smile and made to feel welcome. The airport has even been known to provide an impromptu taxi service with their own personal vehicle if they know a visitor needs a ride into town or nearby. The airport sees a healthy amount of interstate traffic for its size due to its friendly service and low rates.

City: Pineville
(I16 is approximately 2 miles NW)

County: Wyoming

Tourism Region:
New River-Greenbrier Valley

Ownership: Public

Primary Runway 08/26:
3,701' x 60'



AIRPORT ACTIVITIES



Corporate/Business Activity



Hunting/Fishing



Sightseeing



Aerial Inspections



Police/Law Enforcement

AIRPORT CLASSIFICATION

Kee Field is one of 17 GA facilities in West Virginia's aviation system. GA airports serve as integral gateways to communities across the state and accommodate activities such as emergency medical operations, business and recreational operations, mail and cargo transportation, remote access, and many more. The airport is classified by the Federal Aviation Administration (FAA) as a Nonprimary – Unclassified airport and is eligible for federal aviation funding through the Airport Improvement Program (AIP).




AVIATION'S ECONOMIC IMPACT


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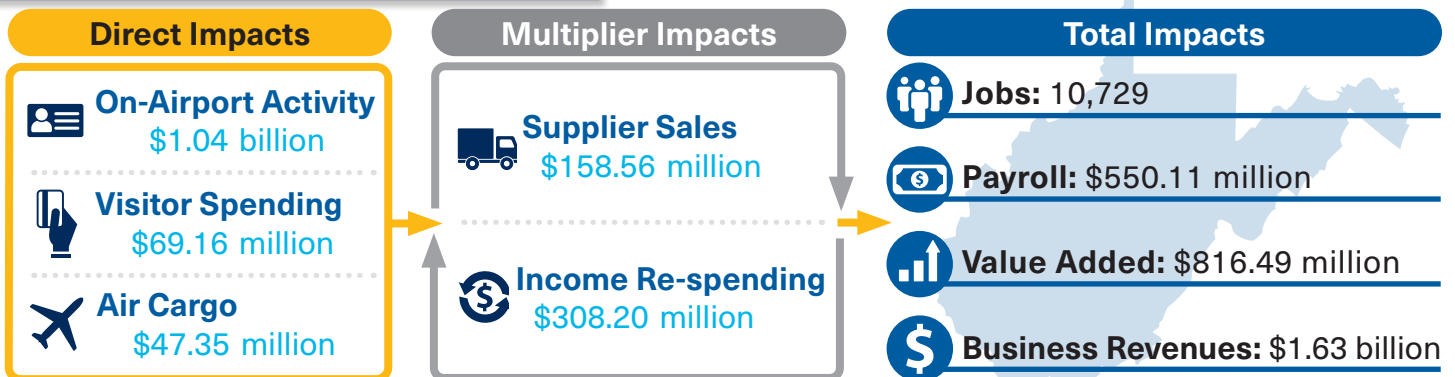
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 **Business Revenues:** An airport's total aviation-supported output including the sum of business sales and budget expenditures

Statewide Economic Impacts



Kee Field's Economic Impacts

	 Jobs	 Payroll	 Value Added	 Business Revenues
On-Airport Activity	1	\$43,000	\$53,000	\$75,000
Visitor Spending	-	\$2,000	\$3,000	\$5,000
Total Direct Impacts	1	\$44,000	\$55,000	\$80,000
Supplier Sales	-	\$11,000	\$16,000	\$31,000
Income Re-spending	-	\$9,000	\$14,000	\$29,000
Total Multiplier Impacts	-	\$20,000	\$29,000	\$60,000
Total	2	\$64,000	\$85,000	\$141,000

Notes: Totals may not add due to rounding. Metrics (jobs, payroll, value added, and business revenues) represent various components of an airport's economic impact and are not additive. Where the table indicates no jobs but also includes estimates for payroll, value added, and business revenues, individuals worked less than half-time on airport-related activities. Sources: WV AEIS Airport Manager Survey; Transient GA Pilot & Passenger Survey, 2020; FAA 5010 Airport Master Record, FAA Terminal Area Forecast, Airline Data, Inc., 2019; Longwoods International, 2018; Calculations by EBP US using IMPLAN V.3 2018, 2021.

312

MASON COUNTY AIRPORT

Mason County Airport is a general aviation (GA) facility located near the Ohio border. The airport's fixed-base operator (FBO) is operated by a mother-and-son duo who are dedicated to maintaining the airport and serving the GA community. Recreational flyers use the airport most frequently, but it also occasionally supports business activity in the region. Memories from victorious "first flights" dating back to the 1970s are displayed on the walls of the pilot lounge using pictures and handwritten notes from new pilots. Decades later, memories are still being made at the airport, with free airplane rides offered on Mother's Day and other community events, bringing people to the airport. The airport has a lot of history and continues to contribute to the community.

City: Point Pleasant
(312 is approximately 4 miles NE)

County: Mason

Tourism Region: Metro Valley

Ownership: Public

Primary Runway 07/25:
4,000' x 75'



AIRPORT ACTIVITIES



Kayaking/Rafting



Corporate/Business Activity



Medical Transport/ Evacuation



Aerial Photography/ Surveying



Career Training/ Flight Instruction

AIRPORT CLASSIFICATION

Mason County Airport is one of 17 GA facilities in West Virginia's aviation system. GA airports serve as integral gateways to communities across the state and accommodate activities such as emergency medical operations, business and recreational operations, mail and cargo transportation, remote access, and many more. The airport is classified by the Federal Aviation Administration (FAA) as a Nonprimary – Basic airport and is eligible for federal aviation funding through the Airport Improvement Program (AIP).




AVIATION'S ECONOMIC IMPACT


The 2020 West Virginia Aviation Economic Impact Study (WV AEIS) was conducted using 2019 data to quantify the economic contributions of West Virginia's airport system to the state's economy. The 24 publicly owned airports in the state support the transportation of people, goods, and services to, from, and within the Mountain State. This generates quantitative economic value in the form of jobs, payroll, value added, and business revenues, but airports also enhance the quality of life for West Virginians by supporting air ambulance operations, remote access and evacuation, just-in-time deliveries of freight, aerial firefighting, aviation career opportunities, and much more.


Economic benefits are generated by on-airport activities including employment (e.g., airport administration and tenants) and capital improvements (e.g., construction). Economic impacts are also generated off-airport when money is spent by out-of-state visitors traveling to West Virginia via the state's seven commercial service airports and 17 GA airports, and when air cargo transported via the state's airports supports the operation of off-airport businesses.

This initial economic activity, known as direct impacts, generates additional impacts as money flows through the economy. These "multiplier" effects result when a portion of direct business revenues are used to purchase goods and services in West Virginia (called supplier sales) and payroll is re-spent within the state (called income re-spending). In addition, direct impacts for on-airport activities and visitor spending also generate \$75.5 million in tax impacts annually.

Economic Impact Indicators

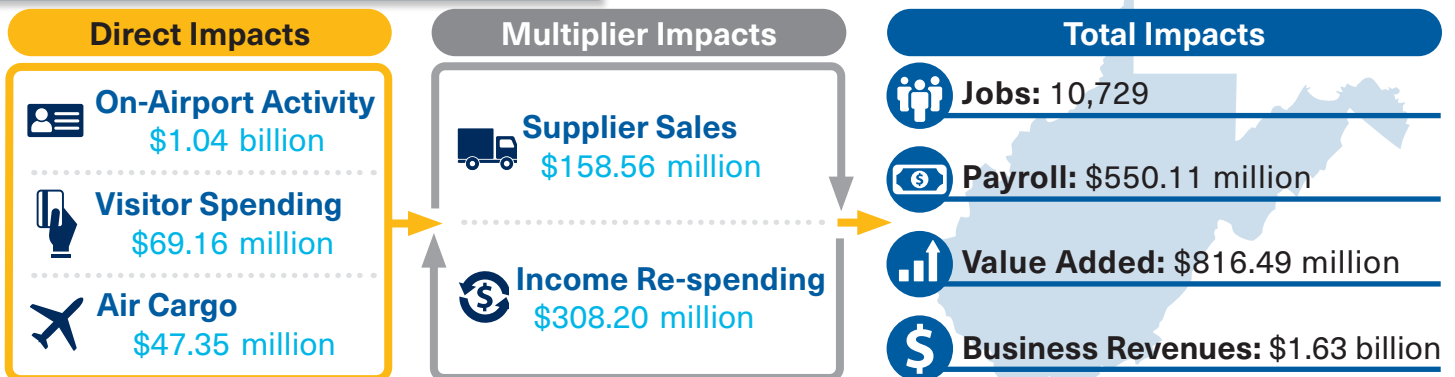
 **Jobs:** The number of employed people

 **Payroll:** The sum of compensation to workers (salaries, wages, and benefits) and proprietor income

 **Value Added:** The value contributed to a product or service provided by a firm or group of firms. Value added is aviation's contribution to West Virginia's Gross State Product (GSP)

 **Business Revenues:** An airport's total aviation-supported output including the sum of business sales and budget expenditures

Statewide Economic Impacts



Mason County Airport's Economic Impacts

	 Jobs	 Payroll	 Value Added	 Business Revenues
On-Airport Activity	4	\$191,000	\$288,000	\$451,000
Visitor Spending	-	\$2,000	\$2,000	\$5,000
Total Direct Impacts	4	\$192,000	\$291,000	\$456,000
Supplier Sales	1	\$31,000	\$53,000	\$101,000
Income Re-spending	1	\$51,000	\$76,000	\$154,000
Total Multiplier Impacts	2	\$82,000	\$129,000	\$255,000
Total	6	\$274,000	\$420,000	\$711,000

Notes: Totals may not add due to rounding. Metrics (jobs, payroll, value added, and business revenues) represent various components of an airport's economic impact and are not additive. Where the table indicates no jobs but also includes estimates for payroll, value added, and business revenues, individuals worked less than half-time on airport-related activities. Sources: WV AEIS Airport Manager Survey; Transient GA Pilot & Passenger Survey, 2020; FAA 5010 Airport Master Record, FAA Terminal Area Forecast, Airline Data, Inc., 2019; Longwoods International, 2018; Calculations by EBP US using IMPLAN V.3 2018, 2021.

I18

JACKSON COUNTY AIRPORT

Jackson County Airport, known as “the Friendly Airport,” is located near the northwest border of West Virginia, near the Ohio River. The airport supports business and general aviation (GA) activity and has flight training and maintenance facilities on the field. The airport offers full-service and self-service fueling options. Business aircrafts use the airport to access the nearby industrial park and other businesses in the region. Jackson County Airport promotes strong community relations by being innovative when hosting community events and will often have local flight instructors provide recreational rides to the public.

City: Ravenswood
(I18 is approximately 6 miles SW)

County: Jackson

Tourism Region:
Mid-Ohio Valley

Ownership: Public

Primary Runway 04/22:
4,000' x 75'



AIRPORT ACTIVITIES



Medical Transport/
Evacuation



Corporate/Business
Activity



Military
Exercises/Training



Location of
Community Facilities



Career Training/
Flight Instruction

AIRPORT CLASSIFICATION

Jackson County Airport is one of 17 GA facilities in West Virginia's aviation system. GA airports serve as integral gateways to communities across the state and accommodate activities such as emergency medical operations, business and recreational operations, mail and cargo transportation, remote access, and many more. The airport is classified by the Federal Aviation Administration (FAA) as a Nonprimary – Local airport and is eligible for federal aviation funding through the Airport Improvement Program (AIP).




AVIATION'S ECONOMIC IMPACT


The 2020 West Virginia Aviation Economic Impact Study (WV AEIS) was conducted using 2019 data to quantify the economic contributions of West Virginia's airport system to the state's economy. The 24 publicly owned airports in the state support the transportation of people, goods, and services to, from, and within the Mountain State. This generates quantitative economic value in the form of jobs, payroll, value added, and business revenues, but airports also enhance the quality of life for West Virginians by supporting air ambulance operations, remote access and evacuation, just-in-time deliveries of freight, aerial firefighting, aviation career opportunities, and much more.


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Economic Impact Indicators

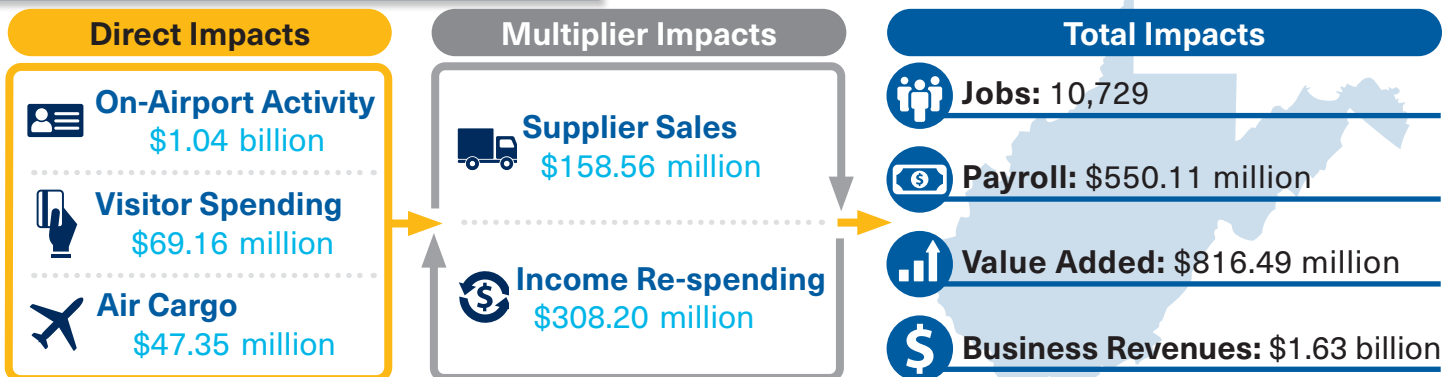
 **Jobs:** The number of employed people

 **Payroll:** The sum of compensation to workers (salaries, wages, and benefits) and proprietor income

 **Value Added:** The value contributed to a product or service provided by a firm or group of firms. Value added is aviation's contribution to West Virginia's Gross State Product (GSP)

 **Business Revenues:** An airport's total aviation-supported output including the sum of business sales and budget expenditures

Statewide Economic Impacts



Jackson County Airport's Economic Impacts

	 Jobs	 Payroll	 Value Added	 Business Revenues
On-Airport Activity	26	\$1,839,000	\$2,197,000	\$4,207,000
Visitor Spending	5	\$122,000	\$202,000	\$404,000
Total Direct Impacts	31	\$1,961,000	\$2,399,000	\$4,612,000
Supplier Sales	8	\$390,000	\$645,000	\$1,289,000
Income Re-spending	14	\$545,000	\$814,000	\$1,757,000
Total Multiplier Impacts	22	\$935,000	\$1,459,000	\$3,046,000
Total	53	\$2,896,000	\$3,857,000	\$7,658,000

Notes: Totals may not add due to rounding. Metrics (jobs, payroll, value added, and business revenues) represent various components of an airport's economic impact and are not additive. Sources: WV AEIS Airport Manager Survey; Airport Tenant Survey; Transient GA Pilot & Passenger Survey, 2020; FAA 5010 Airport Master Record, FAA Terminal Area Forecast, Airline Data, Inc., 2019; Longwoods International, 2018; Calculations by EBP US using IMPLAN V.3 2018, 2021.

SXL

SUMMERSVILLE AIRPORT

Summersville Airport is a general aviation (GA) facility that provides a gateway to some of the more popular outdoor recreational opportunities in the state, particularly for summer recreation along the Gauley River and Summersville Lake. The river is known for its rapids and attracts kayakers from all over the region. The airport recently started offering AvGas and the Airport Board continues to work hard to advance the airport and bring in community support.

City: Summersville
(SXL is approximately 3 miles south)

County: Nicholas

Tourism Region:
Mountain Lakes

Ownership: Public

Primary Runway 05/22:
3,015' x 50'



AIRPORT ACTIVITIES



Sightseeing



Kayaking/Rafting



Hunting/Fishing



Mountaineering



Corporate/Business
Activity

AIRPORT CLASSIFICATION

Summersville Airport is one of 17 GA facilities in West Virginia's aviation system. GA airports serve as integral gateways to communities across the state and accommodate activities such as emergency medical operations, business and recreational operations, mail and cargo transportation, remote access, and many more. The airport is classified by the Federal Aviation Administration (FAA) as a Nonprimary – Basic airport and is eligible for federal aviation funding through the Airport Improvement Program (AIP).




AVIATION'S ECONOMIC IMPACT


The 2020 West Virginia Aviation Economic Impact Study (WV AEIS) was conducted using 2019 data to quantify the economic contributions of West Virginia's airport system to the state's economy. The 24 publicly owned airports in the state support the transportation of people, goods, and services to, from, and within the Mountain State. This generates quantitative economic value in the form of jobs, payroll, value added, and business revenues, but airports also enhance the quality of life for West Virginians by supporting air ambulance operations, remote access and evacuation, just-in-time deliveries of freight, aerial firefighting, aviation career opportunities, and much more.


Economic benefits are generated by on-airport activities including employment (e.g., airport administration and tenants) and capital improvements (e.g., construction). Economic impacts are also generated off-airport when money is spent by out-of-state visitors traveling to West Virginia via the state's seven commercial service airports and 17 GA airports, and when air cargo transported via the state's airports supports the operation of off-airport businesses.

This initial economic activity, known as direct impacts, generates additional impacts as money flows through the economy. These "multiplier" effects result when a portion of direct business revenues are used to purchase goods and services in West Virginia (called supplier sales) and payroll is re-spent within the state (called income re-spending). In addition, direct impacts for on-airport activities and visitor spending also generate \$75.5 million in tax impacts annually.

Economic Impact Indicators

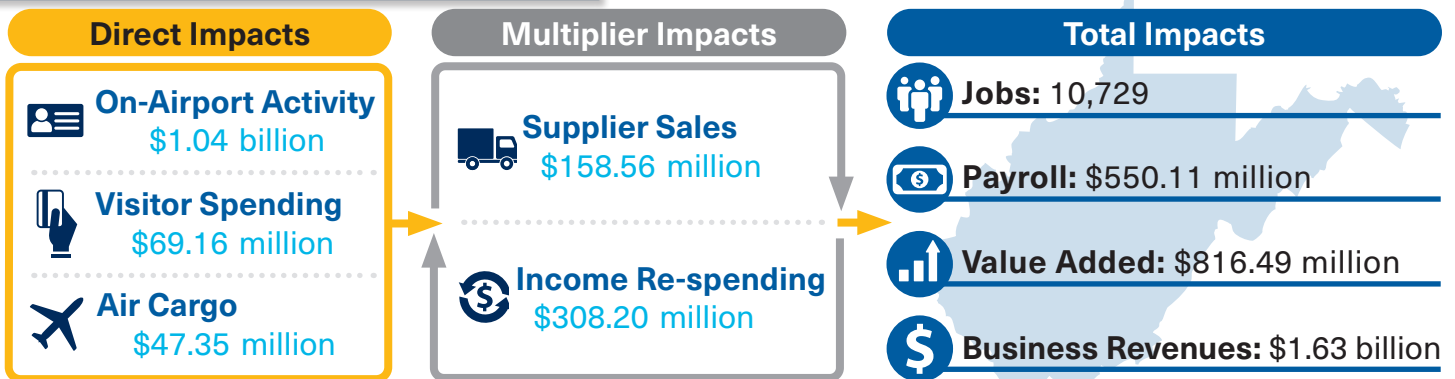
 **Jobs:** The number of employed people

 **Payroll:** The sum of compensation to workers (salaries, wages, and benefits) and proprietor income

 **Value Added:** The value contributed to a product or service provided by a firm or group of firms. Value added is aviation's contribution to West Virginia's Gross State Product (GSP)

 **Business Revenues:** An airport's total aviation-supported output including the sum of business sales and budget expenditures

Statewide Economic Impacts



Summersville Airport's Economic Impacts

	 Jobs	 Payroll	 Value Added	 Business Revenues
On-Airport Activity	-	-	\$8,000	\$20,000
Visitor Spending	-	\$1,000	\$2,000	\$4,000
Total Direct Impacts	-	\$1,000	\$10,000	\$24,000
Supplier Sales	-	\$3,000	\$5,000	\$10,000
Income Re-spending	-	\$3,000	\$4,000	\$9,000
Total Multiplier Impacts	-	\$6,000	\$9,000	\$19,000
Total	-	\$7,000	\$19,000	\$43,000

Notes: Totals may not add due to rounding. Where the table indicates no jobs but also includes estimates for payroll, value added, and business revenues, individuals worked less than half-time on airport-related activities. Metrics (jobs, payroll, value added, and business revenues) represent various components of an airport's economic impact and are not additive. Sources: WV AEIS Airport Manager Survey; Airport Tenant Survey; Commercial Air Passenger Survey; Transient GA Pilot & Passenger Survey, 2020; FAA 5010 Airport Master Record, FAA Terminal Area Forecast, Airline Data, Inc., 2019; Longwoods International, 2018; Calculations by EBP US using IMPLAN V.3 2018, 2021.

481

BRAXTON COUNTY AIRPORT

Braxton County Airport is a general aviation (GA) facility that serves business and recreational users. The airport sees a high percentage of transient or interstate operations due to its unique geographic location of being in the center of the state, and is less than a two-hour drive to several bordering state lines. Because of its central location, the town of Sutton hosts a number of corporate trainings and events throughout the year, which bring considerable traffic through the airport. The airport is growing to meet this corporate demand by expanding hangar space for current based aircraft tenants and expanding the facilities for transient aircraft. The airport has also hosted film crews in the past who were filming aerial footage of the area for a documentary that premiered on Netflix.

City: Sutton
(481 is approximately 3 miles east)

County: Braxton

Tourism Region:
Mountain Lakes

Ownership: Public

Primary Runway 02/20:
3,995' x 60'



AIRPORT ACTIVITIES



Sightseeing



**Corporate/
Business Activity**



Aerial Inspections



**Aerial Photography/
Surveying**



**Location of
Community Facilities**

AIRPORT CLASSIFICATION

Braxton County Airport is one of 17 GA facilities in West Virginia's aviation system. GA airports serve as integral gateways to communities across the state and accommodate activities such as emergency medical operations, business and recreational operations, mail and cargo transportation, remote access, and many more. The airport is classified by the Federal Aviation Administration (FAA) as a Nonprimary – Basic airport and is eligible for federal aviation funding through the Airport Improvement Program (AIP).




AVIATION'S ECONOMIC IMPACT


The 2020 West Virginia Aviation Economic Impact Study (WV AEIS) was conducted using 2019 data to quantify the economic contributions of West Virginia's airport system to the state's economy. The 24 publicly owned airports in the state support the transportation of people, goods, and services to, from, and within the Mountain State. This generates quantitative economic value in the form of jobs, payroll, value added, and business revenues, but airports also enhance the quality of life for West Virginians by supporting air ambulance operations, remote access and evacuation, just-in-time deliveries of freight, aerial firefighting, aviation career opportunities, and much more.


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Economic Impact Indicators

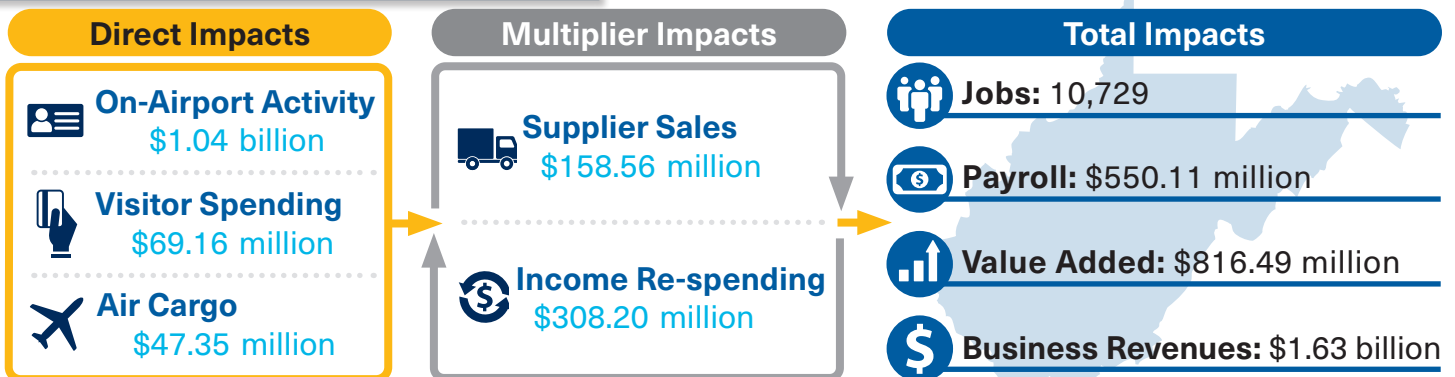
 **Jobs:** The number of employed people

 **Payroll:** The sum of compensation to workers (salaries, wages, and benefits) and proprietor income

 **Value Added:** The value contributed to a product or service provided by a firm or group of firms. Value added is aviation's contribution to West Virginia's Gross State Product (GSP)

 **Business Revenues:** An airport's total aviation-supported output including the sum of business sales and budget expenditures

Statewide Economic Impacts



Braxton County Airport's Economic Impacts

	 Jobs	 Payroll	 Value Added	 Business Revenues
On-Airport Activity	3	\$19,000	\$24,000	\$118,000
Visitor Spending	-	\$8,000	\$12,000	\$26,000
Total Direct Impacts	3	\$27,000	\$36,000	\$144,000
Supplier Sales	-	\$18,000	\$27,000	\$57,000
Income Re-spending	-	\$16,000	\$24,000	\$52,000
Total Multiplier Impacts	-	\$34,000	\$51,000	\$109,000
Total	4	\$61,000	\$87,000	\$253,000

Notes: Totals may not add due to rounding. Metrics (jobs, payroll, value added, and business revenues) represent various components of an airport's economic impact and are not additive. Where the table indicates no jobs but also includes estimates for payroll, value added, and business revenues, individuals worked less than half-time on airport-related activities. Sources: WV AEIS Airport Manager Survey; Transient GA Pilot & Passenger Survey, 2020; FAA 5010 Airport Master Record, FAA Terminal Area Forecast, Airline Data, Inc., 2019; Longwoods International, 2018; Calculations by EBP US using IMPLAN V.3 2018, 2021.

HLG

WHEELING OHIO COUNTY AIRPORT

Wheeling Ohio County Airport is a general aviation (GA) facility located in proximity to the Ohio River, which separates Ohio and West Virginia and the Pennsylvania/West Virginia state line. The airport's location allows it to serve communities from all three states. The airport is praised for its local aviation history museum which highlights the region's contributions during World War II, the days in which the airport provided commercial service flights, and the famous political figures who have visited in the past. The presence of an air traffic control tower is ideal for student pilots from aviation programs at Ohio University to train within controlled airspace. Wheeling Ohio County Airport serves as a reliever for medical evacuation operations due to its proximity to Wheeling Hospital and frequently accommodates corporate and business activity in the area.

City: Wheeling
(HLG is approximately 8 miles NE)

County: Ohio

Tourism Region:
Northern Panhandle

Ownership: Public

Primary Runway 03/21:
5,002' x 150'



AIRPORT ACTIVITIES



**Corporate/Business
Activity**



**Military
Exercises/Training**



**Search and Rescue/
Civil Air Patrol**



**Location of
Community Facilities**



**Career Training/
Flight Instruction**

AIRPORT CLASSIFICATION

Wheeling Ohio County Airport is one of 17 GA facilities in West Virginia's aviation system. GA airports serve as integral gateways to communities across the state and accommodate activities such as emergency medical operations, business and recreational operations, mail and cargo transportation, remote access, and many more. The airport is classified by the Federal Aviation Administration (FAA) as a Nonprimary – Regional airport and is eligible for federal aviation funding through the Airport Improvement Program (AIP).




AVIATION'S ECONOMIC IMPACT


The 2020 West Virginia Aviation Economic Impact Study (WV AEIS) was conducted using 2019 data to quantify the economic contributions of West Virginia's airport system to the state's economy. The 24 publicly owned airports in the state support the transportation of people, goods, and services to, from, and within the Mountain State. This generates quantitative economic value in the form of jobs, payroll, value added, and business revenues, but airports also enhance the quality of life for West Virginians by supporting air ambulance operations, remote access and evacuation, just-in-time deliveries of freight, aerial firefighting, aviation career opportunities, and much more.


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This initial economic activity, known as direct impacts, generates additional impacts as money flows through the economy. These "multiplier" effects result when a portion of direct business revenues are used to purchase goods and services in West Virginia (called supplier sales) and payroll is re-spent within the state (called income re-spending). In addition, direct impacts for on-airport activities and visitor spending also generate \$75.5 million in tax impacts annually.

Economic Impact Indicators

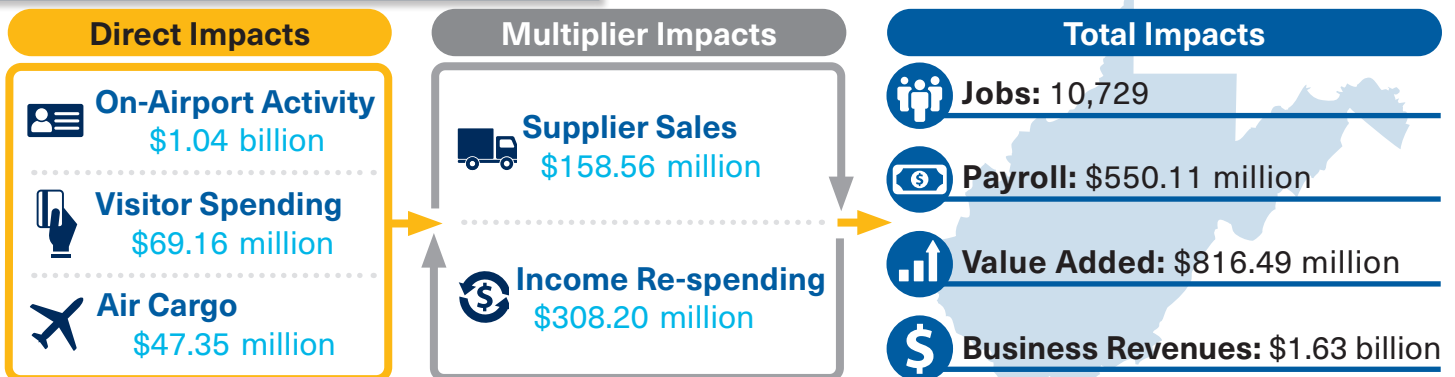
 **Jobs:** The number of employed people

 **Payroll:** The sum of compensation to workers (salaries, wages, and benefits) and proprietor income

 **Value Added:** The value contributed to a product or service provided by a firm or group of firms. Value added is aviation's contribution to West Virginia's Gross State Product (GSP)

 **Business Revenues:** An airport's total aviation-supported output including the sum of business sales and budget expenditures

Statewide Economic Impacts



Wheeling Ohio County Airport's Economic Impacts

	 Jobs	 Payroll	 Value Added	 Business Revenues
On-Airport Activity	42	\$1,609,000	\$2,186,000	\$4,270,000
Visitor Spending	10	\$267,000	\$428,000	\$814,000
Total Direct Impacts	52	\$1,876,000	\$2,613,000	\$5,084,000
Supplier Sales	8	\$447,000	\$700,000	\$1,349,000
Income Re-spending	14	\$591,000	\$869,000	\$1,841,000
Total Multiplier Impacts	22	\$1,038,000	\$1,569,000	\$3,189,000
Total	74	\$2,914,000	\$4,183,000	\$8,273,000

Notes: Totals may not add due to rounding. Metrics (jobs, payroll, value added, and business revenues) represent various components of an airport's economic impact and are not additive. Sources: WV AEIS Airport Manager Survey; Airport Tenant Survey; Transient GA Pilot & Passenger Survey, 2020; FAA 5010 Airport Master Record, FAA Terminal Area Forecast, Airline Data, Inc., 2019; Longwoods International, 2018; Calculations by EBP US using IMPLAN V.3 2018, 2021.

EBD

APPALACHIAN REGIONAL AIRPORT

Appalachian Regional Airport is a relatively new airport in the West Virginia aviation system, located in Williamson. The airport is surrounded by mountainous landscape and services the general aviation (GA) community of the region. Due to the airport's fairly remote location and minimal ambient light from the surrounding area, it is often used for nighttime training operations. The airport's lengthy runway and physical location make it an attractive airport for student pilots, particularly those practicing nighttime flight operations. The airport has an active flying club that volunteers time to assist with airport maintenance and operations. The airport recently started providing Jet A fuel sales in 2020 and plans to continue improving and expanding its ability to serve the aviation community. The airport's next planned improvement is constructing a pilot and flight planning area so pilots can have a comfortable place to rest and plan their next flight while at the airport.

City: Williamson
(EBD is approximately 8 miles east)

County: Mingo

Tourism Region:
Hatfield McCoy Mountains

Ownership: Public

Primary Runway 08/26:
5,001' x 75'



AIRPORT ACTIVITIES



**Corporate/Business
Activity**



Aerial Inspections



**Military
Exercises/Training**



**Aircraft Flight
Testing**



**Aerial Photography/
Surveying**

AIRPORT CLASSIFICATION

Appalachian Regional Airport is one of 17 GA facilities in West Virginia's aviation system. GA airports serve as integral gateways to communities across the state and accommodate activities such as emergency medical operations, business and recreational operations, mail and cargo transportation, remote access, and many more. The airport is classified by the Federal Aviation Administration (FAA) as a Nonprimary – Basic airport and is eligible for federal aviation funding through the Airport Improvement Program (AIP).




AVIATION'S ECONOMIC IMPACT


The 2020 West Virginia Aviation Economic Impact Study (WV AEIS) was conducted using 2019 data to quantify the economic contributions of West Virginia's airport system to the state's economy. The 24 publicly owned airports in the state support the transportation of people, goods, and services to, from, and within the Mountain State. This generates quantitative economic value in the form of jobs, payroll, value added, and business revenues, but airports also enhance the quality of life for West Virginians by supporting air ambulance operations, remote access and evacuation, just-in-time deliveries of freight, aerial firefighting, aviation career opportunities, and much more.


Economic benefits are generated by on-airport activities including employment (e.g., airport administration and tenants) and capital improvements (e.g., construction). Economic impacts are also generated off-airport when money is spent by out-of-state visitors traveling to West Virginia via the state's seven commercial service airports and 17 GA airports, and when air cargo transported via the state's airports supports the operation of off-airport businesses.

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Economic Impact Indicators

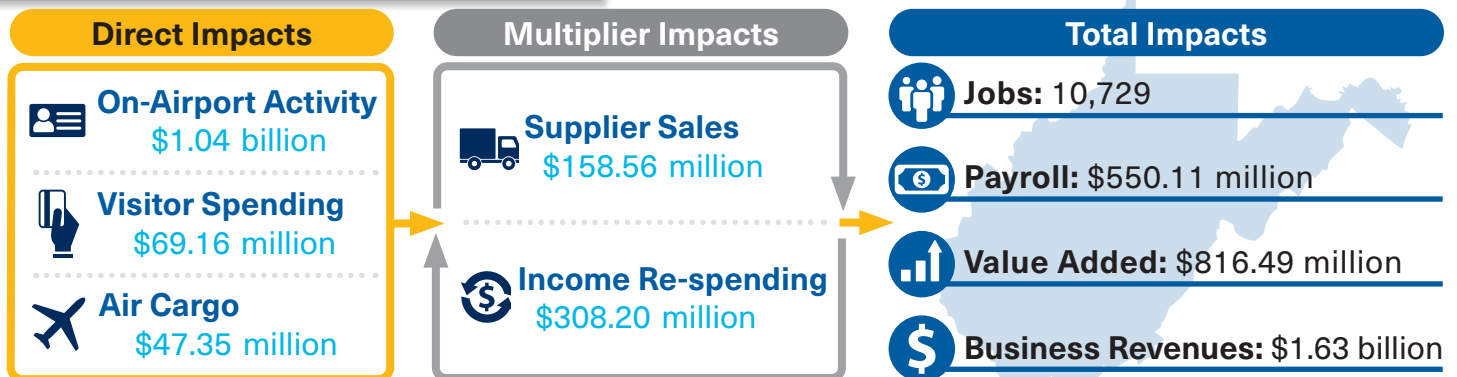
 **Jobs:** The number of employed people

 **Payroll:** The sum of compensation to workers (salaries, wages, and benefits) and proprietor income

 **Value Added:** The value contributed to a product or service provided by a firm or group of firms. Value added is aviation's contribution to West Virginia's Gross State Product (GSP)

 **Business Revenues:** An airport's total aviation-supported output including the sum of business sales and budget expenditures

Statewide Economic Impacts



Appalachian Regional Airport's Economic Impacts

	 Jobs	 Payroll	 Value Added	 Business Revenues
On-Airport Activity	1	\$10,000	\$11,000	\$84,000
Visitor Spending	-	\$3,000	\$4,000	\$9,000
Total Direct Impacts	1	\$12,000	\$15,000	\$93,000
Supplier Sales	-	\$14,000	\$20,000	\$40,000
Income Re-spending	-	\$11,000	\$16,000	\$35,000
Total Multiplier Impacts	-	\$25,000	\$36,000	\$75,000
Total	2	\$37,000	\$52,000	\$168,000

Notes: Totals may not add due to rounding. Metrics (jobs, payroll, value added, and business revenues) represent various components of an airport's economic impact and are not additive. Where the table indicates no jobs but also includes estimates for payroll, value added, and business revenues, individuals worked less than half-time on airport-related activities. Sources: WV AEIS Airport Manager Survey; Transient GA Pilot & Passenger Survey, 2020; FAA 5010 Airport Master Record, FAA Terminal Area Forecast, Airline Data, Inc., 2019; Longwoods International, 2018; Calculations by EBP US using IMPLAN V.3 2018, 2021.